



**WATFORD
BOROUGH
COUNCIL**



DEVELOPMENT MANAGEMENT COMMITTEE

1 November 2022

7.00 pm

Town Hall, Watford

Contact

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

Publication date: 24 October 2022

Committee Membership

Councillor P Jeffree (Chair)

Councillor R Martins (Vice-Chair)

Councillors N Bell, J Pattinson, A Saffery, G 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.

1. Apologies for absence

2. Disclosure of interests

3. Minutes

The [minutes](#) of the meeting held on 4 October 2022 to be submitted and signed.

4. 22/00565/FUL - 3 Cherry Tree Road (Pages 5 - 26)

5. 22/00958/FULM - 94 – 96 Rickmansworth Road, Watford, WD18 7JJ (Pages 27 - 64)

Introduction

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

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

Background papers

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

Policy Framework

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

Local Planning Documents

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

- The Watford Local Plan 2021-2038 (adopted 17 October 2022); and
- Supplementary Planning Documents.

County Planning Documents

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

National Planning Documents

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

- Growth and Infrastructure Act (2013)
- Housing and Planning Act (2016)
- Localism Act (2011) and subsequent amendments

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

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

- National Planning Policy Framework (revised July 2021) 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 off-site highways works.

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. This may take the form of conditions or planning obligations on any grant of planning permission or, in some cases, a refusal of planning permission. With regard to any infringement of third party human rights, where these are not considered to be of such a nature and degree as to override the human rights of the applicant the refusal of planning permission may not be warranted.

Committee date	Tuesday, 1 November 2022
Application reference Site address	22/00565/FUL - 3 Cherry Tree Road
Proposal	Demolition of existing dwelling with the erection of 9 x 4 bed dwellings together with car and cycle parking, private amenity space, refuse storage, landscaping and other associated development.
Applicant	Permitted Development Investment No. 10 Limited
Agent	Hgh Consulting
Type of Application	Minor
Reason for committee Item	Number of objections
Target decision date	24 June 2022
Statutory publicity	Letters to neighbours
Case officer	Paul Baxter, paul.baxter@watford.gov.uk
Ward	Leggatts

1. Recommendation

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

2. Site and surroundings

- 2.1 The application site is located on the western side of Cherry Tree Road, adjoining 9, Cherry Tree Road, is rectangular in shape and has a site area of 0.1 hectare. The site forms part of the much larger former Mothercare headquarters site (1.3 hectares) and comprises principally car parking but also a detached house with small garden (No.3).
- 2.2 The former Mothercare site is a large site which dominates the locality comprising a T-shaped former office building, warehouse and car parking. The former office building is currently in the process of being extended and converted to provide 145 flats under permitted development rights. The surrounding roads are characterised by two-storey, semi-detached housing built in the 1930s displaying a strong and regular street pattern (Character Area 18C). Further to the west, behind the former Mothercare site, are allotments, Cherry Tree Primary School and post-war development at Foxhill/Brushrise comprising terraced housing and linear blocks of flats (Character Area 25E). Further to the south is the Harebreaks estate (Character Area 13) built in the 1920s, a formally planned estate of municipal housing

displaying 'garden suburb' design characteristics, predominantly semi-detached and terraced housing.

- 2.3 There are no nationally or locally listed buildings in the locality and the site is not within a conservation area.

3. Summary of the proposal

3.1 Proposal

- 3.2 The proposal is to demolish the existing detached house and erect a terrace of 9 no. 4 bed family houses. Each house will have direct access from Cherry Tree Road with one on-site parking space on the frontage and a private rear garden. All of the houses are two storey and incorporate accommodation in the roofspace, served by a rear facing dormer window and rooflights.

3.3 Conclusion

The application site forms part of the former Mothercare site which is allocated for housing in the new Local Plan. The principle of residential development is therefore acceptable. Whilst the properties in the locality are generally semi-detached, the proposed terrace would be commensurate with the general height and scale of buildings in the area. Furthermore, the terraced built form would make efficient use of the land, which is supported by national planning policy and the new Local Plan.

- 3.4 The proposed terrace would sit comfortably within the streetscene and create a new active frontage. One off-street car-parkingspace per dwelling is provided which accords with the new Local Plan. New tree planting is proposed in the front and rear garden areas to off-set the loss of 2 existing small trees.

- 3.5 The proposed 9 family houses are welcomed within this established residential area and help to diversify the overall housing mix in the context of the smaller flats being created in the former office building. All of the houses will provide a high quality of accommodation for future occupiers. The proposal will cause no harmful impacts to surrounding properties or the wider area.

- 3.6 It is therefore concluded that the proposed development accords with the development plan as a whole and so it is recommended for approval, 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.
- 4.2 Paragraph 11 d) of the NPPF 2021 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 The former Mothercare site has a long history of industrial use dating back to the 1930s before being acquired by Mothercare as their headquarters. Mothercare recently vacated the site following the demise of the company.
- 5.2 The former office building is currently being extended and converted to provide 145 residential flats and 103 parking spaces under permitted development (refs. 20/00803/OPD, 20/00623/FUL and 21/00455/AAPA).

6. Main considerations

- 6.1 The main issues to be considered in the determination of these applications are:
 - (a) Principle of residential development
 - (b) Impact on the character and appearance of the area
 - (c) Impact on the living conditions of neighbouring properties
 - (d) Standard of amenity for future occupiers would be provided
 - (e) Access, parking and highway matters
 - (f) Environment and biodiversity

6.2 (a) Principle of residential development

In the new Watford Local Plan the site falls within Housing Allocation Site HS07 which has an indicative yield of 98 dwellings. This site comprises the whole of the former Mothercare headquarters site. The principle of residential development on the site is therefore accepted. Within this allocated site, the main former office building is in the process of being extended and converted under permitted development rights to provide 145 flats.

6.3 Strategic Policy HO3.1 states that proposals for residential development will be supported where they contribute positively towards meeting local housing needs and achieving sustainable development. Developments should make optimal use of land and provide a mix of homes. In this case, the proposal provides 9 x 4 bed family homes within an established residential area and within a larger site already providing 145 flats.

6.4 Policy HO3.2 gives further details on housing mix, density and optimising the use of land. It requires at least 20% of dwellings to be family sized (3 or more bedrooms) which this proposal achieves. Although the site itself does not provide for a mix of dwelling sizes, it needs to be seen in the context of the wider site which is providing 145 no. 1 and 2 bed flats. In respect of density and optimising the use of land, the site is outside the Core development Area and the minimum density to be achieved is 45 dwellings per hectare. In this case, a density of 90 dwellings per hectare is achieved.

6.5 Optimal density for individual sites should be established through careful consideration of local character, context and access to amenities and public transport. These matters are considered further below.

6.6 Policy HO3.3 requires developments of 10 dwellings or more to provide at least 35% affordable housing. At 9 dwellings, there is no requirement to provide affordable housing in this case. Given the density achieved, which significantly exceeds the minimum, the site has been optimised and the provision of 9 dwellings is accepted.

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

Strategic Policy QD6.1 seeks to deliver high quality design across the borough. The borough is divided into 3 distinct areas – Core Development Area, Established Areas and Protected Areas - with a separate approach for each area. The application site is within an Established Area where the degree of change will be more limited than in the Core Development Area but is expected to result in a gentle uplift in the density of the area. Proposals

should be led by the existing characteristics of the local area and should reinforce and where appropriate enhance the character of the area.

- 6.8 Policy QD6.2 gives more detailed design principles for new development including sustainable design, character and identity, built form, active frontages, connectivity and views. Policy QD6.4 builds on these policies and gives detailed design guidance on how these design principles can be achieved. Policy QD6.5 concerns building height and gives base building heights for the 3 Strategic Development Areas (which make up the Core Development Area) and those areas outside the Core Development Area. For areas outside the Core Development Area the base building height is 4 storeys.
- 6.9 The proposed development is for a terrace of 2 storey houses with accommodation in the roof. This is below the base building height for the area, and therefore Policy QD6.5 for taller buildings does not apply. The surrounding roads are predominantly 2 storey, semi-detached houses although there is a wider variety of building typologies in the wider area, including terraces of houses at Foxhill/Brushrise and across the Heartbreaks estate. A number of objections have been raised to the terraced form of the houses not reflecting the predominant semi-detached form of the area. However, the proposed houses are of a very similar height and form and adopt a traditional architectural style, albeit in a more contemporary interpretation. The use of projecting gables at either end and centrally within the terrace also break up the massing and add further interest to the façade.
- 6.10 It is also important to note the context of the site within the wider former Mothercare site. This site, comprising a large office building, warehouse and extensive surface level car parking, is completely at odds with the surrounding residential areas. Much of the application site comprises surface level car parking with an isolated detached house. In this context, it is considered that the proposed terrace of houses, fronting directly on to Cherry Tree Road, is a significant positive benefit to the streetscene and will create a new active frontage. It will also help to create a more human scale to the street in contrast to the large and imposing office building.
- 6.11 The proposed houses are to be constructed in multi-red brick with considered cast stone detailing with a concrete tiled roofs. The stone detailing around the windows and doors will add interest and articulation to the elevations and complement the bricks. Whilst the predominant external material in the surrounding area is brown pebble dash render, red brick also features along with concrete roof tiles and the materials are considered to be an appropriate

response to the locality. The rear dormer windows are considered to be of an appropriate scale within the roofscape.

- 6.12 In conclusion, it is considered that the proposed houses will make a positive contribution to the character and appearance of the streetscene and the wider area.
- 6.13 (c) Impact on the living conditions of neighbouring properties
The only property adjoining the site is the house at 9 Cherry Tree Road sited due north. The depth of the application site matches the depth of this property and its garden area. The northernmost proposed house is sited 4.5-4.9m from the flank elevation of No.9. Its front elevation is set back less than 1m behind the front elevation of No.9 and its rear elevation extends 2m beyond the double storey rear extension of No.9. As such, the proposed development will have no adverse impact on the light, outlook or privacy to the habitable room windows in the front and rear elevations of this property. Whilst there are some windows in the flank elevation of this property, they are secondary windows and are also screened by existing boundary vegetation which is to be retained.
- 6.14 The houses on the opposite side of Cherry Tree Road are sited 23m away across the road. The proposed houses reflect the existing building line of Nos. 9 and 11 and are set back a similar distance from the highway (5.5-6m) as those house opposite (6.2m). The relationship to these houses reflects the building lines of the surrounding roads and the spacing between facing houses of 23-24m. The relationship to the houses opposite therefore reflects the prevailing street form in the area and is acceptable, and will not give rise to any harmful impacts.
- 6.15 (d) Standard of amenity for future occupiers
Policy HO3.10 requires all new homes to meet or exceed the nationally described space standard and to comply with M4(2) of the Building Regulations relating to accessibility. The applicant has confirmed this will be achieved and this can be secured by condition. All of the proposed houses meet or exceed the minimum floorspace for 4 bed, 7/8 person dwellings over 3 levels. All of the houses are dual aspect with windows facing either east or west. All habitable rooms will have good levels of natural light, outlook and privacy. An assessment of daylight and sunlight has shown that all the houses will be fully compliant with the latest guidance from the BRE 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (3rd Edition, 2022). Windows on the front elevations (facing east) will look out over Cherry

Tree Road to the houses opposite. Those in the rear elevations (facing west) will look out over the car parking area of the new flats serving the converted former office building.

- 6.16 Policy HO3.11 gives minimum standards for outdoor amenity space for new homes, with a minimum of 25m² for 4+ bed dwellings. All the proposed houses exceed this with private garden areas of c.54m². There is no external access to the garden areas from the rear or via an alleyway, however, bin storage and secure cycle storage for two cycles is provided within the front garden area of each house adjacent to the parking space.
- 6.17 Policy QD6.4 details building design criteria to ensure all new buildings are visually attractive, functional, accessible, sustainable, mitigate climate change, and that reflect the character and wider objectives for the area. In this respect, inter alia, all of the houses are individually accessed from the street, are dual aspect, provide a small office for working at home, and provide appropriate external bin stores.
- 6.18 (e) Access, parking and highway matters
Policy ST11.4 seeks to encourage walking and cycling. The site is located within walking distance (550m) of a range of local shopping facilities and bus stops on St Albans Road to the east and is also within walking distance (600-850m) of Asda, Little Waitrose (at the Shell garage), North Watford Library and two health centres. The proximity of a range of local services will encourage walking for short, local journeys. Two cycle spaces are provided for each house, in accordance with this policy, in the form of a secure cycle store within the frontage of each plot. This will encourage cycling for local journeys and those within the wider area.
- 6.19 Policy ST11.5 sets car parking standards for new development. For dwellings outside the Core Development Area, the maximum provision is 1 space per dwelling. Each house is provided with 1 space on the frontage, accessed directly from Cherry Tree Road, and accords with this policy. This policy also requires 20% of parking spaces to have active charging points for electric vehicles. However, this is now a requirement for all new houses under the Building Regulations 2022 and the applicant has confirmed this will be provided.
- 6.20 The proposal will result in the loss of c.7 on-street parking spaces on Cherry Tree Road in front of the site. Parking on Cherry Tree Road and the

surrounding roads is uncontrolled. However, virtually all houses in the surrounding area have 2 parking spaces within their front gardens and the flatted development within the former Mothercare offices includes a parking provision of 0.7 space per flat, which also accords with the maximum standard. As such, it is not considered that the proposal will give rise to any significant harm in respect of on-street parking. Notwithstanding this, a parking survey carried out in 2021 in respect of the prior approval applications to extend and convert the former office building identified 64 available parking spaces on Cherry Tree Road and Beechwood Rise.

6.21 The proposed car parking will require a series of crossovers on to Cherry Tree Road to allow safe access/egress. Herts. County Council as the Highway Authority initially raised a number of concerns regarding the proposed long, continuous crossover on to Cherry Tree Road and requested amended drawings of the proposed crossovers. This has now been amended to show a series of separate crossovers which is considered acceptable.

6.22 With regard to traffic generation, a Transport Statement has been submitted with the application which assesses the historic traffic generation of the former Mothercare headquarters, the approved flatted conversion and the proposed 9 houses. It concludes that the total residential development comprising the proposed houses and the 145 approved flats, will result in a reduction in traffic flows on the surrounding roads, equating to a net reduction in car trips of 64 two-way trips in the AM peak, 50 two-way trips in the PM peak and 139 two-way trips across the day. As such, the proposal will not result in any adverse highways impacts.

6.23 (f) Environment and biodiversity

Strategic Policy CC8.1 states that the Council will support proposals that help combat climate change and new development will need to demonstrate how it contributes positively towards this. Policy CC8.3 seeks to minimise the impact of new housing on the environment through energy and water efficiency measures. This includes a 19% improvement in carbon emissions over the target emission rate in the Building Regulations 2013 and a standard of 110 litres of water use per person per day. The applicant has confirmed the water efficiency measures will be achieved and this can be secured by condition. No details have been submitted with the application regarding sustainable construction or energy efficiency and no renewal energy systems are currently proposed. However, under the new Building Regulations 2022 (effective from June 2022) all new residential development must achieve an

improvement of 40% in carbon emissions over the target emission rate in the Building Regulations 2013. This exceeds the policy requirement.

- 6.24 Strategic Policy NE9.1 states that new development will be expected to demonstrate a positive impact on the natural environment. Appropriate measures include, inter alia, minimising the impacts on biodiversity and achieving a net gain, reducing the risk of flooding including surface water flood risk, protecting trees and encouraging native planting. Policy NE9.4 seeks to avoid and mitigate all forms of flood risk. Policy NE9.5 seeks to reduce the risk of surface water flooding through the use of effective sustainable drainage systems. Policy NE9.8 seeks a biodiversity net gain of 10% or more through the use of the Defra Biodiversity Metric.
- 6.25 In respect of biodiversity, no biodiversity assessment was submitted with the application (at the time of submission in April 2022 there was no requirement for this). However, the majority of the site comprises car parking associated with the former Mothercare use. The existing detached house has a small garden laid to lawn. Along the frontage with Cherry Tree Road are 3 small trees and an unkempt hedge comprising mainly cotoneaster, a non-native and invasive species. The 3 trees are all Ash with 1 dead and the other 2 classed as category C (low quality) in the submitted Tree Survey. As such, the biodiversity value of the site is likely to be low.
- 6.26 In mitigation for these losses, the proposal includes 7 new trees along the frontage and 9 new trees in the rear gardens, in addition to shrub planting in the front gardens. Subject to appropriate species this is considered to be a significant improvement for the site. This can be secured by condition. An Arboricultural Impact Assessment has been submitted with the application and the Council's Tree Manager has no objection to the removal of these 3 trees. The replacement tree planting is also supported.
- 6.27 There is existing shrub and hedge landscaping along the boundary with 9, Cherry Tree Road to the north. The proposed northernmost house has been set in from this boundary in order to ensure this landscaping can be retained.
- 6.28 The application includes a Preliminary Roost Assessment for bats which has concluded that the potential of the existing house to support roosting bats is low and does not recommend any further surveys.
- 6.29 The site is not within a flood risk area (Flood Zone 1) and also incorporates a surface water drainage system to manage surface water runoff and minimise the potential for flooding. This will result in a betterment in surface water runoff and is acceptable. This can be secured by condition.

6.30 A Phase 1 ground investigation has been undertaken and has identified potential ground contamination from previous industrial uses. A Phase 2 intrusive ground investigation is recommended and a method statement has been submitted that will enable detailed examination of the ground and an appropriate remediation strategy to be devised, as appropriate. This can be secured by condition.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Hertfordshire County Council – Highway Authority

The Highway Authority commented that they would wish to see separate, shorter crossovers on to Cherry Tree Road rather than a single long crossover, as originally proposed, and also details shown of highways infrastructure that may be affected. This has now been incorporated into an amended drawing and an additional Technical Note. This is acceptable to the Highway Authority.

7.2 Internal Consultees

Tree Manager

No objection to the proposed tree removals or replacement planting, subject to appropriate native species.

7.3 Interested parties

Letters were sent to 43 properties in the surrounding area. Responses have been received from 14 properties. The main comments are summarised below, the full letters are available to view online.

Comments	Officer response
Parking a major concern. Lack of available parking on surrounding roads. One space per dwelling inadequate.	See paragraphs 6.18-6.20 of the report.
Overdevelopment of Mothercare site. Too many houses proposed on this small site.	The current extension and conversion of the office building is being undertaken as permitted development. Whilst the proposed 9 houses optimise the use of the site, it is not considered to be an overdevelopment as all appropriate standards are met.
Additional traffic generation from development of Mothercare site. Congestion at St Albans Road	The overall parking provision within the wider former Mothercare site will be significantly reduced as a result of the

junctions.	current and proposed residential developments thereby reducing overall traffic flows on the surrounding roads.
Terraced houses will look out of place in estate of semi-detached houses. Different scale and design of houses.	See paragraphs 6.7-6.12 of the report.
Further noise and disturbance in the area.	Environmental Health have powers under the Environmental Protection Act to deal with nuisance caused by construction.

It should be noted that a number of the comments and objections raised in the letters relate to the extension and conversion of the former Mothercare office building which are not relevant to this application.

8. Recommendation

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

Conditions

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

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

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

0108-00-EX-001 R2-01
0108-00-EX-101 R2-01
0108-00-EX-201 R2-01
0108-00-EX-301 R2-01
0108-00-GA-101 R2-04
0108-00-GA-201 R2-04
0108-00-GA-202 R2-04
0108-00-GA-301 R2-03
0108-00-HA-201 R2-04
0108-00-HA-301 R2-04
0108-00-HB-201 R2-04
0108-00-HB-301 R2-04

0108-00-HC-201 R2-04
0108-00-HC-301 R2-04
0108-00-HD-201 R2-04
0108-00-HD-301 R2-04
4296-20 P04
4296-20 P04 (coloured)
4296-21 P02
3580-1100-T-006 C (Appendix B of Technical Note dated August 2022)

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

3. No development shall commence until a ground investigation has been undertaken in accordance with the 'Intrusive Investigation Method Statement for a Ground Investigation' by Ground and Water (Report ref. GWPR4731/IIMS/May 2022) and the following reports have been submitted to and approved in writing by the Local Planning Authority:
 - i) The site investigation results and the detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - ii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (i) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy CC8.5 of the Watford Local Plan 2021-2038.

4. Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy CC8.5 of the Watford Local Plan 2021-2038.

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

Reason: To ensure that the proposed development applies high quality materials that makes a positive contribution to the character and appearance of the area, in accordance with Policies QD6.2 and QD6.4 of the Watford Local Plan 2022-2038.

6. No development shall commence above the level of the damp course until detailed section drawings of the door and window reveals, cills and lintels, roof eaves, and gable edges and brick detailing have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and samples.

Reason: To ensure that the proposed development applies high quality materials that makes a positive contribution to the character and appearance of the area, in accordance with Policies QD6.2 and QD6.4 of the Watford Local Plan 2022-2038.

7. The development hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to confirm that the dwellings have been completed to meet the water efficiency optional requirement of 110 litres of water per person per day, as set out in the Building Regulations (2010) Approved Document G Requirement G2 and Regulation 36.

Reason: To minimise the impact of the development on the environment, in accordance with Policy CC8.3 of the Watford Local Plan 2021-2038.

8. The development hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to confirm that the dwellings hereby approved have been built to the Building Regulations (2010) Access to and use of Buildings, Approved Document M (2015 as amended), Volume 1: Dwellings, M4 (2): Accessible and adaptable dwellings.

Reason: To provide accessible housing, in accordance with Policy HO3.10 of the Watford Local Plan 2021-2038.

9. The development hereby approved shall not be occupied until the surface water drainage scheme, as detailed in the Drainage Strategy by Whitby Wood (Report ref. P450426-REP-CTR-DS01 dated 28 June 2022) has been constructed in full accordance with this report and drawing no. CTR-C-0100 P02 at Appendix F. The drainage scheme shall be retained at all times thereafter.

Reason: To ensure the development mitigates surface water run-off and flooding in accordance with Policy NE9.5 of the Watford Local Plan 2021-2038.

10. The development hereby approved shall not be occupied until full details of both hard and soft landscaping works, based on the approved drawings, including:

- trees and soft landscaping to be planted (including location, species, density and planting size)
- materials for all pathways, parking spaces, and hard surfacing
- all boundary treatments

have been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme, with the exception of the planting, shall be completed prior to any occupation of the development. The proposed planting shall be completed not later than the first available planting and seeding season after completion of the development. Any new trees or plants which within a period of five years, 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 to ensure that enhancements to biodiversity are provided in accordance with paragraphs 8c), 174d) and 180d) of the Framework and Policy NE9.1 of the Watford Local Plan 2021-2038.

11. The development hereby approved shall not be occupied until the parking spaces have been laid out and constructed in accordance with the approved drawings. The parking spaces shall be retained at all times thereafter.

Reason: To ensure that adequate parking and manoeuvring space is provided for the future occupiers, in accordance with Policy ST11.5 of the Watford Local Plan 2021-2038.

12. The development hereby approved shall not be occupied until the bin storage facilities and secure and weatherproof cycle storage facilities have been installed in accordance with the approved drawings. These facilities shall be retained as approved at all times thereafter.

Reason: In the interests of the visual appearance of the site and to ensure that adequate facilities for residents of the proposed development are provided. The cycle storage facilities are necessary to promote the use of sustainable modes of transport, in accordance with Policy ST11.4 of the Watford Local Plan 2021-2038.

13. The development hereby approved shall not be occupied until one active electric vehicle charging point has been provided to each dwelling. The electric charging infrastructure shall be retained at all times thereafter.

Reason: To ensure that the proposed development achieves high levels of sustainability in accordance with Policy ST11.5 of the Watford Local Plan 2021-2038.

14. No external renewable energy plant or equipment shall be installed on the approved houses until details of the siting, type and design of the plant or equipment, to include technical specifications and any noise emissions and noise mitigation measures, have been submitted to and approved in writing by the Local Planning Authority. The plant and equipment shall only be installed in accordance with the approved details.

Reason: To ensure that any works are carried out in a manner which will not be harmful to the character and appearance of the area, and will not prove detrimental to the amenities of neighbouring occupiers.

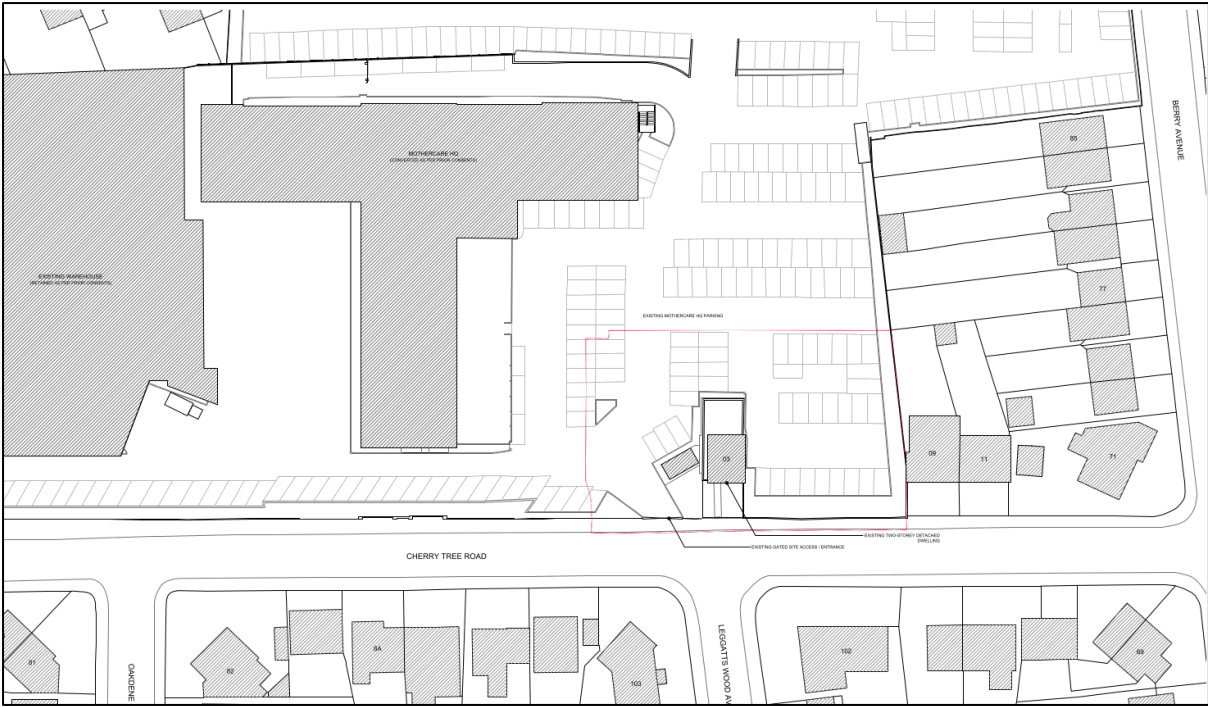
15. Notwithstanding the provisions of Article 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any modification or re-enactment thereof), no enlargements of a dwellinghouse permitted under Part 1, Classes A or B or erection of buildings permitted under Part 1, Class E shall be carried out or constructed without the prior written permission of the Local Planning Authority.

Reason: The removal of permitted development rights under Classes A, B and E is necessary due to the modest size of the plots and to ensure that any developments are carried out in a manner which will not be harmful

to the character and appearance of the area, and will not prove detrimental to the amenities of neighbouring 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.



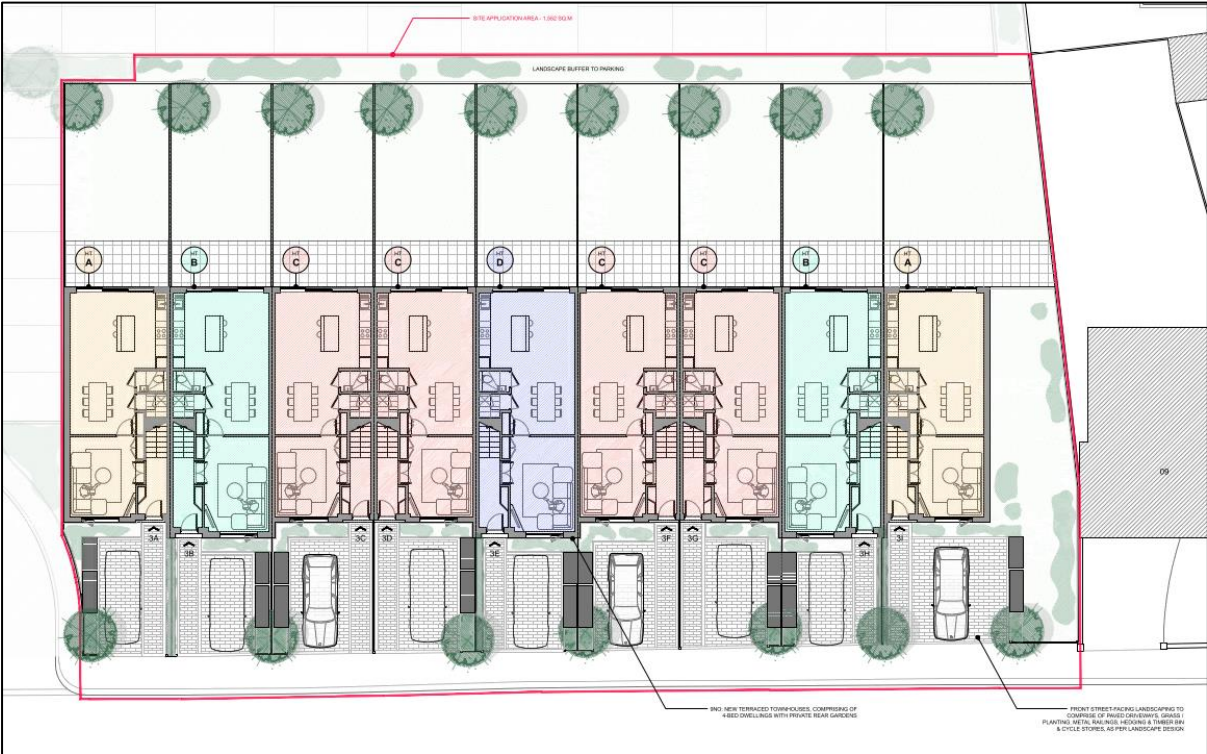
Site location plan



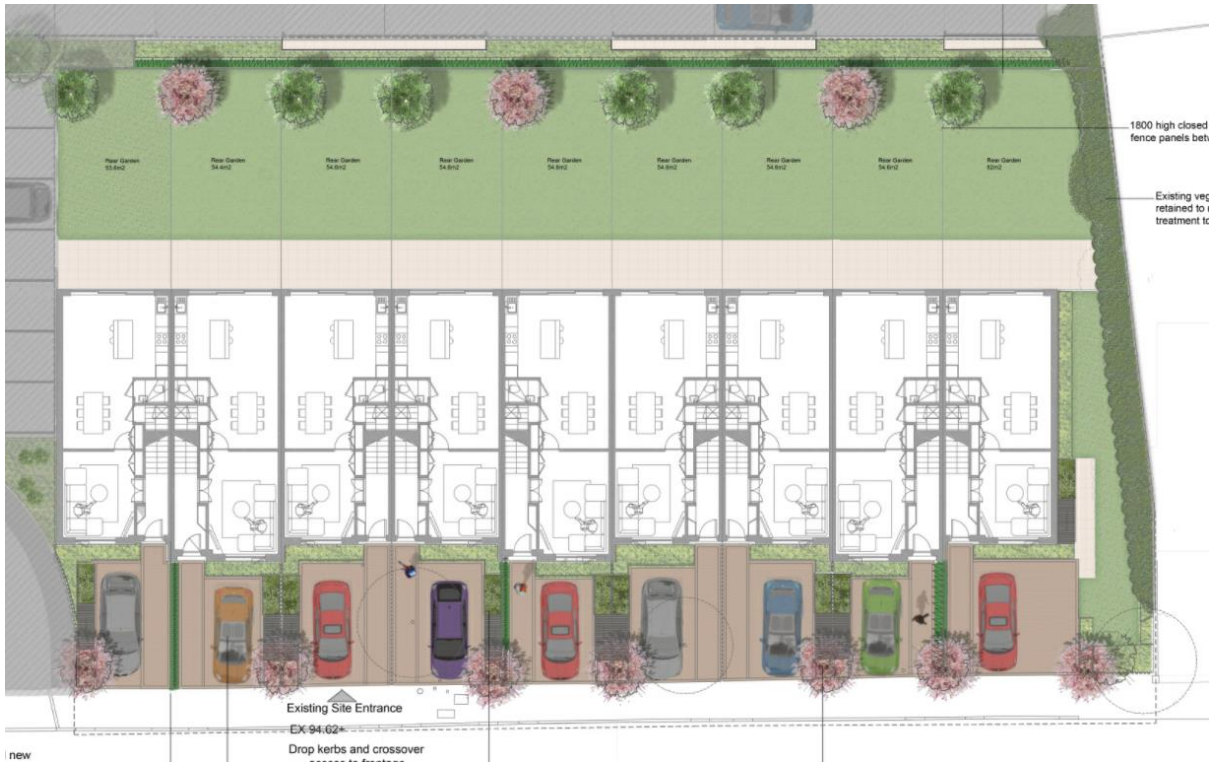
Aerial view of site



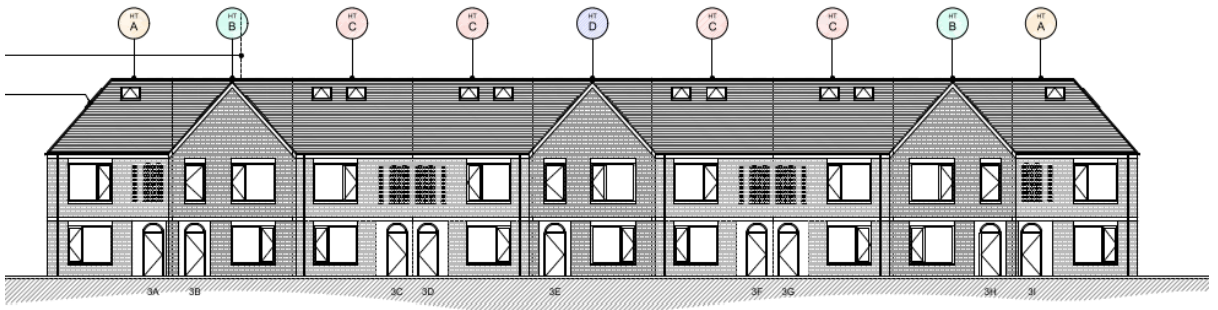
Site layout



Site layout



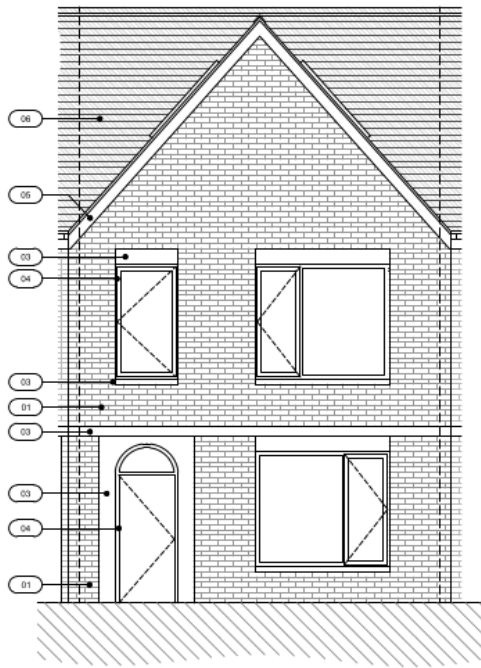
Landscape plan



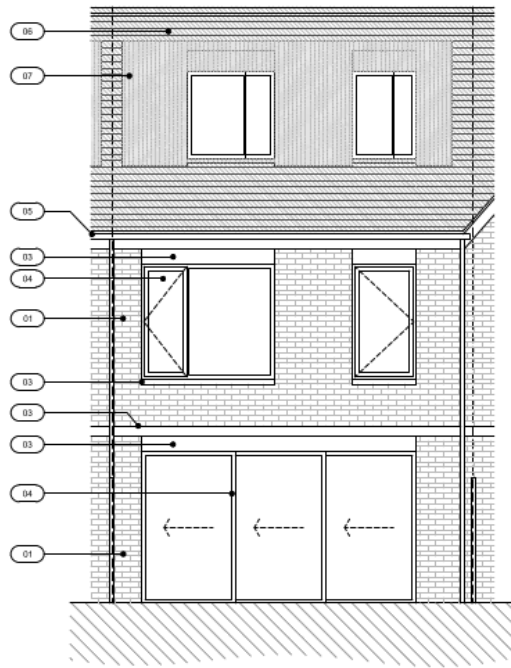
Front elevation facing Cherry Tree Road



Rear elevation

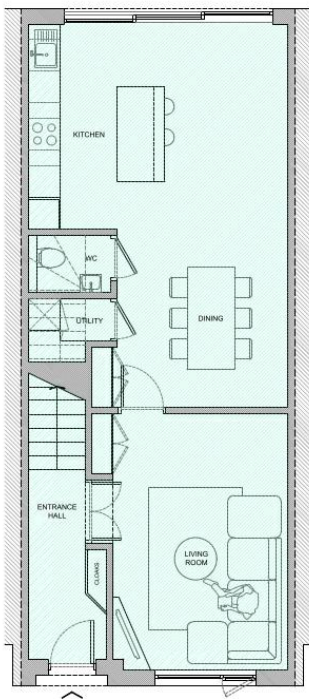


FRONT ELEVATION

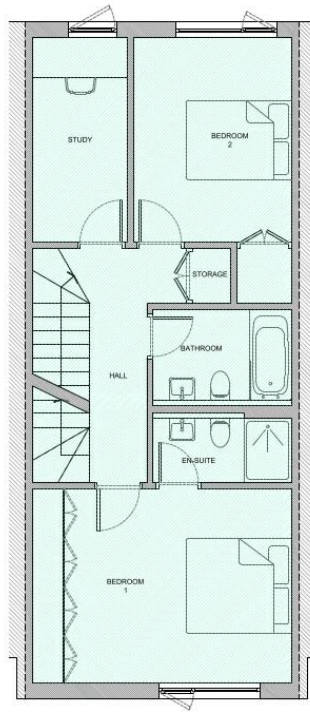


REAR ELEVATION

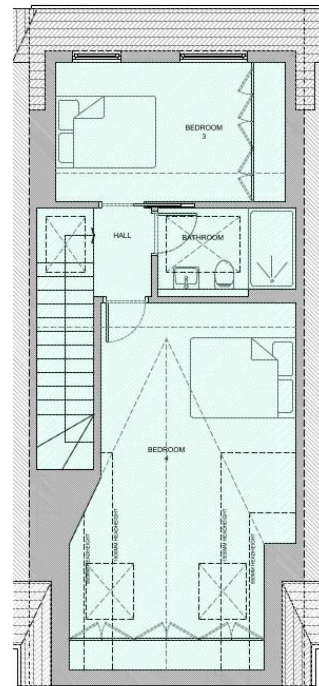
Typical elevation (House Type B)



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

Typical floor plans (House Type B)



CGI view from Cherry Tree Road



CGI view from rear (converted office building)

Committee date	Tuesday 1 November 2022
Application reference Site address	22/00958/FULM - 94 – 96 Rickmansworth Road, Watford, WD18 7JJ
Proposal	Proposed demolition of the existing commercial buildings and the construction of 94 residential units, to include modifications to the existing access, the provision of 46 car parking spaces, 159 secure cycle spaces, landscaping, play area, community garden and refuse storage.
Applicant	Dendron Properties Limited
Agent	Wakelin Associates
Type of Application	Full Planning Permission
Reason for committee Item	Major Application
Target decision date	Thursday 3 November 2022
Statutory publicity	Watford Observer, Neighbour Letters and Site Notice
Case officer	Andrew Clarke, andrew.clarke@watford.gov.uk
Ward	Park

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 currently in commercial use occupied by a company which produces pharmaceutical goods. It contains two large buildings surrounded by hardstanding. It is 0.8374 hectares in size and accessed from Rickmansworth Road.
- 2.2 The site is bordered by twenty-first century residential developments to the north and west. To the east is Metropolitan Station Approach, though this boundary is marked by a steep embankment lined with mature trees. To the south east at the junction of Metropolitan Station Approach and Rickmansworth Road is a commercial self-storage building. To the south are two storey houses fronting Rickmansworth Road.
- 2.3 The site is close to Watford’s Metropolitan Line Underground Station and less than a mile from Watford Town Centre. The Local Plan has no designations for the site. The site is not within a Controlled Parking Zone, though the surrounding roads are marked with double yellow lines which prevent vehicles waiting or parking.

3. Summary of the proposal

3.1 Proposal

3.2 Proposed demolition of the existing commercial buildings and the construction of 94 residential units, to include modifications to the existing access, the provision of 46 car parking spaces, 159 secure cycle spaces, landscaping, play area, community garden and refuse storage.

3.3 Conclusions

3.4 The redevelopment of the commercial site to provide 94 flatted units is supported, providing high quality accommodation in an attractive setting, in an accessible location.

3.5 The offer of seven, three bedroom units for social rented affordable housing would provide the size and tenure of homes in greatest need in Watford.

3.6 The development would significantly improve the outlook from the neighbouring residential developments, causing no undue loss of amenity in terms of loss of light or privacy.

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 National Planning Policy Framework 2021 (NPPF) 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 Two pre-application submissions were undertaken prior to this application, one of which was subject to a Planning Performance Agreement (PPA). A series of meetings were held and written feedback was provided. The proposal evolved through the course of the PPA. Pre-application advice has also been sought from Hertfordshire County Council, the Highway Authority.

5.2 This proposal has been reviewed twice by Watford Borough Council's Place Shaping Panel (PSP). The panel were supportive concluding that only relatively small alterations were needed to deliver a high quality development. These changes included adjustments to the layout to improve outlook, softening the boundaries and designing in a potential future link to Metropolitan Station Approach Road. The PSP reports are attached to this report at Appendix 2 and Appendix 3.

5.3 Wakelin Associates, the agents for the applicant, undertook a public consultation at nearby Watford Boys Grammar School. The event was publicised in the Watford Observer and by posting flyers to surrounding addresses. The Statement of Community Involvement suggests that 43 individuals attended in total. The feedback was that residents were pleased that the proposals did not include a tower element. The main concerns were around car parking, traffic impacts and the amenity of neighbouring developments.

6. Main considerations

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

- (a) Principle of a residential development
- (b) Access
- (c) Layout, scale and design
- (d) Housing mix
- (e) Quality of accommodation
- (f) Affordable housing provision
- (g) Impact on amenity of adjoining residential properties
- (h) Transport, parking and servicing
- (i) Trees and biodiversity
- (j) Sustainability

(k) Section 106 and Community Infrastructure Levy (CIL)

6.2 (a) Principle of a residential development

Strategic Policy HO3.1 of the new Local Plan seeks provision for 13,328 new homes in Watford Borough for the period 2021 to 2038. This provision includes a windfall allowance of 2,217 units on sites that have not been specifically allocated within the Local Plan. The subject site is considered to be a windfall site. The site is brownfield land surrounded by residential developments, in close proximity to a key public transport node where the principle of residential development which contributes positively towards meeting local housing need and achieves sustainable development is supported.

6.3 (b) Access

The subject site has an isolated back land position with no street frontage. It is accessed by a 50 metre long access road between the residential dwelling at 96 Rickmansworth Road and the Blue Box Storage building at 1 Metropolitan Station Approach.

6.4 The applicant was encouraged to consider additional accessible pedestrian connections to Metropolitan Approach Road, which create a more direct link to the Metropolitan Line Underground Station. This is difficult to achieve as the residential development to the north and the steep tree lined embankment between the site and Metropolitan Station Approach are in different ownership which means such a link is only possible with consent from a neighbouring landowner. Were landowner consent granted on the embankment an accessible link would have to be around 60 metres in length which would result in the loss of mature trees. Nevertheless, the layout of the site does not preclude such a link in the future, if an agreement can be reached.

6.5 This proposal has focussed on improving the existing access road and the applicant has obtained ownership of the semi-detached property at number 96 Rickmansworth Road. Demolishing the garage and taking a strip of land from this property has enabled the width of the access road to be significantly widened to incorporate a 2 metre wide footway to the east and a line of trees to the west which creates a welcoming identifiable residential character. The junction with Rickmansworth Road would be widened and significantly improved with a bell mouth junction created. Hertfordshire County Council Highway Authority supported this in principle, though the exact details are currently being refined. These details and the works themselves would be subject to a separate agreement under the Highways Act.

6.6 (c) Layout, scale and design

Strategic Policy QD6.1 seeks to deliver high quality design across the borough. The borough is divided into 3 distinct areas – Core Development Area, Established Areas and Protected Areas - with a separate approach for each area. The application site is within an Established Area where the degree of change will be more limited than in the Core Development Area but is expected to result in a gentle uplift in the density of the area. Proposals should be led by the existing characteristics of the local area and should reinforce and where appropriate enhance the character of the area.

6.7 Policy QD6.2 gives more detailed design principles for new development including sustainable design, character and identity, built form, active frontages, connectivity and views. Policy QD6.4 builds on these policies and gives detailed design guidance on how these design principles can be achieved. Policy QD6.5 concerns building height and gives base building heights for the 3 Strategic Development Areas (which make up the Core Development Area) and those areas outside the Core Development Area. For areas outside the Core Development Area the base building height is 4 storeys.

6.8 The proposed layout of the site would be comprised of three blocks set around the perimeter of the site fronting a south facing central communal garden. All of the ground floor units have private front doors and front gardens whilst the units on the upper levels all use the communal entrances. Waste and cycle facilities are integral to the blocks and the position of the hardstanding for parking to the south of the site ensures the environment around the buildings is not compromised by vehicles or ancillary structures. In addition to the large central garden, shared amenity is provided in the form of a playground and a habitat garden. The private and communal areas within the site are clearly defined and the pedestrian footpaths are logically positioned relating to natural desire lines. The proposed layout with suitable lighting ensures a good level of security and natural surveillance throughout the site.

6.9 Adjoining the site to the north are three storey flatted developments known as Cornelius House and Madison Heights which are part of the wider Metropolitan Station Approach development which was granted planning permission in March 2003 where building heights range from three to seven storeys. Adjoining the site to the east are four storey flatted developments known as Gloucester Court and Knightsbridge Court which are part of the wider development of Observer Drive which was granted planning permission in September 2003. The proposed massing and pattern of development with three five storey blocks, all with their top storey set back integrates well into

this surrounding townscape of flatted development. The setback top storey of the proposed buildings reduces their bulk when seen from the surroundings while optimising the potential of the site.

6.10 The three buildings would all have a similar appearance, with a regular grid pattern and vertically aligned windows and balconies. Externally the buildings would be finished in textured white brick with contrasting grey and buff mortar. A bronze finish would be used for the windows and balustrades. This finish would give the development a contemporary appearance and a sense of cohesion and identity and which would work well in this back land location differentiating itself from similar neighbouring flatted developments.

6.11 (d) Housing Mix

The development would provide the following mix of accommodation:

- 35 x 1 bedroom units (37%)
- 45 x 2 bedroom units (48%)
- 14 x 3 bedroom units (15%)

6.12 Local Plan Policy HO3.2 seeks provision for at least 20% of the total number of residential units to be family-sized (at least three+ bedrooms). It is noted that this proposal is 5% under this requirement, however, this proposal has been evolving since June 2020 and the Local Plan was adopted after the application was submitted. On a transitional basis, the minor shortfall is accepted.

6.13 (e) Quality of Accommodation

Policy HO3.10 requires all new homes to meet or exceed the nationally described space standard and to comply with M4(2) of the Building Regulations relating to accessibility. All of the proposed units would meet the minimum floor space standard for the dwelling type proposed and are compliant with the Nationally Described Space Standards as required by this policy. The applicant has confirmed this will be achieved and this can be secured by condition.

6.14 The ground floor of all three buildings is entirely comprised of units with three bedrooms which suit occupancy by six persons. These units all benefit from private gardens and are all either dual or triple aspect. The first, second and third floors of the buildings have largely identical layouts. All of these units on these floors have recessed balconies which are at least 1.5 metres deep and greater than 5.5 square metres in footprint. The setback fourth floor of the buildings are also comprised of one and two bedroom units which have large terraces.

- 6.15 The development does include 34 single aspect units. These are comprised of one and two bedroom units which are towards the middle of all the buildings on the upper floors. Of these single aspect units six one bedroom units within Block B are north facing. The provision of north facing units are not ideal, however, the habitable rooms within these units have an Average Daylight Factor well in excess of the thresholds recommended within the BRE Guidance and all rooms have a clear unobstructed outlook.
- 6.16 (f) Affordable housing provision
Local Plan Policy HO3.3 requires developments to provide at least 35% affordable housing (by habitable room). This provision should include a minimum of 60% for social rent.
- 6.17 The applicant proposes 7 x 3 bedroom units for social rent. This equates to a provision of 11%. This contribution has been justified through the submission of a viability appraisal which assumes a developer's return of 8.8%, a figure well below the accepted threshold which is typically around of 15% to 20% of the Gross Development Value. The Council's Housing team welcome the provision of social rented homes, though note that the offer is below policy.
- 6.18 The viability appraisal has been subject to a detailed and robust viability review by Aspinall Verdi (AV), acting on behalf of the Council. AV have shown that the proposed scheme, with 7 x 3 bedroom units for social rent would be unviable generating a deficit of c. £1,456,000, if current assumptions hold true.
- 6.19 AV have recommended that the Council accepts the Applicant's offer and has recommended the inclusion of a viability review mechanism within any Section 106 agreement. This should be undertaken towards the end of the development to capture any uplift in viability as an additional contribution towards affordable housing.
- 6.20 (g) Impact on amenity of adjoining residential properties
The side elevation of Block A is positioned 19.2 metres at the closest point from the rear boundary of the gardens belonging to the properties fronting Rickmansworth Road. The closest building to building measurement exceeds 42 metres. Given these distances these two storey dwellings at numbers 96 to 112 Rickmansworth would suffer no significant loss of privacy, or overshadowing. This boundary is also defined by trees which are to be retained as part of this proposal.
- 6.21 The rear elevation of Block A is positioned 11 meters from the western boundary of the site, beyond which is Gloucester Court, a four storey flatted

development within the Observer Drive development. Gloucester Court is orientated perpendicular to the common boundary and set 1 metre away from the common boundary. This neighbouring building has no windows on the side elevation facing the site. The separation distance between the buildings is considered sufficient and the obtuse angle ensures no significant loss of privacy. Additional tree planting along this boundary would mitigate any loss of amenity and soften the impact of this neighbouring lank wall. Knightsbridge Court, another four storey flatted development within the Observer Drive development is set around 21.5 metres into the neighbouring site and 27.5 metres from the side elevation of Block B which contains only bathroom and secondary habitable room windows. The separation distance between clear glazed windows complies with section 7.3.16 of Watford's Residential Design Guide (RDG).

- 6.22 The rear elevation of Block B is 17.5 metres at the closest point from the rear elevation of Cornelius House, a three storey flatted development within the Metropolitan Station Approach development. At the closest point the separation distances of the buildings from the common boundary is approximately the same. This boundary is defined by tall mature trees and an embankment which slopes up around 1.5 metres to the Metropolitan Station Approach development. Given these circumstances the separation distance between the rears of these two flatted buildings is considered acceptable. Madison Heights another three storey flatted development within the Metropolitan Station Approach development has a side elevation which faces the side elevation of Block C at a distance of 13.4 metres at the closest point. This relationship between the side elevations which contain bathroom and secondary habitable room windows is considered acceptable.
- 6.23 Overall the three proposed buildings would be positioned largely within the footprint of the existing commercial buildings, though significantly further from the perimeter of the site. The existing factory buildings are large, up to around 10 metres in height with an industrial appearance. The proposed buildings have an overall massing which is significantly less than that of the factory buildings and an external appearance which would be much more in keeping with the residential surroundings. The proposed development would cause no significant harm to neighbouring amenity in terms of loss of light, privacy or outlook.
- 6.24 (h) Transport, parking and servicing
Policy ST11.4 seeks to encourage walking and cycling. The site has an accessible location close to Watford's Metropolitan Line Underground Station and bus stops on Rickmansworth Road. The site is less than a mile from Watford Town Centre.

- 6.25 Parking provision is provided at surface level for 46 vehicles along the south side of the site. Of these spaces 10 would have active electric vehicle charging facilities and 6 would be suitable for disabled persons with 2 spaces identified for potential car club use should this be supported by an operator. Changes to Building Regulations in June 2022 would require all 46 car parking spaces to have active electric vehicle charging facilities. Policy ST11.5 of the Local Plan sets a maximum provision of 1 space per dwelling. The proposed parking ratio of 0.49 spaces per unit is within these maximum standards and considered appropriate given the accessible location and the alternative sustainable transport options available. Swept path diagrams have been provided which demonstrate that larger vehicles, including fire appliances would be able to manoeuvre and turn within the site.
- 6.26 Secure cycle parking is provided within each of the three blocks, totalling 159 cycle spaces. This is accessed through the main entrance to each of the blocks, to the rear of the buildings. An additional 6 visitors spaces are provided by Sheffield stands located at the entrances to each the blocks. The cycle parking provision accords with Local Plan Policy ST11.4.
- 6.27 The trip generation compared to the existing unrestricted commercial use would have a negligible impact on the local highway network. The Highway Authority have raised concerns with the proposed access from Rickmansworth Road, specifically with the tight radius of the junction and the ability for drivers to enter and egress the junction simultaneously. The final details of the junction design would need agreement with the Highway Authority as part of an agreement under the Highways Act 1980. It should be acknowledged that the existing arrangement where large lorries frequently enter and egress the site blocking both carriageways is not ideal.
- 6.28 To ensure the needs of future occupiers and encourage sustainable development details of car parking allocation and distribution are secured by condition. As part of the s106 agreement a financial payment to Hertfordshire County Council of £6,000 is required for the long term monitoring of a Travel Plan which further encourages sustainable travel options.
- 6.29 (i) Trees and biodiversity
Strategic Policy NE9.1 states that new development will be expected to demonstrate a positive impact on the natural environment. Appropriate measures include, inter alia, minimising the impacts on biodiversity and achieving a net gain, reducing the risk of flooding including surface water flood risk, protecting trees and encouraging native planting. Policy NE9.4 seeks to avoid and mitigate all forms of flood risk. Policy NE9.5 seeks to reduce the risk

of surface water flooding through the use of effective sustainable drainage systems. Policy NE9.8 seeks a biodiversity net gain of 10% or more through the use of the Defra Biodiversity Metric.

- 6.30 The site and surroundings do not contain any trees protected by a Tree Preservation Order (TPO) and there are none close to the perimeter of the site. The existing site which comprises large areas of hard surfacing and warehouse type structures has limited ecological value. That which does exist is limited to trees around the perimeter of the site.
- 6.31 This application includes a soft landscaping plan and statement which details significant additional planting throughout the central communal garden, the private rear gardens, the play area and the habitat garden. The position of trees throughout the site has been carefully considered to lessen the dominance of the hard landscaping and act a screen to neighbouring sites.
- 6.32 A biodiversity assessment has been undertaken in accordance with Policy NE9.8 the proposal would deliver a significant uplift in biodiversity across the site.
- 6.33 (j) Sustainability
Strategic Policy CC8.1 states that the Council will support proposals that help combat climate change and new development will need to demonstrate how it contributes positively towards this. Policy CC8.3 seeks to minimise the impact of new housing on the environment through energy and water efficiency measures. This includes a 19% improvement in carbon emissions over the target emission rate in the Building Regulations 2013 and a standard of 110 litres of water use per person per day.
- 6.34 The proposed buildings would be thermally resistant with low air permeability and low thermal bridging reducing reduce heat loss. The design seeks to reduce water consumption and the sustainable drainage measures reduce run off rates. The sustainability statement suggest that these measure would combine to provide a minimum carbon dioxide emissions saving of 73%, compared to the Building Regulations Part L 2013 baseline. This exceeds the 19% improvement sought by Local Plan Policy CC8.3. The water efficiency measures which accord with the technical standard for water efficiency of 110 litres per person, per day can be secured by condition.
- 6.35 The site is not within a flood risk area (Flood Zone 1) and also incorporates a surface water drainage system to manage surface water runoff and minimise the potential for flooding. This will result in a betterment in surface water runoff and is acceptable. This can be secured by condition.

- 6.36 A contamination investigation identified a single elevated concentration of arsenic in exceedance of the relevant generic screening criteria, asbestos was identified in three of the soil samples submitted for laboratory analysis. The Environmental Consultant has suggested that further exploratory holes are required post demolition and clearance and recommended that additional ground gas monitoring boreholes are installed to allow the ground gas regime to be confirmed. Based on this, Watford Borough Council' Contamination consultee has proposed suitable conditions.
- 6.37 (k) 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 as set out in the Council's Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted. The CIL charge applicable to the proposed development is £120 per m² (subject to indexation).
- 6.38 S.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements. The planning obligations for this development are set out in Section 8 of this report.

7 Consultation responses received

7.1 Statutory consultees and other organisations

Name of Statutory Consultee / Other Organisation	Comment	Response
Environment Agency	Response noted that the site is within a vulnerable ground water area. Advice issued.	Noted.
Hertfordshire Constabulary Crime Prevention Design Service	Satisfied that the development is be built to the police's security standards "Secured by Design".	Development would comply with these standards.

Hertfordshire County Council Ecology	No response received.	None
Hertfordshire County Council Flood Authority	No response received.	None.
Hertfordshire County Council Growth and Infrastructure	No response received.	Development would be CIL liable.
Hertfordshire County Council Highways	Concern raised around junction, though no objection in principle. S106 suggested for Travel Plan.	Noted. Design of junction covered by agreement with Highways Authority.
Hertfordshire County Council Minerals and Waste	General comments made. No objection.	Noted.
Thames Water	No objection.	Noted.

7.2 Internal Consultees

Name of Statutory Consultee / Other Organisation	Comment	Response
Watford Borough Council Arboricultural Officer	No objection subject to an Arboricultural Impact Assessment and Arboricultural Method Statement.	Noted.
Watford Borough Council Environmental Health	Conditions proposed to address contamination.	Noted.
Watford Borough Council Housing Service	Welcomed the affordable housing provision, though note that the offer is below policy and expect an independent review of the viability appraisal.	Noted.
Watford Borough Council Waste and Recycling	No objection.	Noted.

7.3 Interested Parties

Letters were sent to 88 properties in the surrounding area. 7 Responses were received. 6 were in objection and 1 was neutral raising. The main comments are summarised below, the full letters are available to view online:

Comments	Officer response
Insufficient parking / increase in traffic	Parking provision is considered acceptable and the impact on the highway network is considered negligible. See section (h) the report which addresses Transport, parking and servicing.
Overdevelopment of area	The development makes effective use of a brownfield site and contributes to housing need in Watford. See section (a) of this report which relates to the principal of a residential development.
Design and layout of proposal	The development is considered to respond well to the context. See section (c) of the report which relates to Layout, scale and design.
Overlooking / overshadowing / loss of light and loss of privacy.	The development would cause no significant harm to neighbouring amenity. See section (g) of the report which relates to the Impact on amenity of adjoining residential properties.
Pressure on local services	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 the area.
Housing Mix and lack of affordable housing	The development does provide social rented housing and has been subject to an independent viability review. See sections (e) and (f) of the report which relate to housing mix and affordable housing.
Anti-Social Behaviour	The proposal is not considered to give rise to anti-social behaviour. The development is to be built to the Hertfordshire Constabulary's security standards.
Disruption from construction	The Environmental Protection Act, the Control of Pollution Act and the Highway Act also control the matters of disruption raised.

8 Recommendation

Section 106 Heads of Terms

- (i) To secure 7 x 3 bedroom dwellings as Social Rented Affordable Housing;
- (ii) To secure a review mechanism of the viability of the development to be undertaken towards the end of the project when actual build costs and sales

values of the flats are known. This shall allow financial payment to be made towards affordable housing provision where the viability of the development can be shown to have improved to provide a financial surplus;

(iii) 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 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:

- DDD/22/LP01 Location Plan
- DDD/22/EX01 Existing Site Plan
- DDD/22/EX02 Existing Context Plan
- DDD/22/EX03 Existing Ground Floor Plan
- DDD/22/EX04 Existing First Floor Plan
- DDD/22/EX05 Existing Roof Plan
- DDD/22/EX06 Existing Sections
- DDD/22/EX07 Existing Elevations
- DDD/22/PL01C Proposed Site Plan
- DDD/22/PL02B Proposed Site Plan
- DDD/22/PL03B Proposed Site Plan with ground floor plan
- DDD/22/PL04A Demolition Plan
- DDD/22/PL05B Proposed Boundary and Hardstanding Plan
- DDD/22/PL06 Proposed Site Sections A-A, B-B
- DDD/22/PL07 Proposed Site Sections C-C, D-D
- DDD/22/PL08 Proposed Site Sections E-E, F-F
- DDD/22/PL09 Bin Store Drawing
- DDD/22/PL10A Proposed Floor Plans Block A - Ground & First
- DDD/22/PL11A Proposed Floor Plans Block A - Second & Third
- DDD/22/PL12A Proposed Floor Plans Block A - Fourth & Roof

- DDD/22/PL13A Proposed Elevations Block A
- DDD/22/PL14A Proposed Elevations Block A
- DDD/22/PL20 Proposed Floor Plans Block B - Ground & First
- DDD/22/PL21 Proposed Floor Plans Block B - Second & Third
- DDD/22/PL22 Proposed Floor Plans Block B - Fourth & Roof
- DDD/22/PL23 Proposed Elevations Block B
- DDD/22/PL24 Proposed Elevations Block B
- DDD/22/PL30A Proposed Floor Plans Block C - Ground & First
- DDD/22/PL31A Proposed Floor Plans Block C - Second & Third
- DDD/22/PL32A Proposed Floor Plans Block C - Fourth & Roof
- DDD/22/PL33A Proposed Elevations Block C
- DDD/22/PL34A Proposed Elevations Block C
- DDD/22/PL50 Proposed Materials and Detail Section
- DDD/22/V01 CGI- Aerial View
- DDD/22/V02 CGI- Site View 1
- DDD/22/V03 CGI- Site View 2
- 22-186-1BV2 Lighting Design
- LP/9496RRWH/020 B Landscape Plan
- LPPA/9496RRWH/030 A2 Landscape Plan Play Area
- 18150/TK02 Rev: F – Swept Path Analysis
- Acoustic Design Statement. Drafted by AIRO
- Arboricultural Report & Tree Protection Plan. Drafted by DCCLA
- Drainage Strategy. Drafted by JNP Group
- Sustainability Statement. Drafted by Abbey Consultants

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

3. Contamination Remediation Scheme

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

i) A supplementary investigation, based on the Phase I Geo-environmental Report (Report ref. M43466- JNP-XX-XX-RP-G-0001 P01) and the Phase II Geo-environmental Report (Report ref. M43466-JNP-XXXX-RP-G-0002 P01) prepared by JNP Group, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments. ii) The site investigation

results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. iii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (ii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policies CC8.5 and NE9.5 of the Local Plan.

4. Contamination Verification Report

Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policies CC8.5 and NE9.5 of the Local Plan.

The above must be undertaken in accordance with the Environment Agency's 'Land contamination risk management (LCRM)' guidance, available online at <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>.

5. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 3, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policies CC8.5 and NE9.5 of the Local Plan.

6. Materials

No external facing materials shall be installed on the building until:

- a. full details of the materials to be used for all the external surfaces have been submitted to and approved in writing by the Local Planning Authority; and
- b. sample panels have been constructed to show the typical facades including brickwork, window frames and glazing, and these have been made available for inspection 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 QD6.4 of the Local Plan.

7. Water Efficiency

The development hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to confirm that the dwelling has been completed to meet the water efficiency optional requirement of 110 litres of water per person per day, as set out in the Building Regulations (2010) Approved Document G Requirement G2 and Regulation 36.

Reason: To minimise the impact of the development on the environment, in accordance with Policy CC8.3 of the Watford Local Plan 2021-2038.

8. Accessible and adaptable dwellings

The development hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to confirm that the dwelling hereby approved has been built to the Building Regulations (2010) Access to and use of Buildings, Approved Document M (2015 as amended), Volume 1: Dwellings, M4 (2): Accessible and adaptable dwellings.

Reason: To provide accessible housing, in accordance with Policy HO3.10 of the Watford Local Plan 2021-2038.

9. Highway Works

No dwelling shall be occupied until the modified access and egress arrangements from Rickmansworth as shown in principle on the approved drawings has been completed in full.

Reason: In the interests of the safe operation of the site and the surrounding highway, in accordance with Policies ST11.4 and ST11.5 of the Local Plan.

10. Travel Plan

No dwelling shall be occupied until a detailed Travel Plan, based upon the Hertfordshire County Council document Framework Travel Plan and 'Hertfordshire Travel Plan Guidance', has been submitted to and approved in writing by the Local Planning Authority. 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 ST11.6 of the Local Plan.

11. Bins and Bikes

No dwelling within each building of the development shall be occupied until the bin and bicycle storage areas has been provided for the use of residents, in accordance with the approved drawings. These facilities shall be retained at all times for the use of the residential occupiers of the dwellings.

Reason: To ensure that adequate facilities exist for the future occupiers of the dwellings, in accordance with saved Policies QD6.4 and ST11.4 of the Local Plan.

12. Aerials and Satellite Dishes

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

Reason: In the interests of the character and appearance of the buildings, in accordance with Policy QD6.1 of the Local Plan.

13. Lighting

No dwelling shall be occupied until all external lighting as detailed in drawing number 22-186-1BV2 Lighting Design been completed.

Reason: In the interests of the visual appearance of the site, in accordance with Policy QD6.3 of the Local Plan.

14. Hard Landscaping

No dwelling shall be occupied until all hard landscaping as detailed in drawing number DDD/22/PL05 Proposed Boundary and Hardstanding Plan been completed.

Reason: In the interests of the visual appearance of the site, in accordance with Policy QD6.3 of the Local Plan.

15. Soft Landscaping

No later than the first available planting and seeding season after occupation of the development all soft landscaping and play equipment as detailed in drawing number LP/9496RRWH/020 B Landscape Plan and drawing number LPPA/9496RRWH/030 A2 Landscape Plan Play Area should be completed. Any trees or shrubs whether new or existing which become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site, in accordance with Policy QD6.3 of the Local Plan.

16. Drainage Strategy

The development permitted by this planning permission shall be carried out in accordance with the surface and foul water drainage strategy, reference: M43466-JNP-XX-XX-RP-C-0002 P01, drafted by JNP Group, Dated March 2022.

Reason: To reduce the risk of flooding to the proposed development and future occupants, in accordance with Policies NE9.4 and NE9.5 of the Local Plan.

17. Communications Equipment

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

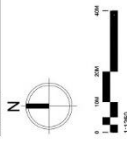
Reason: In the interests of the character and appearance of the buildings, in accordance with Policy QD6.2 of the Local Plan.

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

Site Location Plan

Notes:
The site information is taken from Ordnance Survey maps and other sources. The information is provided as a guide only. It is not intended to be used as a substitute for a site visit or other professional advice. The Ordnance Survey maps are the property of Ordnance Survey and are reproduced here by permission. All rights reserved. © Ordnance Survey 2022.



SITE AREA: 8374m²

Address:
94-96 Rickmansworth Road
Watford,
WD18 7JJ

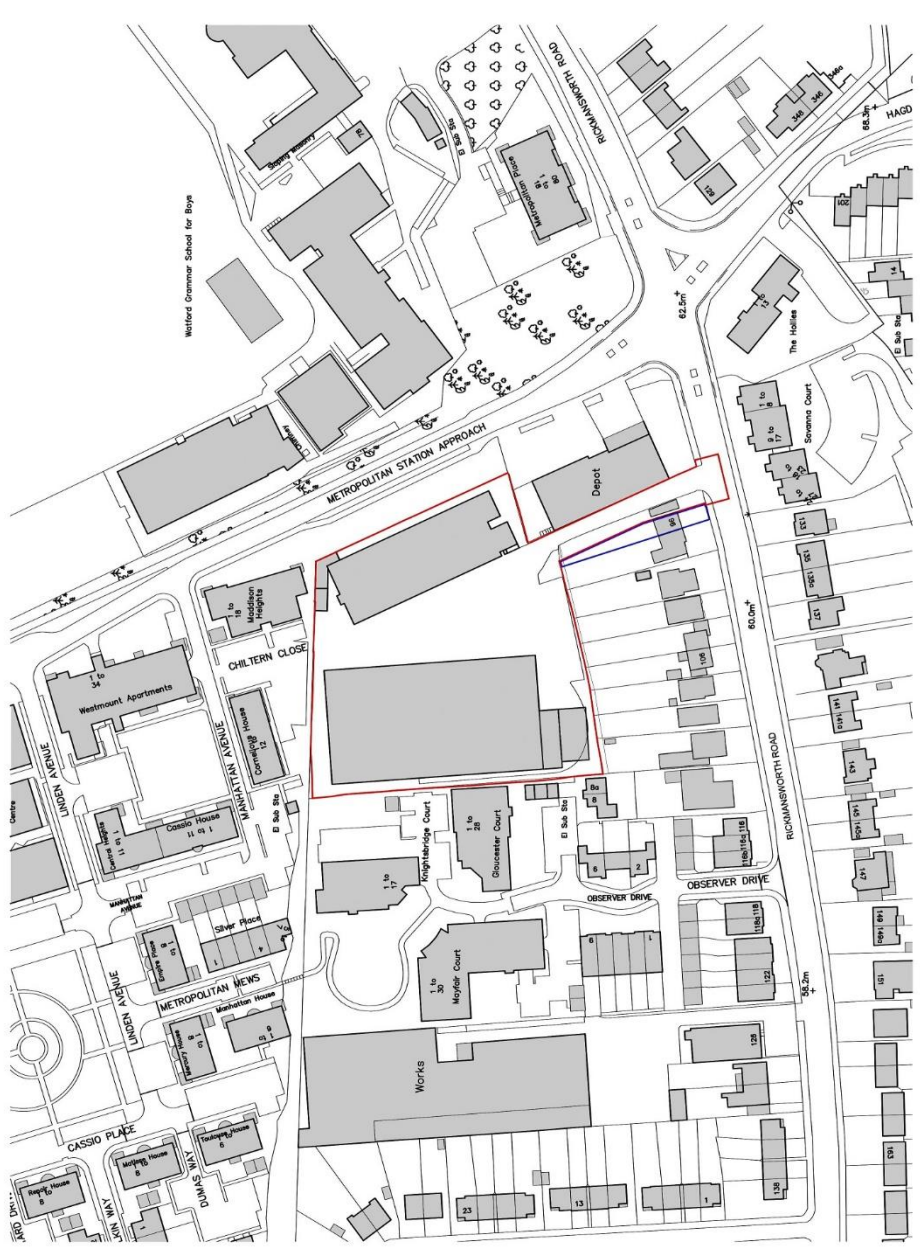
Location Plan

Drawn: JAB/ELAS
Checked: TAJ
Date: MAY22

DDD/22/LP01

Wakelin Associates
Architects

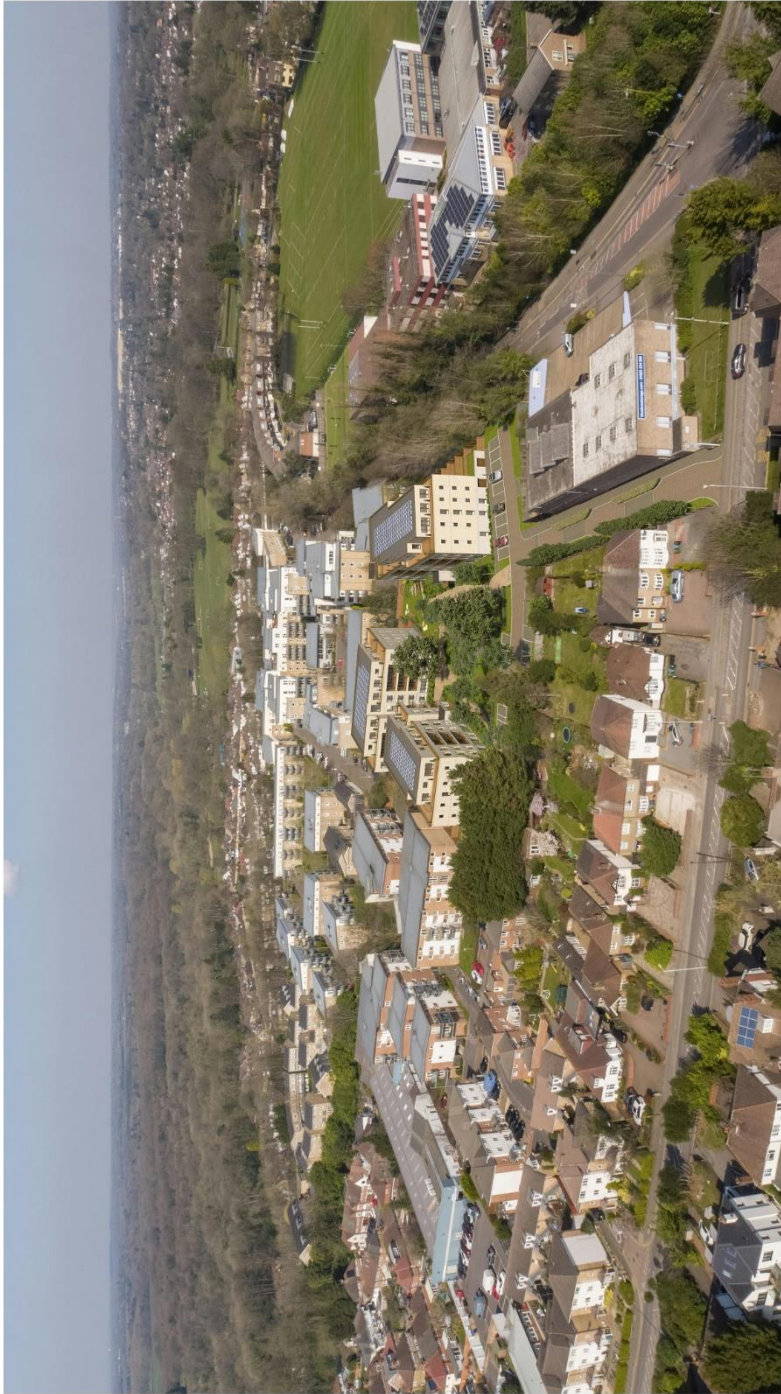
The Old School House, Bridge Road, Hemmels Bridge, King Langley, Hertfordshire, WD18 4RQ
Tel: 01923 261111
Fax: 01923 261112
Email: info@wakelin.co.uk
www.wakelin.co.uk



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CGI – Aerial View

Notes:
 All dimensions are in metres unless stated.
 The Contractor is to check all levels and dimensions and shall be responsible for any errors or omissions.
 The Contractor is to ensure that all work is completed in accordance with the approved plans and specifications.
 The Contractor is to ensure that all work is completed in accordance with the approved plans and specifications.
 The Contractor is to ensure that all work is completed in accordance with the approved plans and specifications.



Site: [Blank] [Blank] [Blank]
 Project:
 94-96 Rickmansworth Road
 Watford,
 WD18 7JJ
 Consultant:
 CGI - Aerial View

Rev: [Blank] [Blank] [Blank]
 Date: [Blank] [Blank] [Blank]
 Drawn: [Blank]
 Checked: [Blank]
 Approved: [Blank]
 Project:
 94-96 Rickmansworth Road
 Watford,
 WD18 7JJ
 Consultant:
 CGI - Aerial View

DDD/22/V01
Wakelin Associates
Architects
 The Old School, 110-112, High Street, Watford, Herts, WD17 1JG
 Kings Langley, Hertfordshire, WD4 1HQ
 T 01923 267488
 F 01923 267488
 W www.wakelin.co.uk
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CGI – Blocks A and B

Notes:
1. All dimensions are to face unless otherwise noted.
2. The contractor is to check all elevations and levels and report any discrepancies to the architect immediately.
3. All elevations are to be finished grade unless otherwise noted.
4. All elevations are to be finished grade unless otherwise noted.
5. All elevations are to be finished grade unless otherwise noted.
6. All elevations are to be finished grade unless otherwise noted.
7. All elevations are to be finished grade unless otherwise noted.
8. All elevations are to be finished grade unless otherwise noted.
9. All elevations are to be finished grade unless otherwise noted.
10. All elevations are to be finished grade unless otherwise noted.



Site / Plot / Phase
**94-96 Rickmansworth Road
Watford,
WD18 7JL**

Viewpoint
CGI - Site View 1

Scale
1:100

Date
MAY 22

Project
DDD/22/V02

Client
**Wakein Associates
Architects**

Address
**Wakein Associates, House 10/10
Kings Langley, Hertfordshire, WD14 8RQ
T 01935 317488
W www.wakein.co.uk**

CGI – Block C

Notes:
1. All dimensions are in feet and inches unless noted.
2. The contractor is to check all elevations and dimensions against the approved site plan and architectural drawings.
3. The contractor is to ensure that all work is completed in accordance with the approved site plan and architectural drawings.
4. All site work is to be completed in accordance with the approved site plan and architectural drawings.
5. The contractor is to ensure that all work is completed in accordance with the approved site plan and architectural drawings.
6. The contractor is to ensure that all work is completed in accordance with the approved site plan and architectural drawings.
7. The contractor is to ensure that all work is completed in accordance with the approved site plan and architectural drawings.
8. The contractor is to ensure that all work is completed in accordance with the approved site plan and architectural drawings.
9. The contractor is to ensure that all work is completed in accordance with the approved site plan and architectural drawings.
10. The contractor is to ensure that all work is completed in accordance with the approved site plan and architectural drawings.



Site: 94-96 Rickmansworth Road
Watford,
WD18 7JJ

CGI - Site View 2

DATE: MAY/22
TIME: .

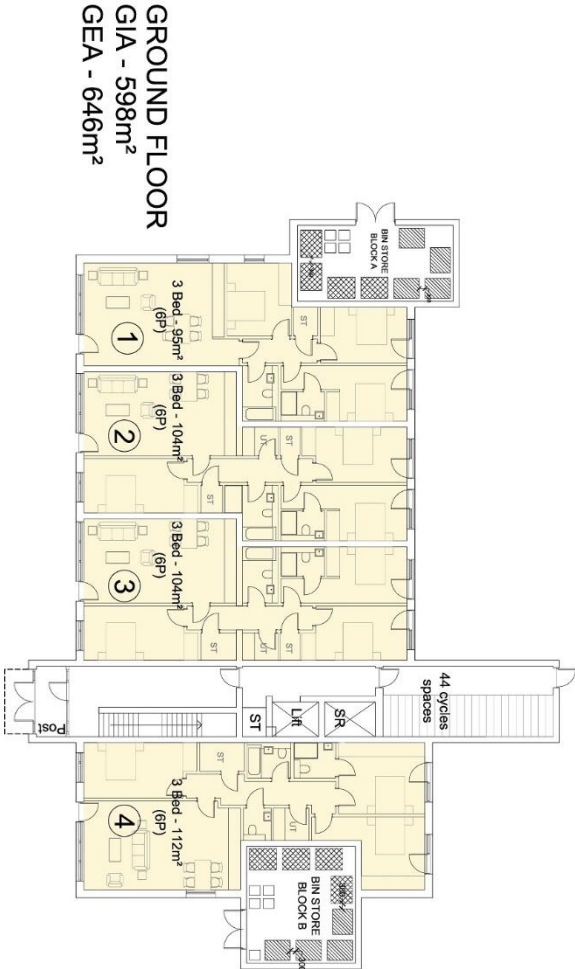
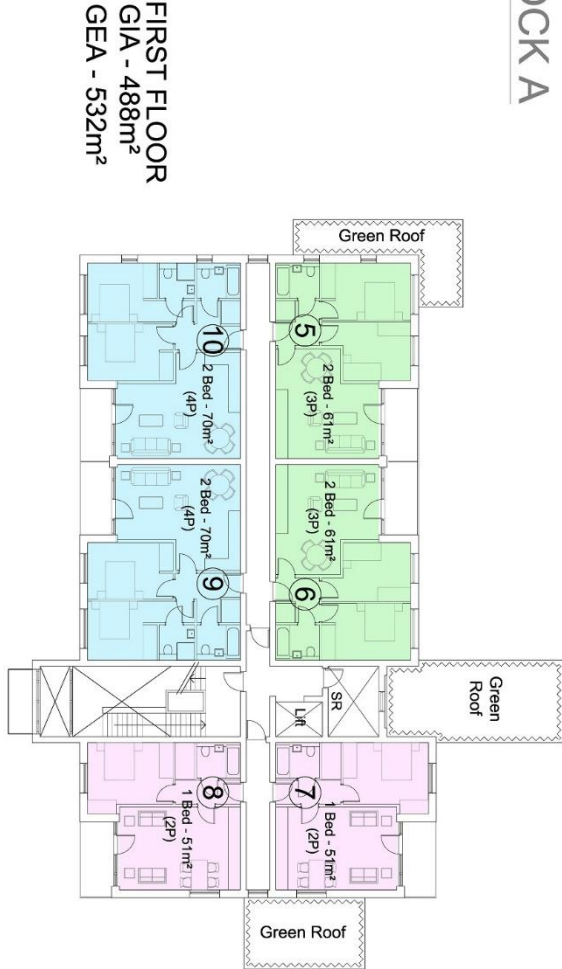
DDD/22/V03

Wakelin Associates
Architects

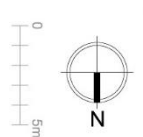
10000 Lakeside Drive, Lakeside
King Langley, Hertfordshire, WD14 8RQ
T 01923 217488
W www.wakelin.co.uk

Floor Plans - Ground and First

BLOCK A



BLOCK A SCHEDULE					
(5 STOREY)					
NO.	FLOOR	TYPE	GIA (sqf)	MAINTY (sqf)	GIA (sqm)
1	GROUND	3B (6P)	95	85	8.8
2	GROUND	3B (6P)	104	70	9.6
3	GROUND	3B (6P)	104	71	9.6
4	GROUND	3B (6P)	112	83	10.4
5	FIRST	2B (3P)	61	5.7	5.6
6	FIRST	2B (3P)	61	5.7	5.6
7	FIRST	1B (2P)	51	5.7	4.7
8	FIRST	1B (2P)	51	5.7	4.7
9	FIRST	2B (4P)	70	5.7	6.4
10	FIRST	2B (4P)	70	5.7	6.4
11	SECOND	2B (3P)	61	5.7	5.6
12	SECOND	2B (3P)	61	5.7	5.6
13	SECOND	1B (2P)	51	5.7	4.7
14	SECOND	1B (2P)	51	5.7	4.7
15	SECOND	2B (4P)	70	5.7	6.4
16	SECOND	2B (4P)	70	5.7	6.4
17	THIRD	2B (3P)	61	5.7	5.6
18	THIRD	2B (3P)	61	5.7	5.6
19	THIRD	1B (2P)	51	5.7	4.7
20	THIRD	1B (2P)	51	5.7	4.7
21	THIRD	2B (4P)	70	5.7	6.4
22	THIRD	2B (4P)	70	5.7	6.4
23	FOURTH	2B (4P)	73	5.2	6.7
24	FOURTH	1B (2P)	62	4.6	5.7
25	FOURTH	2B (4P)	72	5.2	6.6
26	FOURTH	2B (3P)	61	1.3	5.6
TOTAL		4.3 x 38.15 x 28.7 x 119	1755		599



- KEY**
- 3 Bed - 6 Person
 - 2 Bed - 4 Person
 - 2 Bed - 3 Person
 - 1 Bed - 2 Person
- * Single Aspect

94-96 Richmond Road
Watford
WD18 7JJ

Proposed Floor Plans
Block A
Ground & First Floor

Drawn: MARYZ
Checked: WAI

DDDD/22/PL10A

Wakelin Associates
Architects

The Old School House, Bishop's Cleeve, Watford, Herts, WD24 8RQ
Tel: 01923 216748
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www.wakelin.co.uk

Floor Plans – Second and Third

BLOCK A

THIRD FLOOR GIA - 467m² GEA - 512m²



SECOND FLOOR GIA - 467m² GEA - 512m²



BLOCK A SCHEDULE (5 STOREY)

NO.	FLOOR	TYPE	GIA (m ²)	AMENITY (m ²)
1	GROUND	3B (GP)	95	93 GARDEN
2	GROUND	3B (GP)	104	70 GARDEN
3	GROUND	3B (GP)	104	71 GARDEN
4	GROUND	3B (GP)	112	93 GARDEN
5	FIRST	2B (GP)	61	5.7 BALCONY
6	FIRST	2B (GP)	61	5.7 BALCONY
7	FIRST	1B (GP)	51	5.7 BALCONY
8	FIRST	1B (GP)	51	5.7 BALCONY
9	FIRST	2B (GP)	70	5.7 BALCONY
10	FIRST	2B (GP)	70	5.7 BALCONY
11	SECOND	2B (GP)	61	5.7 BALCONY
12	SECOND	2B (GP)	61	5.7 BALCONY
13	SECOND	1B (GP)	51	5.7 BALCONY
14	SECOND	1B (GP)	51	5.7 BALCONY
15	SECOND	2B (GP)	70	5.7 BALCONY
16	SECOND	2B (GP)	70	5.7 BALCONY
17	THIRD	2B (GP)	61	5.7 BALCONY
18	THIRD	2B (GP)	61	5.7 BALCONY
19	THIRD	1B (GP)	51	5.7 BALCONY
20	THIRD	1B (GP)	51	5.7 BALCONY
21	THIRD	2B (GP)	70	5.7 BALCONY
22	THIRD	2B (GP)	70	5.7 BALCONY
23	FOURTH	2B (GP)	73	5.7 BALCONY
24	FOURTH	1B (GP)	52	4.8 TERRACE
25	FOURTH	2B (GP)	72	5.2 TERRACE
26	FOURTH	2B (GP)	61	1.3 TERRACE
TOTAL			4,836.15 X 28.75 X 19	1765
				599



- KEY
- 3 Bed - 6 Person
 - 2 Bed - 4 Person
 - 2 Bed - 3 Person
 - 1 Bed - 2 Person
- * Single Aspect

1:10 2D Floor Plan of the proposed 5 storey residential development, New Way, 94-96 Richmond Road, Watford, WD18 7JL

Client: **Proposed Floor Plans Block A Second & Third Floor**

Project: **Block A**

Drawn: **TJ**

Checked: **WV**

Date: **14/06/2024**

Project No: **DDD/22/PL/11A**

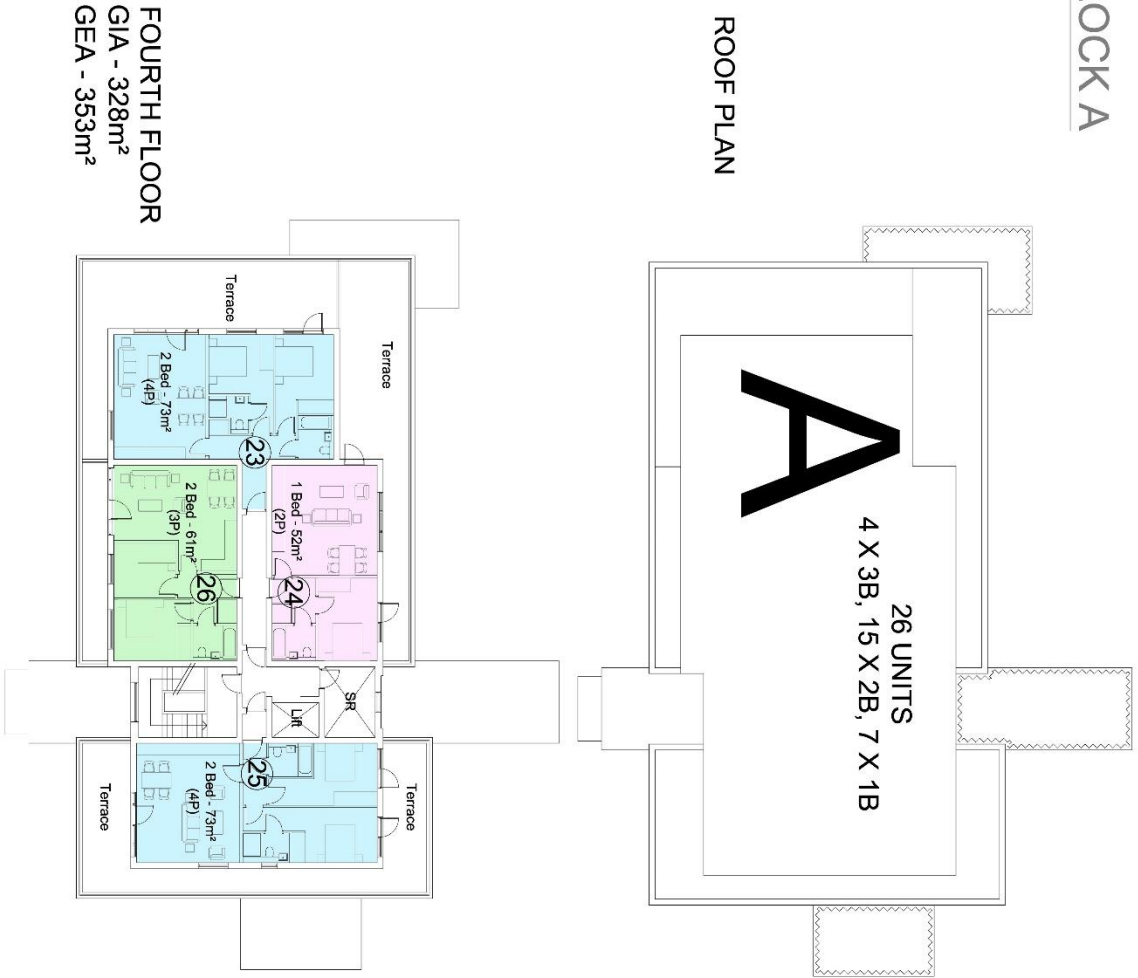
Wakelin Associates Architects

The Offices: 100, Bedford Way, London, EC1A 1DF
 T: 01753 474747
 F: 01753 474748
 E: info@wakelin.co.uk
 W: www.wakelin.co.uk

Floor Plans – Fourth and Roof

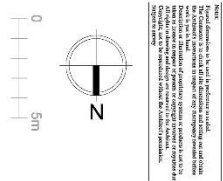
BLOCK A

ROOF PLAN



FOURTH FLOOR
GIA - 328m²
GEA - 353m²

BLOCK A SCHEDULE (3 STOREY)				
NO.	FLOOR	TYPE	GIA (m ²)	AREA (m ²)
1	GROUND	3B (6P)	95	95 BALCONY
2	GROUND	3B (6P)	104	70 GARDEN
3	GROUND	3B (6P)	104	71 GARDEN
4	GROUND	3B (6P)	112	80 GARDEN
5	FIRST	2B (3P)	61	5.7 BALCONY
6	FIRST	2B (3P)	61	5.7 BALCONY
7	FIRST	1B (2P)	51	5.7 BALCONY
8	FIRST	1B (2P)	51	5.7 BALCONY
9	FIRST	2B (4P)	70	5.7 BALCONY
10	FIRST	2B (4P)	70	5.7 BALCONY
11	SECOND	2B (3P)	61	5.7 BALCONY
12	SECOND	2B (3P)	61	5.7 BALCONY
13	SECOND	1B (2P)	51	5.7 BALCONY
14	SECOND	1B (2P)	51	5.7 BALCONY
15	SECOND	2B (4P)	70	5.7 BALCONY
16	SECOND	2B (4P)	70	5.7 BALCONY
17	THIRD	2B (3P)	61	5.7 BALCONY
18	THIRD	1B (2P)	51	5.7 BALCONY
19	THIRD	1B (2P)	51	5.7 BALCONY
20	THIRD	1B (2P)	51	5.7 BALCONY
21	THIRD	2B (4P)	70	5.7 BALCONY
22	THIRD	2B (4P)	70	5.7 BALCONY
23	FOURTH	2B (4P)	73	52 TERRACE
24	FOURTH	1B (2P)	52	48 TERRACE
25	FOURTH	2B (4P)	72	52 TERRACE
26	FOURTH	2B (3P)	61	13 TERRACE
TOTAL		4 X 3B, 15 X 2B, 7 X 1B	1765	588



- KEY**
- 3 Bed - 6 Person
 - 2 Bed - 4 Person
 - 2 Bed - 3 Person
 - 1 Bed - 2 Person
 - * Single Aspect

1:1 Scale (As Shown) - Not to Scale

94-96 Riksmansworth Road
Wairford,
WD18 7JJ

Proposed Floor Plans
Block A
Fourth Floor, Roof Plan

DATE: 11/08/21
DRAWN: JAV
CHECKED: TAV

DDDD/22/PL12A

Architects
Wakelin Associates

100 The Quadrant, Wairford, Canterbury
Phone: 03 738 8888
Fax: 03 738 8889
Email: info@wakelin.co.nz
www.wakelin.co.nz



Watford Place Shaping Review Panel

Report of Formal Review Meeting: 94 Rickmansworth Road

Tuesday 13 July 2021
Zoom video conference

Panel

Peter Bishop (chair)
David Hart
Tahera Rouf
Nicola Rutt
Andrew Thornhill

Attendees

Paul Baxter	Watford Borough Council
Sian Finney-MacDonald	Watford Borough Council
Helen Harris	Watford Borough Council
Alice Reade	Watford Borough Council
Tom Bolton	Frame Projects
Miranda Kimball	Frame Projects
Penny Nakan	Frame Projects

Apologies / report copied to

Louise Barrett	Watford Borough Council
Andrew Clarke	Watford Borough Council
Ben Martin	Watford Borough Council

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.

CONFIDENTIAL

1. Project name and site address

94 Rickmansworth Road, Watford, Herts, WD18 7JJ

2. Presenting team

David Clarke	David Clarke Landscape Architects and Arboriculturists
Tracey Hardy	Wakelin Associates
Jane Wakelin	Wakelin Associates
Rachel Wakelin	Wakelin Associates

3. Planning authority briefing

This brownfield site is in a predominantly residential area, with high density residential development directly to the north and west ranging from two to four storeys in height. The existing buildings and the whole site have a completely unrestricted commercial use with 24 hour operation. Adjoining residential development has established limitations on the proposed residential scheme in terms of scale, bulk massing, and prospective heights.

Demolition of the existing predominantly B2 industrial/commercial buildings is proposed, and the construction of a residential scheme of 96 residential units with parking, landscaping and servicing.

The site is approximately 150m from the Watford Underground Station and in close proximity to frequent bus services along Rickmansworth Road to Watford Town Centre. The location is sustainable in relation to transport links and town centre proximity.

The proposal is for high quality sustainable residential dwellings in a sustainable location, with a higher-than-standard level of amenity space, a strong identity and clear character, increased connectivity, and specific areas for community interaction. The scheme proposes improved access arrangement onto Rickmansworth Road and pedestrian links to adjoining areas and adjoining transport links. The site does not contain any listed or locally listed buildings and does not fall within a conservation area. The site is not designated as protected employment land.

Officers seek the panel's views in particular on the following issues:

- layout of the buildings and layout of car parking
- the design approach and elevational treatment of the buildings
- potential for future linkages and pedestrian connections to Metropolitan Station Approach (although the land belt is in separate ownership)
- landscaping proposals
- sustainability proposals



CONFIDENTIAL

4. Design Review Panel's views

Summary

The panel feels that the site has great potential and, with some further refinement to the block layout and the configuration of the landscaped amenity space, coupled with greater detailed architectural design, this site could provide a welcome residential addition to Watford. In particular, the panel feels that the current arrangement of private, semi-private and communal outdoor amenity space could be confusing for residents. The panel suggests moving the private amenity space to the rear of ground floor residential units and providing a smaller, semi-private space at the front of blocks, adjacent to the communal space. While this move will reduce the semi-private space, it will provide better opportunities for residents to interact, as well as allowing the communal amenity space to increase in size. It also suggests moving all of the blocks (A, B, and C) slightly to free up space around the designated parking area, helping to improve the overall arrival experience, especially for pedestrians. By moving the blocks to add extra space to the car park area, a clear vista through the site across the central amenity space can be provided. The panel supports improving all connections and access into and out of the site, with better lighting on the access road off Rickmansworth Road, carefully selected material choice for access roads across the central amenity space, and new links to the east to Metropolitan Station Approach and to the north to Chiltern Close. These comments are expanded below.

Amenity space

- The panel commends the amount of amenity space provided for residents; however, the panel suggests the design team re-visits the sequence and arrangement of public, semi-public and private amenity spaces to help improve the scheme's overall sense of place.
- The panel suggests swapping the private outdoor amenity space, currently located in the front of ground floor units with the semi-private space located to the rear. This refinement can help further community cohesion by co-locating communal thoroughfares as well as provide a clearer user experience for residents.
- By introducing smaller semi-private spaces addressing the communal area, the centre courtyard space will also be able to expand.
- Given the amount of open space available, the panel asks the applicant to meet the required amount of play space on site by increasing the current proposed provision.

Layout

- To further improve the central amenity space, as well as the overall parking provision, the panel encourages the applicant to look at the layout and arrangement of the residential blocks.



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- While the car park is in the best location for the site, the panel considers that the parking area will create a poor arrival sequence.
- By adjusting the positioning of the blocks – with Block B moving more towards the north, allowing Block A to also move – space can be freed up centrally to help create a better arrival experience.
- Repositioning Block C could deliver a clearer vista through the site, and help create connections to the community located immediately to the north.
- By repositioning residential blocks, the applicant can free up space for the car park to wrap around the edge of the site, and to step back where the access road meets the site. This change will allow more breathing space at the critical entry threshold into the site.
- To also help with the overall communal experience, the panel suggests the cycle stores form part of the cores and main arrival area in each block, rather than sitting in a separate location.

Connections, safety, and access

- As the single point of access into the site, the panel feels the arrival route needs further attention. To ensure a safe and positive arrival experience, the lightning and safety strategy for the site, especially along the access road, needs further thought and development.
- As the site is landlocked and surrounded by tall trees, good lighting will have a critical role to play in the success of the site. Thought should be given to how lighting can be designed to create a welcoming setting.
- Pedestrians should have priority over vehicle movement, and routes should make this demarcation clear, especially where the access road meets the parking area. Equally, routes for cyclists should be safe and well-marked.
- The panel understands the need for servicing and emergency access through the site, but these paths should not cut up the vital communal public space at the heart of the scheme. Carefully selected materials can help to ensure these routes are designed as part of the communal space.
- The panel welcomes the connections shown to the east, linking the site to Metropolitan Station Approach, and to the north linking the site to Chiltern Close. These links will help further the permeability of what is otherwise a landlocked island site. Informal pedestrian links to Metropolitan Station Approach, across the strip of land owned by Network Rail, will form effective connections.



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Massing and architecture

- The panel considers the scale and massing of the development to be appropriate for the setting.
- During the next stage of development the panel encourages the applicant to develop the architecture, and the elevations in particular, to a more ambitious level, while not losing sight of the simple, robust design approach.
- The panel also encourages the applicant to explore how more interest can be introduced into the design of the entrances and the treatment of the balconies.
- The panel considers that the site offers significant potential to deliver villas in a parkland setting. However, it feels that the use of brick, along with glass balconies, is not best suited to creating this character. It recommends the applicants takes inspiration for its choice of materials from the proposed landscaping approach.
- As part of these developments, the units on the top floor, and the overall roofscape, should be re-visited to ensure the amount of private outdoor space provided is appropriate for the unit sizes.

Sustainability

- The scheme's approach to sustainability is heading in the right direction, but the panel expects further detail and refinement as design and development progresses. The panel encourages officers to work closely with the applicant on this aspect of the scheme.
- As part of the refinement of the landscape and amenity space, the panel suggests the applicant looks at incorporating sustainable drainage systems (SuDS) as part of the site's blue and green infrastructure.

Next Steps

- The panel would welcome the opportunity to review the scheme again once the detailed design and the sustainability strategy have progressed, and the applicant has been able to respond to the panel's comments. It offers a Chair's review focused on sustainability as an option.





Watford Place Shaping Review Panel

Report of Formal Review Meeting: 94 Rickmansworth Road

Tuesday 12 October 2021

Watford Town Hall, Rickmansworth Road, Watford WD17 3EW

Panel

Peter Bishop (chair)
Tara Gbolade
Andrew Thornhill

Attendees

Louise Barrett	Watford Borough Council
Paul Baxter	Watford Borough Council
Johnny Lui	Watford Borough Council
Alice Reade	Watford Borough Council
Tom Bolton	Frame Projects
Reema Kaur	Frame Projects
Miranda Kimball	Frame Projects

Observers

Cllr Peter Jeffree	Watford Borough Council
Cllr Stephen Johnson	Watford Borough Council

Apologies / report copied to

Sian Finney-MacDonald	Watford Borough Council
Ben Martin	Watford Borough Council

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.

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1. Project name and site address

94 Rickmansworth Road, Watford, Herts, WD18 7JJ

2. Presenting team

David Clarke	David Clarke Landscape Architects and Arboriculturists
Matt Fitzpatrick	Abbey Consultants
Tracey Hardy	Wakelin Associates
Jane Wakelin	Wakelin Associates
Rachel Wakelin	Wakelin Associates

3. Planning authority briefing

This brownfield site is in a predominantly residential area, with high density residential development directly to the north and west ranging from two to four storeys in height. The existing buildings and the whole site have a commercial use. Demolition of the existing predominantly B2 industrial/commercial buildings is proposed, and the construction of a residential scheme of 96 residential units with parking, landscaping and servicing.

The proposal is for high quality sustainable residential dwellings in a sustainable location, with a higher-than-standard level of amenity space, a strong identity and clear character, increased connectivity, and specific areas for community interaction. The scheme proposes improved access arrangement onto Rickmansworth Road and pedestrian links to adjoining areas and adjoining transport links. The site does not contain any listed or locally listed buildings and does not fall within a conservation area. The site is not designated as protected employment land.

The Place Shaping Panel first reviewed these proposals on 13 July 2021. Since then, designs have evolved, with changes made including:

- Reduction in the number of residential units and car parking spaces.
- Blocks A and B moved to the north and Block C the east to open a vista through the site, increase shared space and improve the arrival experience.
- Changes to the arrangement of amenity spaces, and a play area added.
- Improvements to the site entrance.
- Increased numbers of 'car club' parking spaces and electric car charging points. Integrated, secure cycle stores with repair and cleaning facilities.
- Refinement of elevations and further detailing.

Officers asked the panel for its views on whether these changes have improved the arrangement of blocks and use of space and the arrival experience, and whether there is now more clarity on the sustainability of scheme, and on the detail of design and materiality.



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4. Design Review Panel's views

Summary

The panel is pleased to see the positive changes made to the scheme since the previous review, and considers that only relatively small alterations are needed to deliver a high quality development. It asks that layouts are adjusted to improve the outlook of single aspect flats, especially north-facing units in Block B. The outlook from flats looking directly onto the blank gable of Chester Court should also be improved. An accessible connection to Metropolitan Station Approach should be designed in and pursued in collaboration with Watford officers and Network Rail, and the boundary with the development softened to create ecological benefit. The northern site boundary with Chiltern Close should be softened, and a pedestrian connection considered. The site access road should be narrowed to allow a pedestrian-friendly shared surface, with trees planted on the west side and the footpath moved to the east. The play space should be integrated with the wider shared space design, making use of landscape elements. Sustainability ambitions should be extended further, to meet the requirements of the RIBA 2030 Climate Challenge. South-facing flats should be shaded. Designs should be detailed to a very high level of quality, to ensure its architectural ambitions can be delivered. These comments are expanded below.

Site plan

- The panel is pleased by the development of the site plan that has taken place since the previous review, with the rearrangement of blocks creating a stronger sense of arrival, increasing shared space in the centre of the development, and making a clearer delineation of public and private space.
- The panel suggests that more could still be done to improve the outlook of the single-aspect units included on floors above ground level. This is particularly important in Block B, where central units are north-facing. The design team could consider moving this unit to the south to create a corner view, which would add variation to both the view and the elevation.
- The panel also notes that a flat in Block A looks directly onto the blank Chester Court, in Observer Close. Internal planning should be reassessed to avoid this blank outlook it at all possible. Landscape treatment could also be used to improve the view from these flats.

Routes and connections

- The panel considers that a connection from the north-west corner of the site to Metropolitan Station Approach would be very beneficial. However, the gradient and the trees make it difficult to provide an accessible route. Nevertheless, the design team should explore options for providing access, possibly via a zig-zag ramp with steps alongside. The panel asks the team to work with Watford officers to determine how this route can be secured. For example, if the



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scheme is designed to the site boundary, a Section 106 agreement could be used to deliver the remainder of the access. Watford officers should bring the relevant parties together to discuss how this can be achieved.

- The panel feels that direct access from the site to Chiltern Close, while desirable, is not essential. However, the treatment of the northern site boundary between the two streets is important. The current fencing should be replaced to create a softer landscape edge characterised by planting, potentially including a gate.
- The panel suggests that the geometry of the central shared space should be adjusted to ensure paths relate to the desire lines between the three blocks. These should be sufficiently well-acknowledged in the design to make it easy for people to reach to their front doors.
- The panel is pleased to see the expansion of the access road through the acquisition of the adjacent garage. However, the route is too wide for a shared access road and would be more successful if its width was reduced to 3.5m. This would still provide room for refuse lorry access, while allowing the route to be treated as a shared space.
- It also suggests that the pavement beside the access road from Rickmansworth Road should be moved from the west side to the east. This will help to allow the road to be integrated with the adjacent site to the east, this is redeveloped in the future. It will also create space to plant trees along the west side of the route which will improve the arrival experience further.

Public realm and landscape

- The panel considers the play space to be a valuable addition that adds generous space to the site. However, it suggests that more work could be done to integrate play into the surrounding landscape, rather than relying on off-the-shelf play elements.
- The panel feels the approach to ecology across the site is positive, and will create a good balance of amenity planting and rich species. However, they suggest that birch should be avoided, as the species is particularly likely to suffer the effects of climate change.
- The area of the site with the richest ecology is the strip of land beside Metropolitan Station Approach. The panel suggests exploring a softer boundary between this land and the development, to link new planting on the site with existing biodiversity.

Sustainability

- The panel supports the sustainability standards set for the development, but suggests this ambition should go further. Instead of designing for the situation now, the development should aim to meet the performance standards set by



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the RIBA 2030 Climate Challenge. It encourages the design team to ensure the environmental specification for all aspects of the development is as ambitious as possible, to ensure it plays its part in tackling the climate change emergency.

- The panel suggests further thought is needed about how south-facing units in Block B can be shaded externally to prevent overheating.

Architecture

- The panel considers that good progress has been made in developing the architectural approach to the blocks. These now have the makings of well-ordered, rational façades, but it is important that the ambition of the design is reflected in the detailing.

Next steps

The panel suggest that the applicants address its comments in discussion with Watford officers.

