



**WATFORD
BOROUGH
COUNCIL**

DEVELOPMENT MANAGEMENT COMMITTEE

7 December 2021

7.30 pm

(Please note the time of this meeting)

Town Hall, Watford

Contact

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

Publication date: 29 November 2021

Committee Membership

Councillor P Jeffree (Chair)

Councillor R Martins (Vice-Chair)

Councillors N Bell, S Johnson, J Pattinson, A Saffery, R Smith, S Trebar 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.

An update sheet concerning item 5 was circulated on 7 December and is attached to this agenda.

Additionally the officers' presentation is also attached to the agenda and is available for people viewing the meeting to refer to.

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

The [minutes](#) of the meeting held on 2 November 2021 to be submitted and signed.

4. **21/01279/FUL – The Imam Hussein Foundation, 205 North Approach, WD25 0ES**
(Pages 32 - 40)
5. **21/01496/FUL 140 Pinner Road Watford WD19 4EN** (Pages 41 - 53)
6. **21/00971/FULM - Land To South Of Colonial Way Either Side Clive Way, Watford, WD24 4FL** (Pages 54 - 73)

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.

DEVELOPMENT MANAGEMENT COMMITTEE

7th December 2021

UPDATE SHEET

Item 5: 21/01496/FUL 140 Pinner Road, Watford WD19 4EN

ADDITIONAL REPRESENTATION

One additional objection has been received, totalling 7 objections to the application. The matters raised are already discussed and considered in the published report.

Development Management Committee

7th December 2021



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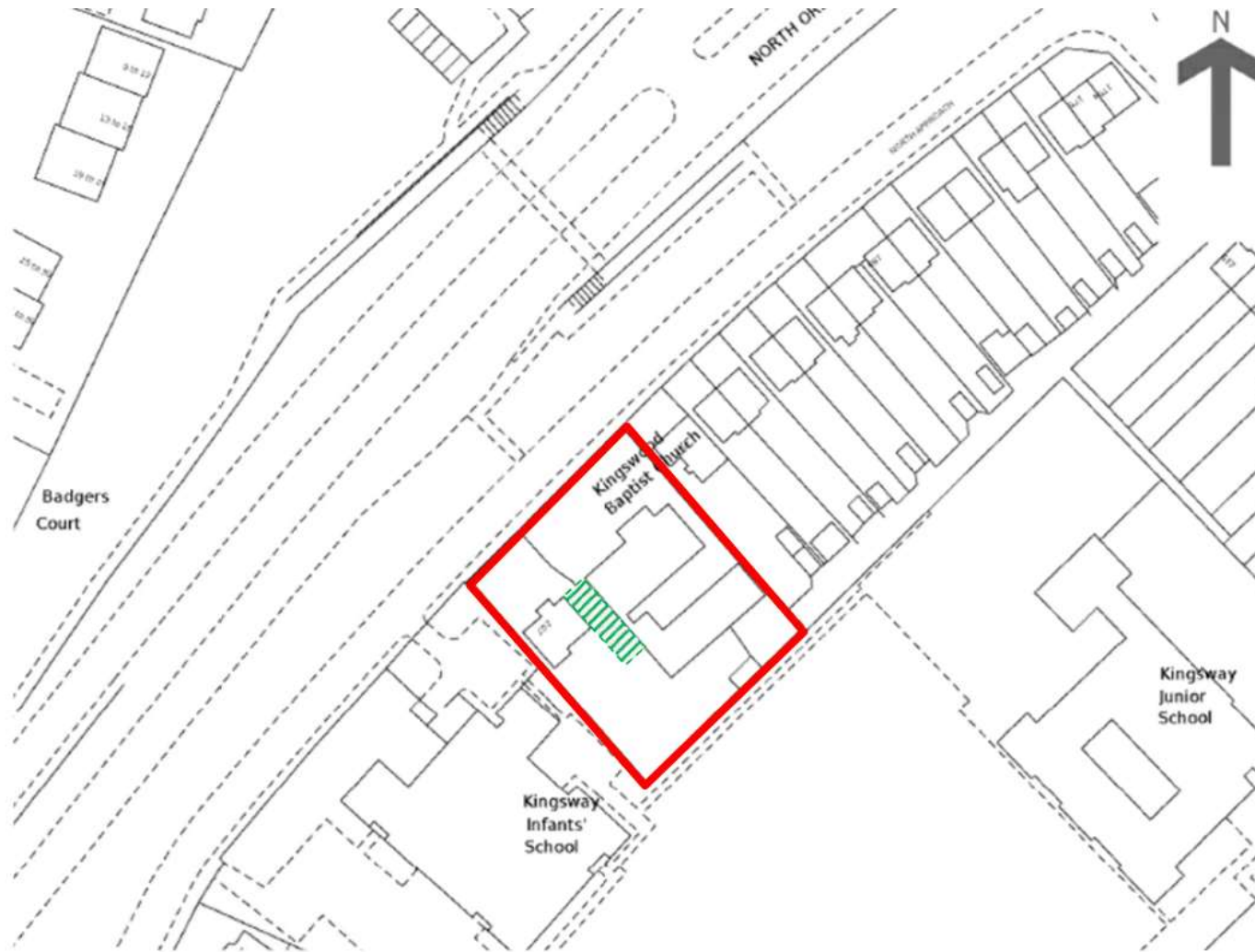
Item 4 – 21/01279/FUL

**The Imam Hussein Foundation
205 North Approach**

Retention of an infill canopy with front entrance
doors (retrospective)



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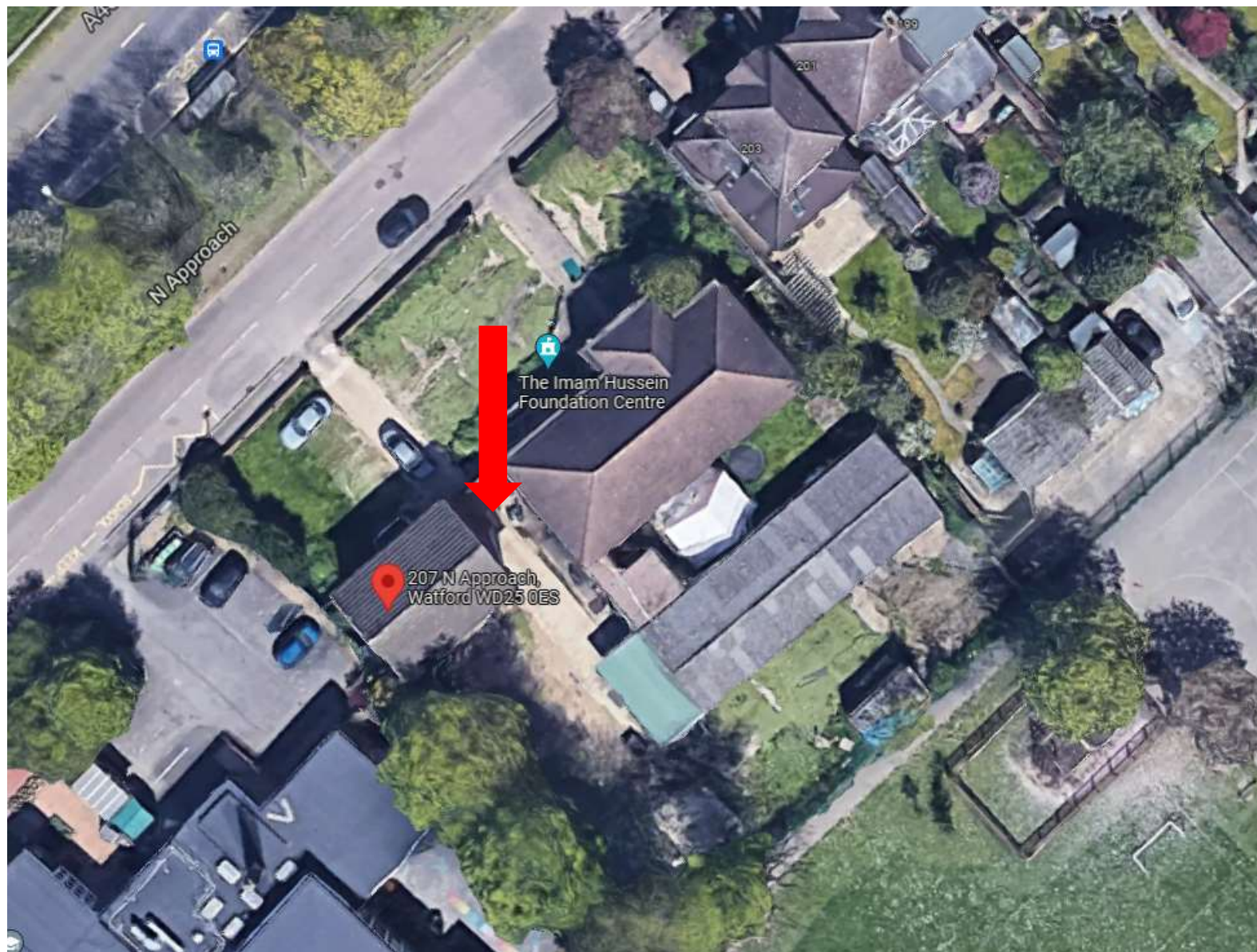


SITE PLAN

Site location plan



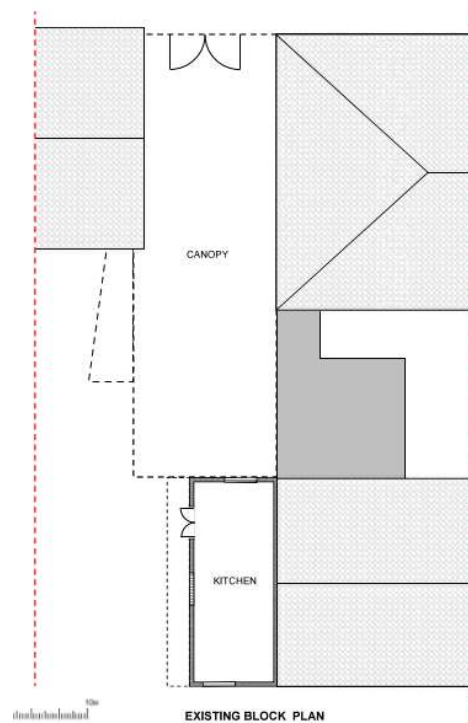
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Aerial View of the site (Google)



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Proposed Plans



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Site Photos



- Previously fenced off area – set back from the street
- Underutilised space behind

Previous Frontage



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Stretscene views (Google)



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Recommendation

Approve planning permission, subject to those conditions set out in Section 8 of the Committee report.

Item 5 – 21/01295/FULM

140 Pinner Road Watford WD19 4EN

Erection of a new detached bungalow on the land at the rear of 140 Pinner Road





Aerial view of Site (Google)



View from Pinner Road



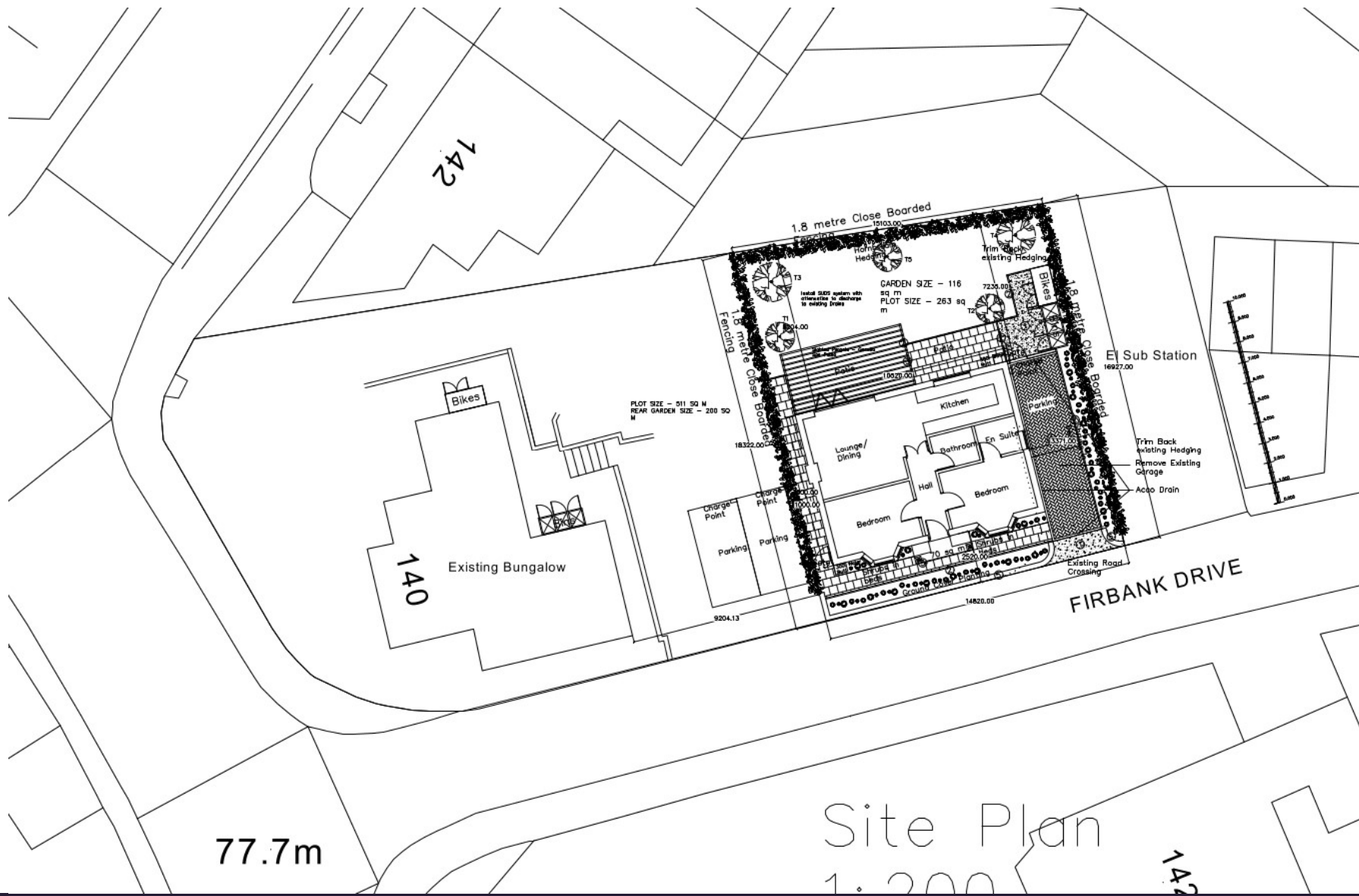
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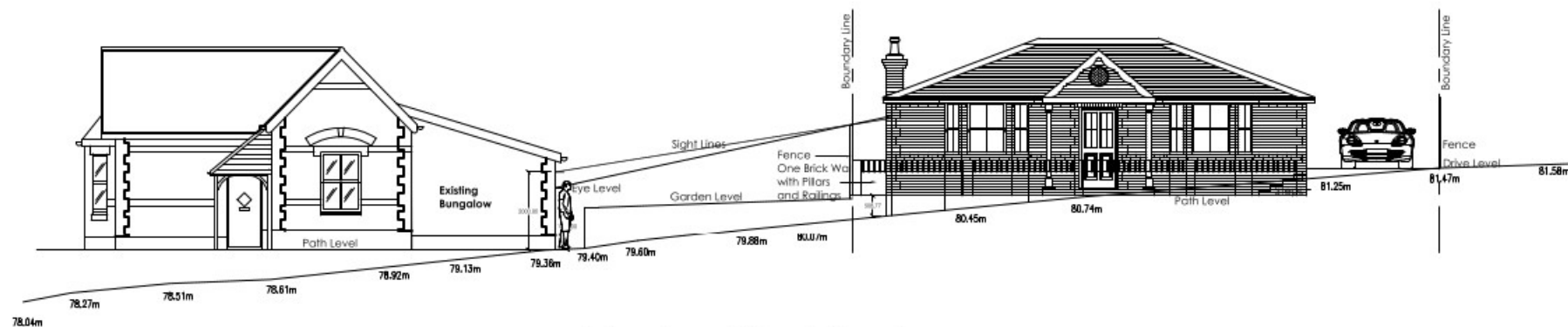


View up Firbank Drive



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View from Firbank Road

Recommendation

Approve planning permission, subject to those conditions and informatives set out in Section 8 of the Committee report.

Item 6 – 21/00971/FULM

Land To South Of Colonial Way Either Side Clive Way, Watford, WD24 4FL

Demolition of existing industrial buildings and construction of three buildings to provide industrial units (flexible uses Class E(g), B2 and/or B8) with ancillary offices, new accesses, associated yard, parking area and sprinkler tank/infrastructure, and landscaping.



Aerial of site (Google)



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NOTES

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Subject to Statutory Approvals.



- Existing trees to be removed
- Existing trees
- Additional trees
- EV charging point
- Dropped kerb with tactile paving

B	Area schedule corrected	SK	24/09/2021
A	Cycle shelters to units 3&2 updated to secure enclosed shelters. Dropped kerb and tactile paving added to all crossing points. External gate to unit 3 amended to swing inwards.	SK	22/07/2021

Rev	Description	Chk	Date
	Peer House 8 -14 Marham Street London WC2X 8LZ tel +44(0)20 7400 2320 enquiries@cornisharchitects.com www.cornisharchitects.com		

RIBA
Chartered Practice

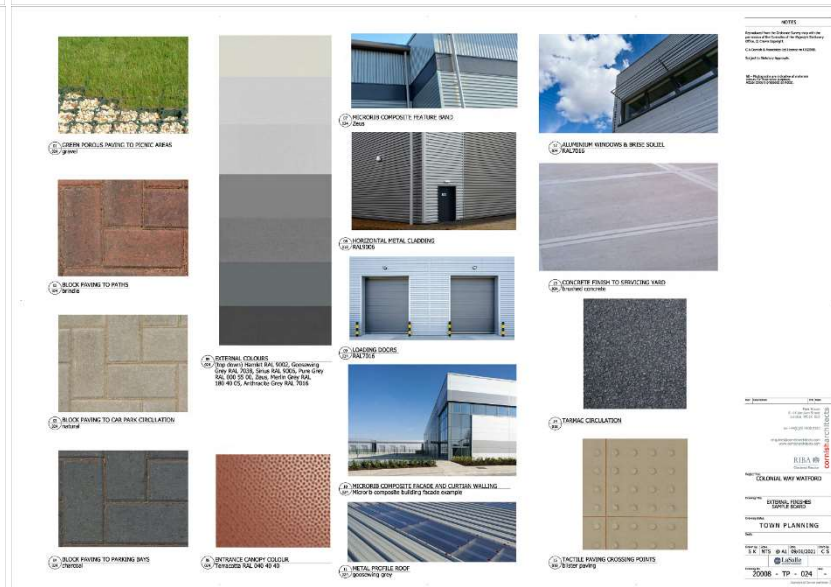
Project Title:
COLONIAL WAY WATFORD

Drawing Title:
PROPOSED SITE PLAN

Proposed Site Plan



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Neighbouring Amenity (Google)



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Visualisation of site looking south east



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Visualisation of site looking south west



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Recommendation

Approve planning permission, subject to those conditions and informatives set out in Section 8 of the Committee report.

Agenda Item 4

Committee date	7 December 2021
Application reference Site address	21/01279/FUL – The Imam Hussein Foundation, 205 North Approach, WD25 0ES
Proposal	Retention of an infill canopy with front entrance doors (retrospective)
Applicant	Mr Nawrozzadeh
Agent	Sterling Town Planning
Type of Application	Full Planning Permission
Reason for committee Item	Number of Objections
Target decision date	14 January 2022
Statutory publicity	Neighbour letters
Case officer	Sam Oguz, sam.oguz@watford.gov.uk
Ward	Stanborough

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 comprises a 0.18 hectare, rectangular plot of land located in the Stanborough Ward. The site, formerly, Kingswood Baptist Church, has been converted for use of The Imam Hussein Foundation and all buildings on site are associated to the foundation. There is a residential property on-site, 207 North Approach, this dwelling is occupied by the congregation leader. The site has various existing buildings on site of differing sizes and styles. It has a private car park at the front and the frontage is characterised by the former church building and associated house. The site borders both Kingsway Infant and Junior Schools on the southern elevations. The north-western side of the site is on North Approach and the north-eastern perimeter is adjoined by the residential dwelling at 201 North Approach. The site does have a secondary access from a service road to the rear off Briar Road. The rest of the surrounding area is characterised by typical two-storey semi-detached properties. Opposite the site is a row of mature deciduous trees which block the view from Kingsway North Orbital Road, these trees are not the subject of a Tree Preservation Order or impacted by this proposal.

- 1.2 The site is not in a conservation area nor does it affect the setting of a listed building.

3. Summary of the proposal

3.1 Proposal

This proposal seeks to retain the existing frontage and canopy erected between the main building and the associated house at 207 North Approach. The canopy has

entrance doors facing out onto North Approach and is made using wooden boards. The canopy is open at the rear and does not fully enclose the space.

3.2 Conclusion

The proposal is set back from the streetscene and does not have any significant impact on the visual amenity of the area, subject to the timber walls and doors being stained. The extension fits within the single storey nature of the site and causes no significant harm to the amenity of surrounding residential properties.

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 On the 20th February 2020 planning permission (ref: 19/01482/FUL) was granted for a side extension to be used as a kitchen space. The infill canopy will connect to this extension.

6. Main considerations

- 6.1 The main issues to be considered in the determination of this application are:
- (a) Principle of development
 - (b) Scale, design and impact on the character and appearance of the area
 - (c) Impact on neighbouring amenity
 - (d) Traffic, highways and parking impacts
- 6.2 (a) Principle of the development
- The current use of the site is a Class F1 place of worship. This has always been the use of the site and will remain unchanged by this development. It is considered that the works will include the enhancement of a community facility which is in accordance with the emerging policy HC12.3 of Watford's Final Draft Local Plan 2018-2036, this encourages the use and improvement of cultural community centres. The infill canopy has replaced previously underutilised space on the site. The canopy has not resulted in blocking off a section of the site, as there was previously a fence between the main building and 207 North Approach.
- 6.3 It is considered that that the principle of allowing the infill canopy would be appropriate and acceptable.
- 6.4 (b) Scale, design and impact on the character and appearance of the area
- The canopy is a relatively large extension when viewed from the front with a height of 3.7m. However, the frontage is does not have a prominent appearance within the

streetscene, being in line with the existing buildings, and is not in direct view from any residential property.

- 6.5 The rest of the site is made up of various single and two storey buildings. The canopy extension is subordinate in height when compared to these and would not be considered as overdevelopment of the site. The current wooden finish is lighter in colour than the rest of the frontage so a condition should be imposed that would require a darker stain applied to the wooden frontage to ensure it blends in with its surroundings. Overall, the proposal is not considered to significantly impact on the character and appearance of the site or surrounding area.

- 6.6 (c) Impact on neighbour amenity
The canopy itself will have no adverse impact on neighbouring amenity. There is no loss of private parking spaces as a result of the extension.

- 6.7 The canopy itself causes no loss of light and no loss of outlook to neighbouring residents given the enclosed nature of the proposal and the separation distance to boundaries.

- 6.8 (d) Traffic, highways and parking impacts
The current traffic, highways and parking impacts would be unchanged. The site retains the same level of private parking and the surrounding area is not covered by a controlled parking zone. Parking on North Approach is unrestricted and despite neighbour concerns, this development is unlikely to have any impact on parking issues.

7. Consultation responses received

7.1 Statutory consultees and other organisations

None.

7.2 Interested parties

Letters were sent to 20 properties in the surrounding area. Responses have been received from 7 nearby addresses. Of these responses all 7 were objections.

The application was also advertised using a site notice posted on 3rd September 2021.

The main comments are summarised below, the full letters are available to view online on the Council's website:

Comments	Officer response
Parking issues on site resulting in spill over to North Approach and Briar Road	See paragraph 6.8 of this report.

Noise pollution from events carried out at the site	The canopy itself is unlikely to contribute to an increase in noise disturbances. The canopy may in fact enclose activity within the site reducing the potential for noise. The Council's Environmental Health team can be contacted if noise levels are deemed to be excessive.
Impact to the character and appearance of the area	See paragraphs 6.4- 6.5 of this report.
Loss of light and outlook to residential dwellings	See paragraphs 6.6-6.7 of this report.
Overdevelopment of the site	The site currently has a number of buildings, this canopy does not protrude the front building line and despite infilling the area between the residential property on-site, the canopy is not considered an over-development of the site.
Intended use of the canopy	Many objections state the canopy is used as a function room. However, the canopy is open walled and is clearly separated from the main service area. Therefore, it would be regarded the primary use of the canopy would be as an entrance/meeting area for worshipers. This is ancillary to the main use of the centre and doesn't increase the functional use space of the facility.
Smell of cooking late into the night	The canopy does not contain any cooking facilities within it, therefore this is not a planning consideration and not relevant to this application.
Frustration about the site already having one application being granted retrospectively	Whilst the frustration is understood this is not a relevant consideration of this application and retrospective applications are still judged equally against planning policy.
The addition of a white plastic frontage	The white frontage on the canopy was a temporary installation and has since been removed.
Loss of privacy as a result of usage of the service road at the rear of gardens on North Approach	The canopy itself is unlikely to contribute to the use of this service road. The use of the service road is a civil matter.
Land Registry covenants	Any existing covenants still apply, however they are not relevant considerations as part of the planning process.

8. Recommendation

8.1 That planning permission be granted subject to the following conditions:

Conditions

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

- Drawing Number: 205NA/01
- Drawing Number: 205NA/02
- Drawing Number: 205NA/03
- Drawing Number: 205/NASP

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

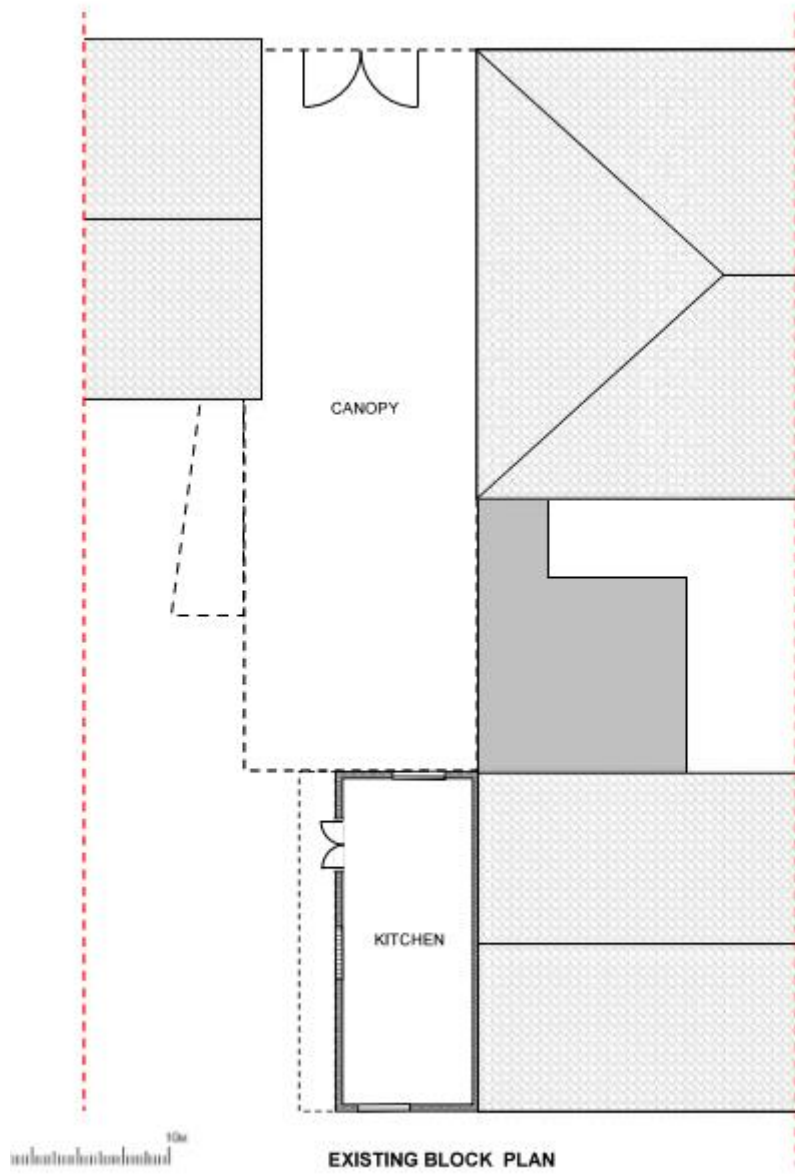
2. Within 1 month from the date of this permission, details of the colour of a timber stain to be applied to the walls and doors of the canopy frontage facing North Approach shall be submitted to and approved in writing by the Local Planning Authority. The approved stain shall be applied within 2 months of being approved and shall be retained at all times.

Reason: In the interests of the visual appearance of the site.

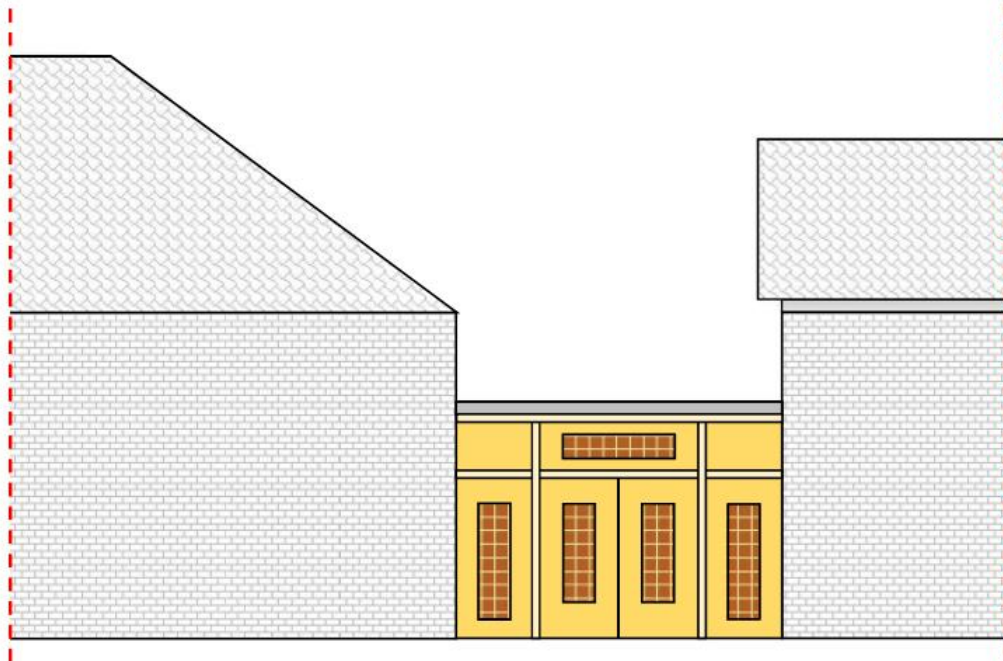
Site Location Plan



Block Plan/Layout



Elevation Plan



EXISTING FRONT ELEVATION

Photos of the Site

View from North Approach



Internal Pictures



Committee date	Tuesday, 7 December 2021
Application reference	21/01496/FUL 140 Pinner Road Watford WD19 4EN
Site address	
Proposal	Erection of a new detached bungalow on the land at the rear of 140 Pinner Road
Applicant	Mr Jayesh Patel
Agent	None
Type of Application	Full Planning Permission
Reason for committee Item	Objections to the application
Target decision date	8 th December 2021
Statutory publicity	Letters to neighbouring properties
Case officer	Alice Reade, alice.ream@watford.gov.uk
Ward	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 No 140 Pinner Road is a detached bungalow located at the corner of Pinner Road and Firbank Drive. The application site consists of an area of rear garden to the east of the bungalow. The site currently comprises garden and a detached single garage with access from Firbank Drive.
- 2.2 There are significant ground level changes in the area with ground level rising from the south- west to the north-east putting the site on an elevated position to the rear of the existing bungalow.
- 2.3 The building on site is not listed or locally listed. The roads are not subject to a Controlled Parking Order. The site is not within a conservation area however to the north of the site is the Oxhey Conservation Area.

3. Summary of the proposal

3.1 Proposal

- 3.2 Erection of a new detached bungalow on the land at the rear of 140 Pinner Road. The bungalow would contain 2 bedrooms and would have on-site parking from the existing access to Firbank Drive.

3.3 Conclusion

- 3.4 The proposed development is substantively different to the unacceptable development previously proposed and dismissed at appeal. Specifically, the previous application involved the demolition of the existing bungalow and substantial redevelopment fronting Pinner Road. The development now proposed would see the retention of the existing bungalow and the modest new development at its rear with access from Firbank Drive.
- 3.5 The proposed new bungalow would provide a good quality new dwelling in a residential area and would be of appropriate scale, layout and design for the site and context. By virtue of its position and single storey nature, the development would not create harm to the amenities of neighbouring properties. Development is therefore compliant with policies UD1, SS1 and HS1 of the Watford Local Plan Core Strategy.

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.
- 4.2 Paragraph 11 d) of the NPPF 2019 establishes the 'presumption in favour of sustainable development' and the principles of the 'tilted balance' that apply where a local planning authority cannot demonstrate a 5 year housing supply or have failed to deliver at least 75% of their housing requirement as part of the Housing Delivery Test. Where the tilted balance applies, decision makers should grant permission unless NPPF policies on protected areas or assets of particular importance provide a clear reason for refusing development or, any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, assessed against NPPF policies taken as a whole. The tilted balance has the effect of shifting the weight in the planning balance away from local policies and towards the NPPF.
- 4.3 The Council scored below 75% in the most recent Housing Delivery Test results and therefore the 'tilted balance' applies to the determination of this planning application.

5. Relevant site history/background information

- 5.1 19/01278/FUL Demolition of existing building and construction of a two storey

block of six flats with accommodation in the roof space. Planning permission refused. Appeal Dismissed for reasons of adverse impact to character and appearance of the area, adverse impact to neighbouring premises and poor residential amenity for the proposed development.

- 5.2 Following the dismissed appeal the applicant has sought to engage positively with the Council through preapplication discussions in respect of the land to the rear of 140 Pinner Road only and proposals for a new detached bungalow. (Reference 21/01211/PREAPP).

6. Main considerations

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

- (a) Principle of residential development
- (b) Scale and design
- (c) Impact on setting of Oxhey Conservation Area
- (d) Impact on surrounding properties
- (e) Residential amenity
- (f) Access, parking and waste

6.2 (a) Principle of residential development

The development proposes new housing in a residential area which is acceptable in principle in accordance with Policy HS1 of the Watford Local Plan. The principle of residential development is also acceptable in accordance with 'saved' Policy H9 of the Watford District Plan for backland development where there is appropriate access and subject to design matters.

6.3 (b) Scale and design

Policy UD1 of the Watford Local Plan sets out points to consider in achieving high quality design for new development. Development should create high quality new places and should respect and enhance the character of its area.

- 6.4 The adjacent Oxhey Conservation Area has a strong character of Victorian terraces whilst the southern area of Pinner Road has some mix of terraces, semi-detached and detached housing. Firbank Drive is a cul-de-sac notably different in form. At the start of Firbank Drive is the flank of the detached bungalow of No140 at its entrance and the flank of No142 to the opposite side. Further along Firbank Drive, there are outbuildings, garages and parking to the north side and semi-detached houses to the south and east. The proposed detached bungalow would relate in scale and nature to the existing bungalow of No140 and would not come forward of the building line set by

the flank of No140. The new bungalow would be modest in its massing and scale and include detailing to create a character and appearance suitable for the context and compliant with Policy UD1 of the Watford Local Plan and 'saved' Policy H9 of the Watford District Plan.

6.5 (c) Impact on the setting of the Oxhey Conservation Area

The position of the development and its single storey nature would have minimal visual presence from the Oxhey Conservation Area to the north and would not create adverse impact to the setting of the Conservation Area.

6.6 (d) Impact on surrounding properties

The Residential Design Guide (RDG) details guidelines and recommends minimum distances to determine appropriate relationships between a new building or extension and a neighbouring property in order to prevent unreasonable harm to the light, outlook, privacy and amenity of neighbouring occupiers. The impact on the surrounding properties is detailed as follows:

6.7 *No 140 Pinner Road*

The proposed development would be immediately to the east of the existing bungalow at No140 with separation of between 10m and 13m to the rear of No140. Although single storey, the proposed bungalow is in an elevated position relative to the rear of No140 and its garden. It is however noted that the bungalow has a modest depth and modest roof pitch and height. It is also set in from the boundary with No140. The bungalow would therefore not appear unduly overbearing to the bungalow and garden and No140.

6.8 The impact to the sunlight and daylight of the existing bungalow has been assessed in the submitted Sunlight and Daylight assessment carried out in accordance with British Research Establishment (BRE) guidance. This finds that the impact to daylight and sunlight of the windows and garden of No140 would be within reasonable limits as determined by the BRE guidance and indicates that there would be no adverse harm to the property in this regard.

6.9 No windows are proposed on the west side elevation of the proposed bungalow, facing the rear of No140 and a condition is recommended to prevent the insertion of windows under Permitted Development in this elevation to avoid overlooking.

6.10 *No 142 Pinner Road*

No 142 Pinner Road is set back notably from the road and is on the opposite side of Firbank Drive. The single storey development would be positioned 14m to the north-west of No142 Pinner Road and would create no notable loss of light or outlook to this neighbour.

6.11 *Nos 132-142 Villiers Road*

The proposed development would be sited to the south of the group of terraced properties at Nos 132 to 142 Villiers Road which back onto the north (rear) boundary of the site. The proposed development would have distances of 8.4m for its rear garden and 15m minimum back to back distances to the existing dwellings. This is below RDG guidance which seeks 11m and 27.5m respectively for distances for two storey buildings, however, as the proposed development is single storey only, this would not include upper level windows that would overlook the rear neighbours. The ground levels would also not allow for notable overlooking from the ground floor windows. As such, the development would not create unreasonable overlooking to the neighbours. A condition is recommended to prevent any loft conversion works under Permitted Development to avoid the creation of overlooking.

6.12 The height and distance of the proposed single storey development would also avoid notable loss of light or outlook to these existing dwellings.

6.13 (e) Residential amenity

Section 7.3.6 of the Residential Design Guide sets out the minimum Gross Internal Areas (GIA) for new dwellings in accordance with the nationally described space standards. The GIA of the proposed dwelling at 70sqm, would meet the minimum standard of 70sqm for the 2 bed 4 person dwelling type proposed. The dwelling would also have good layout, light and outlook compliant with the Residential Design Guide.

6.14 The subdivision of the garden between the existing and proposed dwelling creates private gardens areas of 200sqm and 116sqm respectively. These exceeds the minimum garden standards of 50sqm in the RDG. The application includes a detailed landscaping scheme for the site which is secured by condition. The development would therefore include good amenity areas and landscaping for the proposed dwelling compliant with the Residential Design Guide.

6.15 (e) Access, parking and waste

It is noted that the north side of Firbank Drive to the front of the proposed dwelling does not include a footpath and the front garden of the proposed dwelling would abut the road. This is the existing situation with a pavement only to the south side of the road. The site includes hard landscaping for its occupants at the front of the dwelling and as the road is narrow and lightly trafficked, its residents and visitors would have safe crossing from the front of the dwelling to the south side pavement.

- 6.16 In respect of the car access, this is unchanged from the existing so creates no new issues. In respect of the pedestrian access to the site, the new dwelling includes its own path at the front of the dwelling allowing access to its front door and to its parking space. The occupants of the dwelling would therefore have safe and convenient access compliant with 'saved' Policy H9 of the Watford District Plan and it is noted that the Highway Authority have made no objection to the arrangements.
- 6.17 'Saved' Policy T24 of the Watford District Plan seeks for parking to be provided as on-site provision and for new residential development to meet its parking needs on-site and to prevent undue harm to the highway and road amenity. The new dwelling includes on-site parking for up to two car spaces at the east side of the bungalow. This is within the maximum standards of the Watford District Plan.
- 6.18 The existing bungalow would lose its existing 2 spaces to allow for the development. These parking spaces are not protected by any previous planning condition and can be removed at any time. As such, loss of these spaces for the existing dwelling cannot be prevented or warrant grounds for refusal of this application. Notwithstanding this, the submitted plans show two new car parking spaces with dropped kerb access to be created in the amended garden of the existing bungalow. The Highway Authority has made no objection to the provision of these spaces. As the relocated spaces are shown to be within the same ownership as the applicant, these are secured by condition.
- 6.19 Both the existing and new dwellings have garden areas with access to serve bin and cycle storage as shown. This is secured by condition for the new dwelling.

7. Consultation responses received

7.1 Internal Consultees

Consultee	Comment Summary	Officer Response
HCC Highway Authority	No Objection	Noted
WBC Waste and recycling	No comment	Bin store requirements known and noted.
Rights of Way Officer	No comments received	
Arboricultural Officer	No comments received	

7.2 Interested parties

Letters were sent to 21 properties in the surrounding area. Responses have been received from 6 properties. The main comments are summarised below, the full letters are available to view online:

Objection comment	Officer comments
Insufficient parking for the new dwelling	This development includes parking at the east of the bungalow which could take up to two cars. This is within the maximum standards and is appropriate for a dwelling of this size in this area.
New bungalow is of inadequate size for modern living and is cramped within the site.	The internal areas of the dwelling meet the minimum size requirements set by Government. The site includes a garden area over the minimum requirements and gaps to all side boundaries. This is therefore not perceived as cramped.
The development creates overlooking to neighbours.	The windows at the rear of the bungalow are at ground floor level, with an 8.4m deep garden and a 1.8m high boundary fence. These would therefore not create overlooking to the rear neighbours.
Concerns in respect of surface water drainage	As the development is for less than 10 dwellings, no further details are required for surface water drainage.
The new parking spaces for the existing bungalow are too close to Firbank Drive and will require ground works	The Highway Authority has not objected to these spaces. Full details of the spaces is however requested to be secured by condition to the planning permission.
Development is not in keeping with the Edwardian and Victorian character of the area.	The site is visually distinct from the Oxhey Conservation Area and being modest in scale, it would be appropriate for the site and context.
Firbank Drive is a narrow road with no pavement on the north side and no turning area. It is unable to take development traffic and development would cause	The Highway Authority at Herts County Council has been consulted and make no objection to the development.

disruption to the road and access.	
Loss of garden space harmful to wildlife	The site is brownfield being previously developed with garage and hard standing. The proposed development would see new landscaping and trees along with the new dwelling.
The applicant owns two HMOs in Firbank Drive	The proposed development is for a single dwelling house.

8. Recommendation

Grant planning permission subject to the following conditions:

Conditions

1. Time Limit

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

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

Existing Plans

MB-SURV-PR-TS-01 Rev 01

140PINN-LP02

140PINN-PPE01

140PINN-SP06

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

3. Parking for No140

No development shall commence until full details of the proposed access and parking spaces to the dwelling at No140 Pinner Road have been submitted and approved in writing by the Local Planning Authority. The details shall include any changes to the ground levels and details to avoid surface water run off onto the Highway. The parking spaces shall be installed and made

available for use prior to the occupation of the development and shall be retained as approved.

Reason: In the interests of highway safety and convenience.

4. Materials submitted

No external facing materials shall be installed on the development until full details and samples of all the materials to be used for the external surfaces of the building have been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed in the approved materials.

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.

5. Refuse, recycling and bicycle storage

The refuse, recycling and bicycle storage shall be constructed and installed in accordance with the approved drawings and made available for use prior to the occupation of any part of the development. The storage facilities shall be retained as approved at all times thereafter.

Reason: To ensure adequate facilities are provided for the future occupiers and in the interests of the visual appearance of the site, 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.

6. Landscaping

The hard landscaping and boundary treatments shall be installed in accordance with the approved drawings prior to the occupation of any part of the development. The soft landscaping and planting shall be implemented in accordance with the approved drawings in the first available planting season following the completion of the development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site, and amenity of adjacent and future occupiers in accordance with Policies SD1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

7. West side windows

No windows or doors shall be inserted into the west side elevation 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 2006-2031 and the Residential Design Guide 2016.

8. Permitted Development Exemption for extensions and loft conversion

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any modification or re-enactment thereof), no development permitted under Schedule 2, Part 1, Classes A, B or C of the Order shall be carried out to the dwellings hereby approved without the prior written permission of the Local Planning Authority.

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

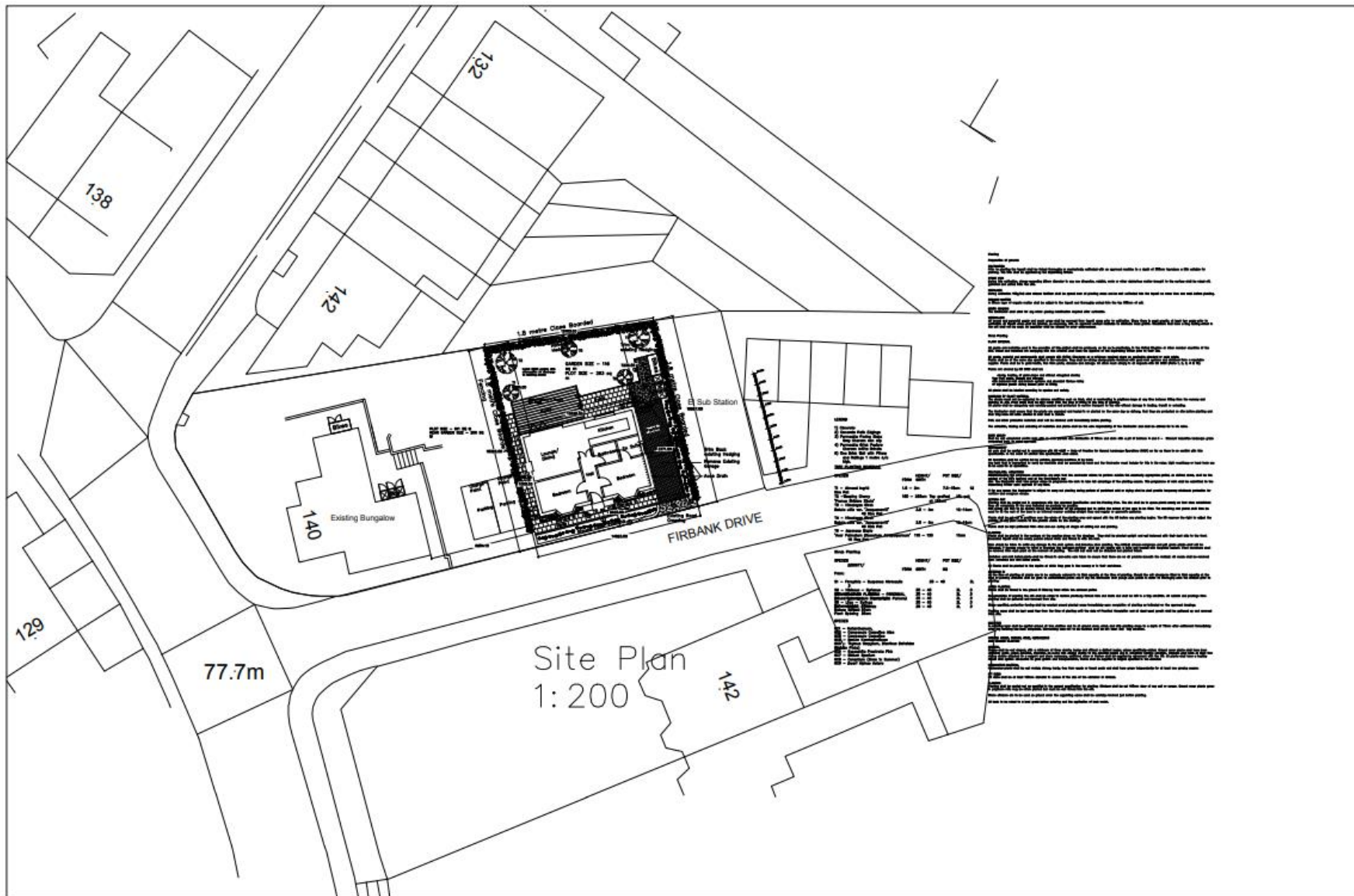
Informatives

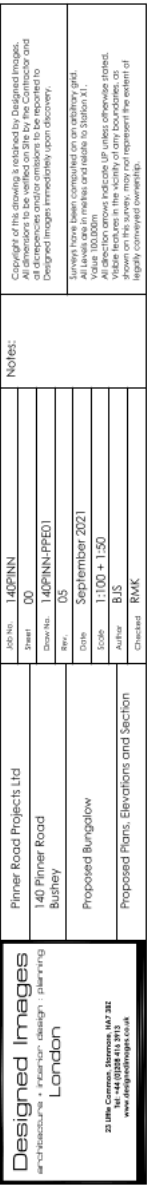
1. Positive and proactive statement
2. Building regulations
3. Party Wall Act
4. Hours of construction
5. Community Infrastructure Levy



Location Plan 1:1250

<div>Designed Images</div> <div>ARCHITECTURE • INTERIOR DESIGN • PLANNING</div> <div>London</div> <div>33 LIMEWOOD COURT, SHARNBORO, MK2 2BE</div> <div>TEL: 0453358 444 3915</div> <div>www.designedimages.co.uk</div>	Pinner Road Projects Ltd 140 Pinner Road Bury	Sheet 1 of 1	140PNN-LP02	Notes: Copyright of the drawings retained by Designed Images. All dimensions to be verified on site by the Contractor and all discrepancies and/or omissions to be reported to Designed Images immediately upon discovery. Surveys have been completed on an existing grid. All dimensions in metres and relate to Station XL. All dimensions are to the centre of the line unless otherwise stated. All dimensions are to the centre of the line unless otherwise stated. All dimensions are to the centre of the line unless otherwise stated.	140PNN
					Drawn By:
					Date:
					Scale:
					Author:
	Proposed New Building				RMK
	Location Plan				





Agenda Item 6

Committee date	7 December 2021
Application reference	21/00971/FULM - Land To South Of Colonial Way
Site address	Either Side Clive Way, Watford, WD24 4FL
Proposal	Demolition of existing industrial buildings and construction of three buildings to provide industrial units (flexible uses Class E(g), B2 and/or B8) with ancillary offices, new accesses, associated yard, parking area and sprinkler tank/infrastructure, and landscaping.
Applicant	Coal Pension Properties Limited
Agent	Rapleys LLP
Type of Application	Full Planning Permission
Reason for committee Item	Major Application
Target decision date	8 December 2021
Statutory publicity	Watford Observer, Neighbour letters and Site Notice
Case officer	Andrew Clarke, andrew.clarke@watford.gov.uk
Ward	Tudor

1. Recommendation

- 1.1 That planning permission be granted subject to a Deed of Variation, executed under s106 of the Town and Country Planning Act 1990 (as amended), and conditions, as set out in section 8 of this report.

2. Site and surroundings

- 2.1 The application site comprises two separate plots of land which are to the south side of Colonial Way, either side of Clive Way. The western site is approximately 0.84 hectares in area and the eastern site is 0.78 hectares in area. Together the sites are 1.62 hectares in total. The surroundings are comprised predominantly of Use Class B commercial uses, though the eastern site does adjoin the residential rear gardens of numbers 45 to 63 (odds) Norbury Avenue to the east.
- 2.2 The site is within Employment Area E3 (Imperial Way / Colonial Way) in the Watford District Plan and Special Policy Area SPA2 (Watford Junction) in the Watford Local Plan Core Strategy. The employment area is subject to an Article 4 direction which removes permitted development rights for conversion to residential use.

3. Summary of the proposal

3.1 Proposal

The key elements of this pre application proposal can be summarised as:

- Demolition of all the existing buildings on site, gross internal floorarea of 7,297m²;
- Construction of three new industrial units, gross internal floorarea of 7,781m²;
- Provision of new parking (109 spaces) and access, and;
- Landscaping and hardstanding works.

3.2 Conclusion

The proposed commercial buildings will provide modern employment floorspace within this existing employment area. Furthermore, the scale and design of the proposed buildings are considered to be acceptable. The amenity of residential dwellings on Norbury Avenue would not be harmed. There are considered to be no adverse effects that outweigh the benefits of the proposal, therefore it is recommended that the application should be approved subject to conditions.

4. Relevant policies

- 4.1 Members should refer to the background papers attached to the agenda. These highlight the policy framework under which this application 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 Various planning applications exist for minor developments which relate to the industrial use of the site.
- 5.2 The applicant submitted a pre-application enquiry on 17th February 2021. A virtual meeting was held on 23rd March 2021 and a written response was issued on 29th March 2021. This application was submitted on 28th June 2021. Amendments have been made to the proposal in line with the pre-application response.

6. Main considerations

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

- (a) Principle of development
- (b) Design and layout
- (c) Access, parking and traffic generation
- (d) Impact upon neighbouring properties
- (e) Environmental considerations

6.2 (a) Principle of the development

The application sites are located in the Imperial Way / Colonial Way Employment Area – indicated as Employment Area E3 on the Proposals Map of the Watford District Plan 2000. “Saved” Policy E1 of the District Plan states that proposals for light industry (Use Class B1(c)), general industry (Use Class B2) and storage and distribution (Use Class B8) would be acceptable in principle in the Employment Area. Prior to the adoption of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 use class E(g)(iii) would have been part of the now revoked B1(c) use class. The proposed uses would therefore be supported, in principle, in accordance with policy designations.

6.3 Policy SS1 of the Watford Local Plan Core Strategy 2006-31 states that an increase of at least 7,000 jobs is planned in the borough. Employment opportunities will be focused on locations including allocated employment areas and improvements to allocated employment areas will be encouraged to meet modern business needs. The proposed units will provide an uplift of around 9% in the overall gross internal employment floorspace in new, modern buildings in accordance with these policies. The proposal is therefore acceptable in principle.

6.4 The sites are within the Watford Gateway Strategic Development Area. This proposal would not compromise the potential for any future connections from Colonial Way / Clive Way through to the east side of Watford Junction Railway Station. It is noted that the land surrounding the site would need opening up to facilitate this connection and only when such a connection is secured can the possibilities of optimising the development potential of sites to the east of Watford Junction Railway Station be realised.

6.5 The sites are designated as employment allocation EM05 in the Final Draft Local Plan, where employment uses are acceptable in principle. The western site is adjacent to mixed use allocation MU07 which is considered suitable for mixed-use development, including residential uses. The proposed redevelopment is not considered to prejudice the future mixed-use development of this adjoining site, particularly for residential use.

6.6 (b) Design and layout

The proposed layout of the two sites is comprised of three separate industrial units with the largest unit on the western site (Unit 1), with two smaller units (Units 2 and 3) on the eastern site. Employment space would be primarily at ground floor level. Ancillary office accommodation would be at first floor level within the units.

- Unit 1 would have a gross internal area of 4,290 square metres within a building which is 15.4 metres high to the ridge line.
- Unit 2 would have a gross internal area of 2,653 square metres within a building which is 12.7 metres high to the ridge line.
- Unit 3 would have a gross internal area of 838 square metres within a building which is 10.9 metres high to the ridge line.

6.7 In terms of materials and finishes, the buildings would be finished in profiled metal wall cladding in tones of grey with glazing around the entrances and at two levels facing the public realm. The service yards would be enclosed by 2.4 metre high wire mesh fencing. The proposed layout does rationalise the existing awkward layout of the sites, and the external appearance of the units is considered to be acceptable in the context of the site's industrial setting.

6.8 (c) Access, parking and traffic generation.

The vehicle access points and crossovers to the sites would be repositioned. Hertfordshire County Council as the Highway Authority is satisfied with these works.

6.9 The development would provide 109 car parking spaces, which equates to 1 space per 74.1m² gross internal area of employment space. Appendix 2 of the District Plan states that the maximum parking standard for a Class B1(c) use is 1 space per 35m², for Class B2 use is 1 space per 50m² and for Class B8 use is 1 space per 75m². For mixed B Class uses where the individual uses are not known, a blended standard of 1 space per 40m² is given. Note that former Class B1(c) is now within new use Class E. Based upon the proposed floorspace of 7,781m² and the location of the site within parking zone 4, the maximum number of spaces based upon a mixed B Class use would be between 146 and 194 spaces. The parking provision of 109 spaces would therefore accord with current adopted policy.

6.10 Active Electric Vehicle charging points will be provided at the outset covering 10% of the total on-site parking spaces. Passive provision in the form of appropriate ducting will be provided for 50% of the total on-site parking spaces.

- 6.11 Cycle parking is provided in accordance with the District Plan. Safe and secure facilities for 18 cycles on Unit 1, 10 cycles on Unit 2 and 10 cycles on Unit 3 are shown on the plans. These would accommodate both long and short stay functions.
- 6.12 The application is supported by a Transport Statement which analyses the proposed parking provision and anticipates the parking demand likely to be generated by the proposed development. This anticipates that the proposals could generate between 29 and 78 two-way vehicle movements in the AM peak hour and between 20 and 66 two-way vehicle movements in the PM peak hour. Of these approximately 5 of the movements will be made by heavy goods vehicles.
- 6.13 The Highway Authority raises no objections to the proposal. It is, therefore, considered that the proposed access arrangements, parking provision and traffic generation resulting from this redevelopment are acceptable.
- 6.14 (d) Impact on neighbouring properties
The rear gardens of numbers 45 to 63 (odds) Norbury Avenue, a terrace of two bedroom dwellinghouses which date from the 1990's, adjoin the eastern boundary of the eastern site. Proposed Unit 2 on the eastern site would have a height of 7.8 metres and would be set 5 metres into the site at the closet point, which is the same height and set in as the existing warehouse buildings. Photographs within the applicant's submission show the ground level of these adjoining gardens to be higher than the subject site. The applicant has undertaken a daylight / sunlight assessment which concludes that the proposed development sufficiently safeguards the daylight and sunlight amenity of these neighbouring properties. In addition new tree planting along this boundary would further soften the outlook. No other residential uses adjoin the site.
- 6.15 (e) Environmental considerations
(i) The most significant trees are those close to the highway around the eastern site, of which a line of 5 lime trees adjacent to Colonial Way are of moderate quality. The other trees throughout the site are of low quality and significance, many of which are compromised by buildings in close proximity and vehicles parking underneath. The redevelopment of the site would result in the loss of several trees, including 2 of the aforementioned lime trees. The applicant has included a soft landscaping plan with a management and implementation plan which shows significant uplift in biodiversity at the site with new trees, shrubs, hedges and grassed areas around the sites.
- 6.16 (ii) Land contamination

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

6.17 iii) Surface water drainage strategy

The applicant has provided sufficient detail to demonstrate that an acceptable surface water drainage scheme can be provided to mitigate any potential surface water flood risk. The proposed scheme is based upon attenuation and restricted discharge of 2.5 l/s for each of the sites which represents a substantial reduction on the existing situation. The County Council as the Lead Local Flood Authority sought confirmation of discharge rates from Thames Water and further re-consultation. Thames Water were satisfied with the proposed discharge rates and the Local Lead Flood Authority did not respond to the re-consultation.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Response
Environment Agency	No objection subject to conditions.	Conditions proposed.
HCC Local Lead Flood Authority	Sought confirmation on discharge rates and confirmation from Thames Water.	Re-consulted. No response received. Conditions proposed.
Thames Water	No objection	Noted
Affinity Water	Agreed with Environment Agency's response and conditions.	Conditions proposed.
HCC Highway Authority	No objection, subject to s106 and conditions.	S106 included.
Hertfordshire County Council Minerals and Waste	General comments made. No objection.	Noted

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7.2 Internal Consultees

Name of Internal Consultee	Comment	Response
WBC Environmental Health	No objections subject to conditions	Conditions proposed
WBC Waste and Recycling	No objection	Noted
WBC Arboricultural Officer	No objection	Noted

7.3 Interested parties

Letters were sent to 19 properties in the surrounding area. One response was received from 59 Norbury Avenue. The main comments are summarised below, the full letter is available to view online:

Comments	Officer response
Loss of light to residential dwellings	See paragraph 6.14 of this report.
Traffic Generation	See paragraphs 6.12 to 6.13 of this report.
Disruption from construction	The Environmental Protection Act, the Control of Pollution Act and the Highways Act control the matters of disruption raised.

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. Time limit

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

Reason: To comply with the requirements of Section 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 Number: 36698_T. Rev: 0
- Drawing Number: 36698_01_E. Rev: 0
- Drawing Number: 36698_02_E. Rev: 0
- Drawing Number: 36698_03_E. Rev: 0
- Drawing Number: 36698_04_E. Rev: 0
- Drawing Number: 36698_05_E. Rev: 0
- Drawing Number: 2009 DLA L 01. Rev: P03
- Drawing Number: 2009 DLA L 04. Rev: P05
- Drawing Number: 2009 DLA L 05. Rev: P02
- Drawing Number: 2009 DLA L 06. Rev: P01
- Drawing Number: 2009 DLA L 07. Rev: P01
- Drawing Number: 20008- TP-001. Rev: -
- Drawing Number: 20008- TP-002. Rev: -
- Drawing Number: 20008- TP-003. Rev: B
- Drawing Number: 20008- TP-004. Rev: -
- Drawing Number: 20008- TP-005. Rev: -
- Drawing Number: 20008- TP-006. Rev: -
- Drawing Number: 20008- TP-007. Rev: -
- Drawing Number: 20008- TP-008. Rev: -
- Drawing Number: 20008- TP-009. Rev: -
- Drawing Number: 20008- TP-010. Rev: -
- Drawing Number: 20008- TP-011. Rev: -
- Drawing Number: 20008- TP-013. Rev: -
- Drawing Number: 20008- TP-014. Rev: -
- Drawing Number: 20008- TP-015. Rev: -
- Drawing Number: 20008- TP-016. Rev: -
- Drawing Number: 20008- TP-017. Rev: -
- Drawing Number: 20008- TP-018. Rev: -
- Drawing Number: 20008- TP-019. Rev: A

- Drawing Number: 20008- TP-020. Rev: -
- Drawing Number: 20008- TP-021. Rev: A
- Drawing Number: 20008- TP-022. Rev: -
- Drawing Number: 20008- TP-023. Rev: -
- Drawing Number: 20008- TP-024. Rev: -

- Transport Statement. Drafted by: David Tucker Associates. Ref: SKP/RT 22331. Dated: 18th June 2021
- Response to HCC Consultation – Trip Generation. Drafted By David Tucker Associates Ref: SKP/22331-04. Dated 29 July 2021
- Framework Travel Plan. Drafted by: David Tucker Associates. Ref: SKP/22331-04. Dated: 18th June 2021
- Preliminary Investigation Report. Drafted by: Ian Farmer Associates. Dated: September 2020
- Remediation & Verification Strategy. Drafted by: Gyoury Self Partnership. Dated: 21 June 2021
- Geo-Environmental Assessment. Drafted by: Delta Simons. Dated: April 2021
- Ground Gas Monitoring Assessment. Drafted by: Delta Simons. Dated: August 2021.
- Energy Efficiency and Sustainable Development Report. Drafted by: Synergy Building Services. Dated: 18th June 2021
- Flood Risk Assessment. Drafted by: BWB. Ref: CWW-BWB-ZZ-XX-RP-YE-0001_FRA
- Sustainable Drainage Assessment. Drafted by: BWB. Ref: CWW-BWB-ZZ-XX-RP-CD-0001_SDS
- Landscape Management and Implementation Plan. Drafted by: Davies Landscape Architects. Ref: DLA-2009-LMP-01-RevP02. Dated: May 2021
- Tree Survey and Constraints Plan. Drafted by: Davies Landscape Architects. Ref: DLA-2009-ARB-RPT-01-RevP02. Dated: May 2021
- Assessment of Noise Impact. Drafted by: Sharps Acoustics. Dated: 18th June 2021
- Additional Noise Data. Drafted by: Sharps Acoustics. Dated: 3rd September 2021
- Daylight and Sunlight Report. Drafted by: Right of Light Consulting. Dated: 18th June 2021

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

3. Land affected by contamination

Following demolition and necessary site clearance and prior to commencement of development approved by this planning permission a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the Local Planning Authority:

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
- 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 express written consent of the local planning authority. The scheme 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 in line with paragraph 174 of the National Planning Policy Framework.

4. Verification Report

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.

5. Long Term Monitoring and Maintenance Plan for Groundwater

No development shall take place, with the exception of demolition works and necessary site clearance, until a long-term 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. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved 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 the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 174 of the National Planning Policy Framework.

6. Unidentified Contamination

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

contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: No investigation can completely characterise a site. This condition ensures that the development does not contribute to, 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. This is in line with paragraph 174 of the National Planning Policy Framework.

7. Borehole Management

No development shall take place, with the exception of demolition works and necessary site clearance until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 174 of the National Planning Policy Framework and Position Statement N Groundwater resources of 'The Environment Agency's approach to groundwater protection'.

8. Piling

No piling, deep foundations and other intrusive groundworks using penetrative measures shall be carried out unless a detailed method statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling, deep foundations and other intrusive groundworks do not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement N. Groundwater Resources of the 'The Environment Agency's approach to groundwater protection'.

9. Infiltration of Surface Water onto the Ground

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.

10. Reinstatement of Footway

Prior to the first occupation of the development hereby permitted the vehicular and pedestrian (and cyclist) access to, and egress from, the adjoining public highway shall be limited to the accesses shown on approved drawing number: 20008- TP-003. Rev: B only. All other accesses or egresses shall be permanently closed, and the footway / kerb / highway verge shall be reinstated in accordance with a detailed scheme to be approved in writing by the Local Planning Authority.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety and amenity.

11. The development hereby approved shall not be occupied until the new on-site car parking spaces and manoeuvring areas have been constructed and laid out in accordance with approved drawing number: 20008- TP-003. Rev: B (or any subsequent drawing submitted to and approved in writing by the Local Planning Authority). The vehicular access and onsite car parking spaces and manoeuvring areas shall be retained at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

12. Refuse and Cycle Stores

The development hereby approved shall not be occupied until refuse, recycling and cycle storage has been provided in accordance with

approved drawing numbers: 20008- TP-020. Rev: - and 20008- TP-021.
Rev: A. The storage facilities shall be retained at all times thereafter.

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

13. Use classes B2, B8 or E(g) only

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

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

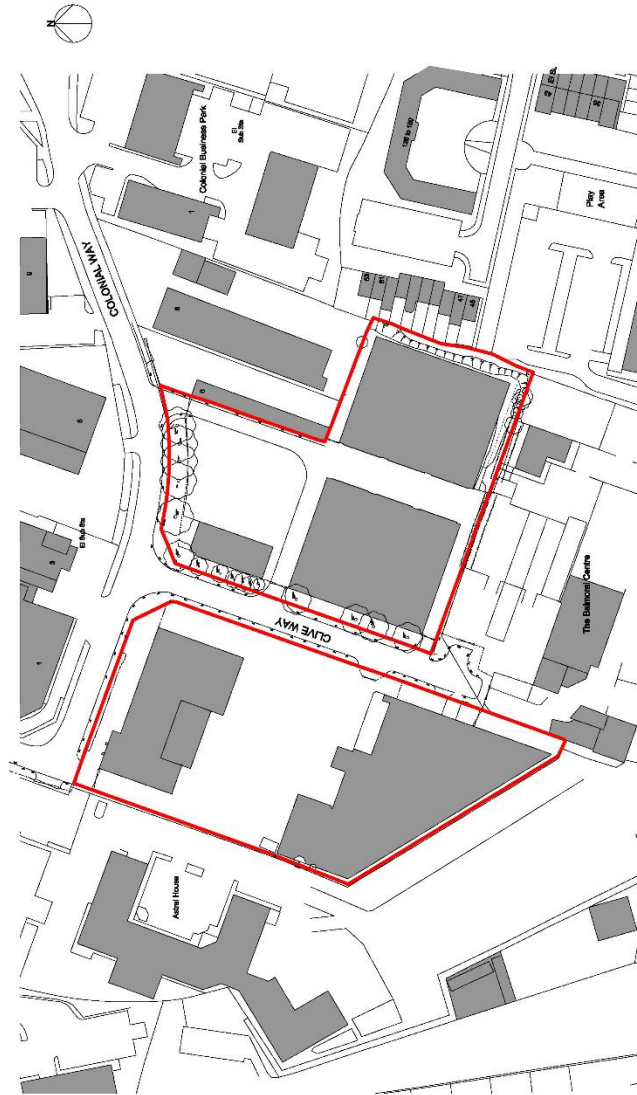
Informatives

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

Site Location Plan

NOTES

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Ref	Description	CHK Date
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RIBA
Chartered Practices

Project Title
COLONIAL WAY WATERFORD

Drawing Title
SITE LOCATION PLAN

Drawing Status

TOWN PLANNING

Scale	1:1250	metres	75
Drawn By	S K	Scale	1:1250 @ A3
Checked By	C S	Date	07/06/2021

Drawing No.	20008 - TP - 001	Rev.	-
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Existing Photos



Western Parcel from junction of Colonial Way and Clive Way

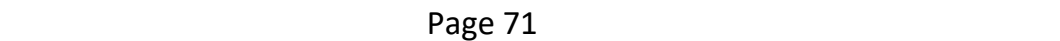


Eastern Parcel from junction of Colonial Way and Clive Way

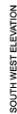
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