

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

## 1. Recommendation

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

## 2. Site and surroundings

- 2.1 No. 8 Oxhey Road is a detached house which is located on a large corner plot between Oxhey Road and Hollybush Close. The area predominantly consists of detached and semi-detached houses which are of varying design. The roof forms are highly varied but are generally hipped or pitched with brick chimneys. Projecting gables to front elevations are a common feature of the area. Materials include a variety of brick types and render. The houses are set back from the road and there is a fairly suburban feel to the street scene due to the separation of the houses, the width of the carriageway and the mature trees that are evident in the area.
- 2.2 The subject property is a relatively wide detached house. The appearance of the house is quite pleasant however it is of no historic or architectural significance. A large outbuilding is positioned to the side of the house which is used for habitable living accommodation – a Lawful Development Certificate for Existing Use was granted in 2013 (ref: 13/00224/LDC). To the front of the house there is a large area of block paving which provides on-site parking spaces. The parking area is served by a vehicular crossover on to Oxhey Road which is a Class C Classified Road. Due to the gradient of the area, the house

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

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

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

#### **3.1 Proposal**

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

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

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

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

### 3.3 **Conclusion**

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

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

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

#### **4. Relevant Policies**

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

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

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

#### **6. Main considerations**

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

6.2 (a) Principle of land use

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

6.3 (b) Housing

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

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

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

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

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

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

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

6.14 (d) Quality of the new accommodation provided

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

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

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

6.17 (e) Impact on amenity of adjoining residential properties

Impact on No. 6a Oxhey Road:

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

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

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



balustrades which would not cause a significant loss of privacy to No. 6A. The side and rear part of the flat roof would have a green roof which would not be used as a roof terrace. A condition could be attached to any grant of planning permission to ensure that the side and rear part of the flat roof would not be used as a roof terrace – as shown on drawing No. PL\_102\_180611.

6.20 Impact on other neighbouring properties:

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

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

6.22 (f) Access, servicing and parking

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

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

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

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

## 6.26 Sustainable surface water drainage

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

## 7. Consultation responses received

### 7.1 Statutory consultees and other organisations

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

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

## 7.2 Statutory consultees and other organisations

### Internal Consultees

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

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

### 7.3 Representations received from interested parties

#### 41 letters of objection were received

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

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

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

## 8. Recommendation

That planning permission be granted subject to the following conditions:

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

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

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

PL\_001; PL\_002 Rev 01; PL\_010; PL\_011; PL\_012; PL\_020; PL\_021;  
PL\_022; PL\_023; PL\_024; PL\_025; PL\_026; PL\_027; PL\_050\_180611;  
PL\_051\_180611; PL\_100\_180611; PL\_101\_180611; PL\_102\_180611;  
PL\_110\_180611; PL\_200\_180611; PL\_200\_180527; PL\_301\_270611;  
PL\_302\_180611; PL\_303\_180611; PL\_304\_180611; PL\_310\_180611;  
PL\_401\_180611; PL\_402\_180611; PL\_403\_180611; and PL\_501\_180611.

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

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

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

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

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

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

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

6. No construction works above damp proof course level shall commence until detailed drawings of the window and door reveals, brick detailing, zinc cladding and capping to the external walls, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved details.

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

7. No construction works above damp course level shall commence until a detailed surface water drainage scheme for the site, based on the approved surface water drainage assessment carried out by Elliott Wood Partnership Ltd job number 2180096, dated June 2018, has been submitted to and approved in writing by the local planning authority. The scheme shall include:
  1. Final, detailed drainage plan including the location and size of all SUDS features, pipe runs and discharge points with all invert and outlet levels.
  2. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including and connecting pipe runs.
  3. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.



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

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

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

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

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

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

10. No part of the development shall be occupied until full details of a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority and the approved hard landscaping has been laid out in accordance with the approved details. The approved soft landscaping shall be carried out not later than the first available planting and seeding season after completion of the development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

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

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

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

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

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

Reason: In the interests of pedestrian safety.

14. No part of the development shall be occupied until details of the 'non-vision vent panels' in the north-western facing side wall of the proposed development (facing No. 6A Oxhey Road), as shown on drawing No. PL\_304\_180611, have been submitted to and approved in writing by the Local Planning Authority. The 'non-vision vent panels' in the north-western facing wide wall shall be installed and operated in accordance with the approved details and shall be retained at all times thereafter.

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

15. No part of the flat roof outside the front roof terrace shown on drawing No. PL\_102\_180611 shall be used as a terrace, balcony or outdoor amenity area.

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

### Informatives

1. In dealing with this application, Watford Borough Council has considered the proposal in a positive and proactive manner having regard to the policies of the development plan as well as paragraphs 186 and 187 of the National Planning Policy Framework and other material considerations, and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended.
2. This development may be considered a chargeable development for the purposes of the Community Infrastructure Regulations 2010 (as amended). The charge is non-negotiable and is calculated at the time planning permission is granted. The charge is based on the net increase of gross internal floor area of the proposed development.  
A person or party must assume liability to pay the levy using the assumption of liability form 1 which should be sent to the CIL Officer, Regeneration and Development, Watford Borough Council, Town Hall, Watford, WD17 3EX or via email.  
If nobody assumes liability to pay the levy this will default to the land owner. A Liability Notice will be issued in due course.  
Failure to adhere to the Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal or pay in instalments and may also incur fines/surcharges.
3. All new units granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on [streetnamenumbers@watford.gov.uk](mailto:streetnamenumbers@watford.gov.uk) or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.

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

To find out more information and for advice as to whether a Building Regulations application will be required please visit [www.watfordbuildingcontrol.com](http://www.watfordbuildingcontrol.com).

5. This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/393927/Party\\_Wall\\_etc\\_Act\\_1996\\_-\\_Explanatory\\_Booklet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc_Act_1996_-_Explanatory_Booklet.pdf)
6. Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.
7. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways->

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

8. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
  
9. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.
  
10. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and Safety at Work Act 1974, The Clean Air Act 1993 and The Environmental Protection Act 1990. In order to minimise impact of noise, any works associated with the development which are audible at the site boundary should be restricted to the following hours:
  - Monday to Friday 8am to 6pm
  - Saturdays 8am to 1pm
  - Noisy work is prohibited on Sundays and bank holidaysInstructions should be given to ensure that vehicles and plant entering and leaving the site comply with the stated hours of work. Further details for both the applicant and those potentially affected by construction noise can be found on the Council's website at: [https://www.watford.gov.uk/info/20010/your\\_environment/188/neighbors\\_complaints\\_20193\\_construction\\_noise](https://www.watford.gov.uk/info/20010/your_environment/188/neighbors_complaints_20193_construction_noise)