

Committee date	Wednesday, 13 May 2020
Application reference	19/01471/FULM - 9-19, Monmouth Road
Site address	
Proposal	Demolition of the existing buildings and erection of a part 3, part 5, part 7 storey building comprising 57 residential units (Use Class C3), landscaping, access and servicing, car parking and associated works.
Applicant	Santok Homes (Monmouth) Limited
Agent	HGH Consulting
Type of Application	Full planning application
Reason for committee Item	Major application
Target decision date	20 th March 2020
Statutory publicity	Public advertisement and site notices
Case officer	Paul Baxter, paul.baxter@watford.gov.uk
Ward	Central

1. Recommendation

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

2. Site and surroundings

- 2.1 Monmouth Road is a short, L-shaped cul-de-sac with an eastern spur off Albert Road North which then turns to the south and ends in a turning head. The turning head adjoins the grassed verge of Beechen Grove. Monmouth Road comprises 14 houses and one block of four flats (Fisk House), with 8 of the houses and the block of flats accessed off the eastern spur and 6 houses accessed off the southern spur. The application site comprises the 6 houses accessed off the southern spur which are all located on the eastern side of the road and back onto several large sites occupied by multi-storey office building on Clarendon Road. The eastern boundary with the office sites is marked by a belt of mature trees which straddle the boundary. Some of these trees are protected under TPO 104.
- 2.2 The surrounding area is mixed in character and appearance. To the south is Beechen Grove (A411) which is a dual carriageway and forms part of the town centre ring road. To the east are large sites comprising multi-storey office buildings in Clarendon Road. Monmouth Road and the adjoining Albert Road North form part of a residential 'enclave' between Clarendon Road to the east and St Albans Road to the west. Within this area the character is predominately of 2 storey Victorian and Edwardian houses.

- 2.3 The site is not within a conservation area and does not contain or adjoin and nationally listed or locally listed buildings. Two of the trees within the rear garden of 11, Monmouth Road are protected under TPO 104.

3. Summary of the proposal

3.1 Proposal

Demolition of the existing houses and erection of a part 3, part 5, part 7 storey building comprising 57 residential units (Use Class C3), with associated landscaping, access and servicing and car parking. The mix of flats is 24 x 1 bedroom, 26 x 2 bedroom, and 7 x 3 bedroom equating to a density of 271 dwellings per hectare. The single building comprises 3 distinct elements. The 3 elements of the building are differentiated by their design and materials to give the appearance of 3 buildings rather than one single building. The northern element is 3 storeys with 2 pitched, gabled roofs and the 7 x 3 bedroom flats in this element are served by their own entrance. The central element is 5 storeys with a flat roof and the southern element, facing Beechen Grove, is 7 storeys with a flat roof. These two elements are served by a main entrance at the south-western corner of the building.

3.2 Conclusion

The site is not an allocated housing site but the existing and proposed uses are residential and the site is in an accessible and sustainable location, close to the town centre and public transport, so intensification of the residential use is supported in principle. The proposed development is sited on the southern spur of Monmouth Road adjoining Beechen Grove and has been designed to support the transition between the Edwardian houses and the open dual carriageway through its use of scale, design and materials. It is considered this is successfully achieved. The proposed development will retain the existing belt of mature trees along the eastern boundary and will provide a good quality of accommodation for future occupiers. Notwithstanding a viability appraisal of the development which does not support the provision of affordable housing, nevertheless, the applicant has offered the provision of 3 x 3 bedroom affordable rented units, which is welcomed. Overall, the application is considered acceptable and appropriate for this location and is recommended for approval.

4. Relevant policies

Members should refer to the background papers attached to the agenda. These highlight the policy framework under which this application is

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

5. Relevant site history/background information

- 5.1 Five of the six houses were built in 1907-08 with the exception being No.9 which was built in 1950. All are typical of their era.
- 5.2 Monmouth Road was originally a much longer road which extended to the south terminating at the rear of The Parade (at what is now the Iceland car park). The road was bisected by Beechen Grove when it was constructed in the 1960s and reduced in length by 125m with the loss of 22 houses. The current road at 100m in length and only 15 properties is less than half of the original.

6. Main considerations

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

- (a) Principle of development.
- (b) Layout, design and character of the area.
- (c) Housing mix and affordable housing.
- (d) Quality of accommodation for future occupiers.
- (e) Impacts on adjoining properties.
- (f) Access, servicing and parking provision.
- (g) Trees and landscaping.
- (h) Surface water drainage.

- 6.2 (a) Principle of development

The site is not an allocated housing site but the existing and proposed uses are residential and the site is in an accessible and sustainable location, close to the town centre and public transport, so intensification of the residential use is supported in principle.

- 6.3 With a site area of 0.21 hectare, the existing 6 dwellings give a very low density of 29 dwellings per hectare. The proposed 57 flats will give an increased density of 271 dwellings per hectare. The emerging local plan is seeking to increase residential densities across the borough in order to address the borough's shortfall in housing supply, particularly in the most sustainable locations. In the emerging plan, the site is located within the high sustainability zone due to its proximity to the town centre and Watford Junction Station, where densities of 95+ dwellings per hectare are sought. The

proposed scheme accords with this proposed density range and achieves this through the provision of a flatted development over 7 storeys.

6.4 (b) Layout, design and character of the area

The development comprises a single building with an L-shaped footprint, with the main elevations facing west on to Monmouth Road and south towards Beechen Grove. This provides an active frontage to Monmouth Road, replacing that of the existing houses, and a new frontage to Beechen Grove. This layout enables the building to be sited away from the mature trees along the eastern boundary and the provision of communal amenity space to the rear and side of the building. The building proposed comprises 3 distinct elements which are differentiated by their design and materials to give the appearance of 3 buildings rather than one single building. The rationale behind the layout and building form is, in part, to fill the gap that exists in the Beechen Grove streetscene that currently exists at the open end of Monmouth Road and to provide a building more in keeping with the context of this section of Beechen Grove, a dual carriageway forming a major route into the town centre. It is framed at either end by large buildings, Flanders Court (8 storeys) to the west and Jury's Inn (9 storeys) to the east with a 23 storey residential tower abutting Beechen Grove recently approved adjoining Jury's Inn at 37-39, Clarendon Road. Other large office buildings in Clarendon Road also back onto this section of Beechen Grove. It is therefore not inappropriate within this context for a larger scale building to be sited facing Beechen Grove at this end of Monmouth Road.

6.5 The proposed building has been designed to address the varied context in this location ranging from a typical Edwardian street along the eastern spur to the large office buildings and open dual carriageway of Beechen Grove along the southern spur. The proposed building has been designed to support this transition through its use of scale, design and materials.

6.6 The northern element adjoins the bend in the road and is visible along the eastern spur from Albert Road North. This has been designed at 3 storeys with 2 pitched, gabled roofs to reflect the scale of the houses nearby. It incorporates projecting balconies and utilises a light buff multi brick with detailed brick patterning. The central element steps up to 5 storeys with a flat roof. The main elevation utilises a mid-buff brick with the top storey in a lead cladding to visually denote the roof. Again, projecting balconies and patterned brickwork are incorporated. The southern element facing Beechen Grove steps up to 7 storeys with a flat roof incorporating recessed balconies and constructed in a red brick with horizontal projecting banding. The elevation to Monmouth Road is further articulated with each element stepping forward of the lower element from north to south. The proposed building is considered

to successfully transition along the southern spur of Monmouth Road from the domestic scale of the eastern spur to the larger scale context of Beechen Grove and the adjoining office buildings. The 3 distinct elements visually break up the massing reducing the perceived scale of the proposed development. Subject to securing high quality bricks and other materials, it is considered to be a high quality design.

6.7 The proposed building is of a different scale and form to the Edwardian, 2 storey houses it replaces and to the general character and appearance of the residential 'enclave' between Clarendon Road and St Albans Road that extends to the north (through to Station Road). However, the application site is at the southern tip of this area and due to the right-angled bend in Monmouth Road is very much isolated from the rest of this 'enclave'. Due to the historic severance of Monmouth Road in the 1960s the southern spur, containing only the 6 houses within the application site present a very unique context. It is considered that this allows for a greater degree of variation in the building typology than would otherwise be considered. Nevertheless, despite its greater scale and different typology, it retains an overall scale that is not inappropriate for this unique site within the wider residential context.

6.8 (c) Housing mix and affordable housing
Policy HS2 of the Core Strategy seeks a mix of housing sizes, types and tenures at a local level. This acknowledges that higher density developments of flats will be focused on the town centre and strategic policy areas. The location of the site within the wider town centre area and just a short distance from the High Street accords with this policy and the provision of higher density development in principle.

6.9 The development proposes the following mix of units:

- 24 x 1 bed, 2 person flats
- 6 x 2 bed, 3 person flats
- 20 x 2 bed, 4 person flats
- 3 x 3 bed, 4 person flats
- 4 x 3 bed, 5 person flats

This is considered to be a good and acceptable mix of sizes suitable for a range of household sizes with 33 of the flats being 2 or 3 bed and capable of accommodating families with children. The surrounding residential area is characterised by 3 and 4 bedroom houses so this will add to the local mix of dwellings. Although the 6 existing family dwellings will be lost the scheme provides 7 x 3 bedroom units as part of the overall mix.

- 6.10 As the scheme provides more than 9 units, Policy HS3 requires 35% of the units to be provided for affordable housing. For a scheme of 57 units, this equates to 20 units. The 35% provision should ideally have a tenure breakdown of 20% for social rent, 65% for affordable rent and 15% for intermediate tenures.
- 6.11 A viability appraisal was submitted with the application which concluded that the development would not be able to viably provide any affordable housing. This appraisal was thoroughly reviewed on behalf of the Council by Aspinall Verdi who reached the same conclusion. This is principally due to the high existing use value of the existing houses. Notwithstanding this conclusion, the applicant has agreed to provide 3 x 3 bed units at ground floor for affordable rent towards the provision of affordable housing in the borough. This equates to a 5.3% provision by units and 7.8% by habitable rooms. Whilst it is accepted that this is a low level of provision, it is nevertheless welcome that the applicant accepts that the scheme should make a modest contribution towards affordable housing to ensure that development within Watford is sustainable. As such, it is proposed that this contribution is accepted. This can be secured by a section 106 agreement.
- 6.12 (d) Quality of accommodation for future occupiers
The majority of the flats are single aspect although most of those located at the corners of the building are dual aspect to some degree, with the use of secondary windows. Only 7 of the single aspect flats face north although these do benefit from direct views across the communal amenity space and of the adjacent retained boundary trees, which gives an enhanced outlook. Overall, the levels of outlook, natural light and privacy are acceptable for the proposed units. Those units that will experience more limited natural light, particularly direct sunlight, do so due to the retained boundary trees which are a valuable amenity and will enhance the outlook accordingly. It is not considered appropriate or acceptable to remove these trees to increase natural light levels as this would not only be a significant loss to the site and wider locality but would also expose direct views of the large scale office building adjoining the site the east. As the majority of the trees are deciduous, they will allow greater levels of light during the winter months when most needed.
- 6.13 The development includes a communal amenity area of 610sqm to the side and rear of the building and all of the flats benefit from either small patio areas at ground floor or private balconies of 5.5-6sqm on the upper floors.
- 6.14 The southern part of the site fronts onto the busy Beechen Grove (A411) forming part of the town centre ring road. Traffic noise is a potential harmful impact on the proposed residential dwellings, particularly those fronting the

road. To assess this impact an environmental noise assessment has been submitted with the application. This concludes that the flats with windows on the southern and western elevations facing towards Beechen Grove will require additional acoustic glazing to ensure acceptable internal noise levels were achieved. An enhanced glazing specification for these windows is recommended. In order to ensure adequate ventilation is also achieved, the development will need to incorporate a mechanical ventilation with heat recovery (MVHR) system to each flat. Only for occasional, short term purge ventilation (i.e. to disperse paint fumes, burnt food, etc.) would there be a need to open the windows. Although this would result in higher noise ingress into the flat, this would be acceptable in such circumstances. The required acoustic mitigation measures and mechanical ventilation can be secured by condition.

- 6.15 The environmental noise assessment has also assessed potential impacts from the proposed ground floor plant room. Although the plant has not been specified, this is likely to include items such as communal boilers and water pumps. Recommendations have been made to inform the choice of plant and noise mitigation measures. This can also be secured by condition.
- 6.16 The site is not within or close to an air quality management area (AQMA) and air quality is not an issue in this location. No air quality assessment was therefore required in this case.
- 6.17 (e) Impacts on adjoining properties
No properties adjoin the site to the south, which comprises open grassed highway verge and tree planting. To the east are large scale office buildings in Clarendon Road. The only residential properties potentially impacted by the proposal are within Monmouth Road itself, the closest to the site being 7A, Monmouth Road, a more recent purpose built block of 4 flats to the north, and 8, Monmouth Road, a semi-detached house to the west sited on the opposite side of the road.
- 6.18 With regard to 7A, Monmouth Road, the northern end of the proposed building is 3 storeys with a pitched roof, the lowest part of the building and is sited 19-21m from the front elevation of No.7A. In applying the British Research Establishment's guidelines 'Site layout planning for daylight and sunlight: a guide to good practice' the proposed building does not breach a 25 degree vertical plane taken from the mid-point of the ground floor windows of No.7A. This demonstrates that the proposed development will not adversely impact on natural light to No.7A, which will be retained at acceptable levels. This guideline is also useful in establishing that the proposed development will not give rise to any significant loss of outlook to the windows of No.7A.

- 6.19 In terms of privacy to these windows, the flank elevation does not achieve the guideline distance of 27m between facing habitable room windows as set out in the Residential Design Guide. The front facing windows in No.7A are to kitchens, bathrooms and bedrooms and those in the flank elevation of the proposed development to bedrooms and secondary windows to living/kitchen areas. The main living room windows in No.7A face to the rear away from the proposed development and those in the proposed development face east and west. As such, although some overlooking of No.7A will occur from the flank windows at first and second floor level (6 windows in total), on balance this is considered acceptable in this case.
- 6.20 With regard to 8, Monmouth Road, this is sited opposite the northern 3 storey element of the proposed development. The house faces north onto the main spur of Monmouth Road (off Albert Road North) with a relatively short garden area (13m deep) to the rear extending south alongside the turning head spur. The proposed development is sited 22.5m from the flank elevation of No.8 and the side boundary to its garden area. The flank elevation of No.8 contains no habitable room windows. The distance to the side garden boundary across the turning head spur also exceeds the minimum guideline distance of 11m in the Residential Design Guide. As such, the proposed development will have no significant adverse impacts on the amenities currently enjoyed by the occupiers of No.8.
- 6.21 (f) Access, servicing and parking provision
The application site faces onto the southern turning head spur of Monmouth Road. Outside the site are 4 parking bays within the controlled parking zone (CPZ). The proposed development will be serviced from the turning head spur as is the case currently for the existing houses. Any servicing vehicles that park temporarily in the road or turning head will cause no obstruction to traffic as this is the end of the cul-de-sac. This is acceptable. The ground floor of the proposed building incorporates 2 integral bin stores for waste and recycling which are of sufficient size for the number of flats proposed and are acceptable.
- 6.22 The application as submitted proposed 4 on-site parking spaces. However, 2 of these spaces would result in the loss of some of the on-street CPZ parking bays. The application was subsequently amended to incorporate just 2 on-site spaces sited at the location of the existing crossover to 9, Monmouth Road. In this way, the existing CPZ parking bay can be retained. The site is in a highly accessible and sustainable location and car-free development is acceptable in principle. The site is located within Zone A which applies from 8am-10pm, 7 days a week. This is the most stringent of the CPZ zones in terms of hours of

enforcement. Subject to the development being excluded from the local CPZ, to prevent future occupiers being entitled to residents or visitor permits, this will effectively prevent any on-street parking and is acceptable. This can be secured by a section 106 agreement.

6.23 The ground floor of the proposed building incorporates 2 integral cycle stores which are of sufficient size to provide 1 cycle space per flat. This is acceptable.

6.24 (g) Trees and landscaping

The eastern boundary of the site with the adjoining offices is marked by a belt of mature trees. Seven of these trees are protected under TPO 104, including 2 within the application site. These trees form a valuable visually amenity for both the site itself and the wider area as they are visible above the existing houses. They also provide a natural visual screen between the houses and offices. The application includes an arboricultural impact assessment report which surveyed 22 trees and 2 groups of trees although only 10 of the trees are actually located on the application site. The remaining trees are located on the adjoining sites, principally the office sites to the east and the open grassed verge to the south. Four minor trees will need to be removed from the site to implement the proposed development but, subject to the recommended tree protection measures being undertaken, all other trees will remain largely unaffected. The tree protection measures can be secured by condition.

6.25 (h) Surface water drainage

An attenuated system using permeable paving and an attenuation tank, with regulated discharge to the Thames water sewer, has been proposed. This is acceptable to Thames Water and agreed in principle by the County Council. An infiltration based system was originally proposed but insufficient infiltration rates could be achieved to support the development. The size and siting of the attenuation tank has been designed to avoid impacting on the retained trees along the eastern boundary.

7. Consultation responses received

7.1 Statutory consultees and other organisations

Consultee	Comments
Thames Water	No objection in respect of waste water network and sewerage treatment works capacity. Request condition regarding piling.

HCC Highways	No objection in principle subject to further details and appropriate conditions. Awaiting final comments.
HCC Lead Local Flood Authority	No objection to attenuated drainage to Thames Water sewer subject to appropriate conditions.

7.2 Internal Consultees

Consultee	Comments
Housing	Development should be incorporating on-site affordable housing and should be designed accordingly.
Waste and Recycling	Commented on sloped access to bin stores and requested single access door.
EH Land Contamination	No objection.
Arboricultural Officer	No objection following clarification of trees to be removed.

7.3 Interested parties

Letters were sent to 75 properties in the surrounding area. Responses have been received from 34 properties with objections received from 31 properties, including the Central Town Residents Association (13 of these are from outside the surrounding area and include 1 property in Bushey and properties from Woodside, Stanborough, Meriden, Nascot, Park and Vicarage Wards). Letters in support have been received from 3 properties (these have come from 3 of the properties within the application site). In addition to individual letters, a petition has also been received signed by 111 persons all residing within the surrounding area. The main points of the petition can be summarised as follows, with the full petition available to view online:

1. Loss of family homes will change the character of this predominantly 2 storey residential and Victorian character.
2. Introduction of high density, high rise scheme will be detrimental to the character of the area and out of keeping with the immediate surrounds.
3. Detrimental effect on the skyline when viewed from the south with higher elements clearly visible.
4. Will set a precedent for the loss of further 2 storey homes in Monmouth Road and Albert Road South and thus increasing creep of

- high density schemes in low density areas.
5. The scheme fails to provide any affordable housing and adds to the oversupply of 1 and 2 bed units in Watford.
 6. Design and “cardboard block” look of the scheme makes no attempt to blend with the Victorian housing of the area and is harmful and detrimental to the character of the area.

The main comments from the individual letters are summarised below, the full letters are available to view online:

Representations	Officer’s response
Loss of family homes will change the character of this predominantly 2 storey residential and Victorian character.	See paragraphs 6.4-6.8 of the report.
Introduction of high density, high rise scheme will be detrimental to the character of the area and out of keeping with the immediate surrounds.	See paragraphs 6.4-6.8 of the report.
Detrimental effect on the skyline when viewed from the south with higher elements clearly visible.	When viewed from the south the proposal will be seen in the context of the larger scale office developments that adjoin the site and the recently approved scheme at 37-39, Clarendon Road.
Will set a precedent for the loss of further 2 storey homes in Monmouth Road and Albert Road South and thus increasing creep of high density schemes in low density areas.	It is considered that this is a unique site within the residential ‘enclave’ between Clarendon Road and St Albans Road, sited at the southernmost point adjoining Beechen Grove. It does not set a precedent for similar developments within other roads.
The scheme fails to provide any affordable housing and adds to the oversupply of 1 and 2 bed units in Watford.	See paragraphs 6.9-6.12 of the report.
Design and “cardboard block” look of the scheme makes no attempt to blend with the Victorian housing of the area and is harmful and detrimental to the character of the area.	See paragraphs 6.4-6.8 of the report. The development proposes a different typology and does not seek to replicate a pastiche of the existing houses.

Lack of car parking in an area with existing parking problems.	See paragraph 6.22 of the report.
Overdevelopment of the area with too many flats.	See paragraphs 6.2-6.8 of the report.
Increased noise and disturbance on a residential road. Anti-social behaviour.	There is no reason why the occupiers of the proposed flats would give rise to additional noise and disturbance within the road.
Poor design of flats. Design is unattractive. No attempt to blend with the area.	See paragraphs 6.4-6.8 of the report. The development proposes a different typology and does not seek to replicate a pastiche of the existing houses.
Loss of privacy and sunlight to garden of 8A, Monmouth Road. Also 6 Monmouth Road.	See paragraphs 6.18-6.20 of the report.
Increased burden on local services.	The development will be liable to pay the Community Infrastructure Levy towards the provision of new infrastructure.
Significant disruption during construction in this small cul-de-sac.	A Construction Management Plan is to be sought in this case that will require the applicant to clearly set out how the development will be managed during construction.

8. Recommendation

That planning permission be granted subject to the completion of a legal agreement under s.106 of the Town and Country Planning Act 1990 to secure the planning obligations listed below and the following conditions:

Section 106 Heads of Terms

- i) The provision of 1 x 3 bedroom, 4 person and 2 x 3 bedroom, 5 person units for affordable rented accommodation;
- ii) A financial payment to the Council of £2,000 towards the variation of the Borough of Watford (Watford Central Area and West Watford Area) (Controlled Parking Zones) (Consolidation) Order 2010 to exclude the site from the controlled parking zone, thereby preventing residents' and visitors' parking permits being issued to this development.

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:-

MMR-AA-ALL-00-DR-A-0100 R1, 0220 R2, 0200 R13, 0201 R10, 0202 R10, 0203 R10, 0204 R10, 0205 R10, 0206 R10, 0207 R2, 0402 R2, 0403 R3, 0404 R3, 0405 R3

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

3. No demolition of the existing buildings or construction of the development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:
 - a. Construction vehicle numbers, type, routing;
 - b. Access arrangements to the site;
 - c. Traffic management requirements
 - d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
 - e. Siting and details of wheel washing facilities;
 - f. Cleaning of site entrances, site tracks and the adjacent public highway;
 - g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
 - h. Provision of sufficient on-site parking prior to commencement of construction activities;
 - i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - j. Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

4. No demolition of the existing buildings or construction of the development shall commence until a presence/absence bat surveys of buildings B2 –B6 (9-17, Monmouth Road), as identified in the Ecological Appraisal by Cherryfield Ecology have been undertaken between May - August (inclusive), to determine whether bats are roosting and will be affected by the proposals. If bats are found to be roosting, no development shall commence until mitigation strategy has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with these approved details and within the constraints of any relevant European Protected Species licence.

Reason: This is a pre-commencement condition in order to ensure the development will have no adverse impact on any bats roosting on the site, in accordance with European and National legislation.

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

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

6. No development shall commence until a detailed tree protection plan covering the demolition and construction phases of the development, and including all proposed tree removals and works to retained trees with appropriate method statements, in accordance with the recommendations of the Arboricultural Impact Assessment Report by Argenta Tree Surveys (Ref. ATS0244 Final (V1) July 2019), has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and retained in full during the respective demolition and construction phases of the development, unless otherwise agreed in writing by the Local Planning Authority.

No materials, vehicles, fuel or any other items shall be stored or buildings erected or works carried out inside the approved tree

protection fencing and no changes in ground level shall be made within the spread of any tree or shrubs (including hedges) without the prior written approval of the Local Planning Authority.

Reason: To safeguard the health and vitality of the existing trees and hedge which represent an important visual amenity during the period of construction works in accordance with Policies SE37 and SE39 of the Watford District Plan 2000. This is a pre-commencement condition as the tree protection measures need to be agreed with the Local Planning Authority and installed before construction commences.

7. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted to, and obtained written approval from, the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination is to be dealt with. All works shall be carried out in accordance with the approved details.

Reason: In the interests of the health of the future occupiers of the site, in accordance with saved Policy SE24 of the Watford District Plan 2000.

8. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by EAS in the EAS Response letter dated 27th February 2020, and the following mitigation measures detailed within the FRA:

- i) Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 2 l/s during the 1 in 100-year event plus 40% of climate change event.
- ii) Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100-year + climate change event providing a minimum of 39.6 m³ (or such storage volume agreed with the LLFA) of total storage volume in geocellular storage.
- iii) Discharge of surface water from the private drain into the Thames Water sewer network.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements

embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

9. No development shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
 - i) Detailed post-development calculations/modelling in relation to surface water for all rainfall events up to and including the 1 in 100 year + 40% climate change return period. Half drain down times should also be provided.
 - ii) Exploration of the opportunity to use above-ground SuDS features such as rain gardens and tree pits.
 - iii) Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
 - iv) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To prevent the increased risk of flooding, both on and off site.

10. No piling or other foundation designs using penetrative methods shall take place until a method statement (detailing the depth and type of piling and/or foundations to be undertaken and the methodology by which such piling/foundations will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure has 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: To safeguard underground sewerage utility infrastructure in the vicinity of the site.

11. Notwithstanding the approved drawings, no construction works above ground level (excluding demolition works) shall commence until detailed drawings comprising elevations and sections to an appropriate scale (1:10, 1:20 or 1:50) shall be submitted to and approved in writing by the Local Planning Authority:

- Ground, middle and upper floor level facades of each building element, including brick detailing and patterning
- Balconies, including soffits and balustrades
- Entrances, including glazing, doors and canopies
- Eaves details, soffits, fascias and guttering
- Parapets, copings and roof edges
- Windows, including reveals and surrounds

The development shall only be carried out in accordance with the approved details.

Reason: To ensure high quality detailing and finishes for the buildings 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.

12. No construction works above ground level (excluding demolition works) shall commence until a noise mitigation scheme for each of the residential dwellings requiring acoustic double glazing, based upon the recommendations of the Environmental Noise Assessment report by XCO2 (Project ref. 9.303 Version 02, dated 23rd July 2019), has been submitted to and approved by the Local Planning Authority. The scheme shall include the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate noise mitigation measures are built into the development to ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 for the future occupiers of the dwellings.

13. No construction works above ground level (excluding demolition works) shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings requiring acoustic double glazing, based upon the recommendations of the Environmental Noise Assessment report by XCO2 (Project ref. 9.303 Version 02, dated 23rd July 2019), has been submitted to and approved in writing by the Local Planning Authority. The system must be capable of providing background and rapid ventilation for cooling with the windows of the respective dwellings remaining closed. The system must not compromise the sound insulation of the façades. No dwelling shall be occupied until the approved ventilation system has been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: This is a pre-commencement condition to ensure appropriate ventilation measures are built into the development to ensure good indoor ambient noise levels are achieved in accordance with BS 8233:2014 for the future occupiers of the dwellings.

14. No construction works above ground level (excluding demolition works) shall commence until full details and samples of the materials to be used for the external surfaces of the building (including walls, roofs, windows, doors, balconies) have been submitted to and approved in writing by the Local Planning Authority. These should be based upon the details given in the Design and Access Statement dated 4th September 2019 by Assael Architecture. The development shall only be constructed in the approved materials.

Reason: To ensure high quality materials are used for the buildings 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.

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

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

16. No dwelling shall be occupied until the bin and cycle stores to serve the dwellings, as shown on the approved drawings, have been constructed and made available for use. These facilities shall be retained as approved at all times and shall be used for no other purpose.

Reason: To ensure that adequate facilities exist for residents of the proposed development, in accordance with Policies SE7 and T10 of the Watford District Plan 2000.

17. No dwelling shall be occupied until the following works have been completed in full, as shown in principle on the approved drawings:
 - i) the closing up of the redundant existing vehicular crossovers outside nos. 13-19, Monmouth Road and the reinstatement of the footpath;

Reason: In the interests of highway safety and convenience, in accordance with saved Policy T21 of the Watford District Plan 2000.

18. No dwelling shall be occupied in the respective blocks until details of a communal terrestrial television aerial(s) and satellite dish(es) for the block have been submitted to and approved in writing by the Local Planning Authority.

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

19. 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.

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

Informatives

1. IN907 Consideration of the proposal in a positive and proactive manner.
2. IN910 Building Regulations.
3. IN911 Party Wall Act.
4. IN912 Hours of construction.
5. IN913 CIL Liability.
6. IN909 Street naming and numbering.
7. IN914 Section 106 Agreement/Undertaking.
8. IN915 - Highway Works - HCC agreement required.