

Committee Date	Tuesday 27 July 2021
Application Reference	21/00218/FUL
Site Address	91-93 King George's Avenue, Watford
Proposal	Demolition of existing two dwellings and erection of an apartment block consisting of 9no. flats and associated car parking and landscaping.
Applicant	Mr Andy Dhruva
Agent	Boyer Planning Ltd
Type of Application	Full Planning Permission
Reason for Committee Item	Number of received objections
Target Decision Date	Thursday 29 July 2021
Statutory Publicity	Neighbour letters
Case Officer	Helen Harris; helen.harris@watford.gov.uk
Ward	Holywell

1. Recommendation

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

2. Site and Surroundings

- 2.1 The application site measures approximately 2770sqm in area and comprises of 2no. two-storey, semi-detached dwellinghouses.
- 2.2 The application site is located in a well-established residential area. Access is currently taken from King George's Avenue via a driveway. Immediately north of the site is a relatively recent development of apartments (Hanover Court – a 3-storey flatted block, comprising of 13no. flats), which is in the ownership of the applicant. A local centre is located in proximity to the application site via Whippendell Road to the southwest, with amenities including a convenience store, health centre, nursery and pre-school facilities.
- 2.3 The application site is not located within a conservation area and there are no statutory or locally listed buildings either on the site or within close proximity. The site is not subject to any specific planning designations. The site falls within the Environment Agency's flood zone 1, the zone with the lowest probability of flooding.

3. Summary of the Proposal

3.1 Proposal

3.2 Full planning permission is sought for the demolition of the existing two semi-detached dwellinghouses and construction of a three-storey flatted block, comprising of nine flats (i.e. 2no. 2-bed flats and 7no. 3-bed flats), together with associated landscaping, refuse/recycling store, cycle store and a total of 9no. car parking spaces arranged to the front of the development.

3.3 Access is maintained to the parking court and the parking spaces associated with the adjacent apartment block, Hanover Court, are retained. An area of soft landscaping is proposed to the front of the proposed development and a communal amenity space is proposed to the rear.

3.4 Planning Balance and Conclusion

3.5 The proposed development provides nine good quality residential dwellings, in a building which is considered to respect the character and appearance of the area, without having any unacceptable impact on the living conditions of neighbouring properties, in accordance with the Development Plan. On-site parking for nine cars to serve the development accords with maximum parking standards set out in the Watford District Plan, and is acceptable to the Highway Authority. It is not therefore considered that there are any harmful impacts that would significantly and demonstrably outweigh the planning benefits of the proposal.

4. Relevant Policies

4.1 Members should refer to the background papers attached to the agenda. These highlight the policy framework under which this application is determined. Specific policy considerations with regard to this particular application are detailed in Section 6, below.

4.2 Paragraph 11 (d) of the NPPF 2019 establishes the 'presumption in favour of sustainable development' and the principles of the 'tilted balance' that apply where a local planning authority cannot demonstrate a 5 year housing supply or have failed to deliver at least 75% of their housing requirement as part of the Housing Delivery Test. Where the tilted balance applies, decision makers should grant permission unless NPPF policies on protected areas or assets of particular importance provide a clear reason for refusing development or, any adverse impacts of granting permission would significantly and demonstrably outweigh

the benefits, assessed against NPPF policies taken as a whole. The tilted balance has the effect of shifting the weight in the planning balance away from local policies and towards the NPPF.

- 4.3 The Council cannot currently demonstrate a 5-year supply of housing and 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 applicant sought pre-application advice from the Council in 2019 for residential redevelopment of the site. The pre-application scheme was for a 4-storey flatted block comprising of 11no. 3-bed flats.

- 5.2 20/00969/FULM - Demolition of existing two dwellings and erection of apartment block consisting of 11no. 2-bed and 3-bed flats and associated car parking and landscaping. Application withdrawn on 24.11.2020. Officers advised during the course of this application that the height of the block should be reduced to maximum of 3-storeys and the number of units should be reduced, unit layout and car parking layout amended and cycle and refuse strategies revised.

6. Main Considerations

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

- (a) Principle of Development;
- (b) Scale and Design;
- (c) Quality of Residential Accommodation;
- (d) Impact upon Neighbouring Residential Amenity;
- (e) Highways, Refuse & Recycling Provision;
- (f) Landscaping; and
- (g) Community Infrastructure Levy (CIL)

6.2 (a) Principle of Development

- 6.3 Section 11 of the NPPF establishes the requirement to make effective use of land. Paragraph 117 establishes that "Planning policies and decisions should promote 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”. Paragraph 118 (d) states that “Planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively”.

- 6.4 The application site is located in a Primarily Residential Area, as shown on the Proposals Map of the Watford District Plan, where residential development is acceptable in principle.
- 6.5 The existing buildings are not listed or located within a designated conservation area and, so, the demolition of the buildings for redevelopment is considered acceptable in principle.
- 6.6 The redevelopment of this site would constitute development of a brownfield site within the built-up area of Watford in a sustainable location. The proposal would provide a net increase of 7no. dwellings which is considered to comply with Policy HS2 of the Core Strategy.
- 6.7 Sustainable development underpins planning policy from a local to national level, which includes the creation of residential accommodation and it is considered that the proposed development would align with, and support, these policy objectives.
- 6.8 (b) Scale and Design
- 6.9 The immediate area surrounding the application site consists predominantly of residential uses, with a consistency in terms of building design and scale. Semi-detached and terraced dwellinghouses feature nearest to the application site along King George’s Avenue. Immediately adjacent to the north of the application site lies a 3-storey flatted block of relatively recent construction. Towards the eastern end of King George’s Avenue the building typology becomes more varied with a mix of flatted developments and terraced housing occupying plots of varied size.
- 6.10 The proposed building would have three storeys. It would have a width of 21 metres and a staggered depth of between 9.9 and 21 metres. The building would have a flat roof with parapet to a height of 9.8m.
- 6.11 The two ground floor dwellings facing King George’s Avenue would have private street entrances which creates an active street frontage to the building at ground floor level. All other dwellings would be accessed via the communal main entrance on King George’s Avenue and the secondary entrance to the northern side elevation.

6.12 The building would be finished in a dark red and brown stock brick mix in a Flemish bond to correspond with the locality, with smooth finish concrete copings and lintels in a sand colour to contrast and add detail to the front elevation. Elements of projecting brickwork with alternate beds on the front elevation would create a textured appearance and emphasise banding. Inset balconies are shown to each unit to the front elevation. Windows are shown to be recessed, to give depth to the elevations, with black finished uPVC window frames and black metal rainwater goods. Updated CGIs have been prepared and submitted (which are included in the appendix) to illustrate the proposed design in the context of the streetscene. Overall, it is considered the proposed building will introduce a high quality contemporary building to the streetscene that will complement the character of the area. In order to ensure a high quality appearance, external materials and design details will be secured by condition.

6.13 (c) Quality of Residential Accommodation

6.14 The Nationally Described Space Standards (March 2015) prescribe the minimum internal space standards for new residential development which provide as follows:

- Bedrooms of 11.5sqm and over are considered to be double (2 person) rooms, whereas bedrooms under 11.5sqm are considered to be single (1 person) rooms; and
- Dwellings should provide flexibility by providing at least one bedroom capable of being used and furnished as either a double or a twin room.

6.15 The Nationally Described Space Standards, March 2015 (DCLG) further prescribe minimum unit sizes. The minimum internal space standards set for 2-bedroom, 4-person units is 70sqm and for 3-bedroom, 6-person units is 95sqm.

6.16 All of the proposed dwellings would provide generously-sized living accommodation exceeding the minimum floor areas set out in the nationally described space standards. Storage space provided internally to each unit would also exceed minimum standards, and communal storage is additionally provided in the ground floor lobby area for large /bulky items.

6.17 Each of the units would be provided with private amenity space in the form of balconies and terraces. In addition, an area of communal amenity space is provided to the rear of the development. The two front-facing units on the ground floor would have their own private entrances to the front of the building providing an active frontage to the proposed development, with the remaining flats utilising shared entrance doors to the front and northern side of the building.

- 6.18 Six of the proposed nine units are dual aspect, with the three proposed single-aspect units west-facing. It is considered that all units will have acceptable levels of outlook, natural light ingress, ventilation and privacy. Overall, it is considered that the proposed dwellings will provide good quality, flexible accommodation to meet the needs of future occupiers.
- 6.19 (d) Impact upon Neighbouring Residential Amenity
- 6.20 Development is expected to be cognizant of the impacts that it may generate so as to avoid unreasonably reducing the level of amenity available to either the application site itself or its surroundings.
- 6.21 The nearest properties to the application site are the 3-storey flatted block adjacent to the north (Hanover Court), No. 95 King George's Avenue, a two-storey semi-detached property adjacent to the south of the site, and to the east of the site, separated by the existing access and car parking area serving Hanover Court, No. 83 King George's Avenue, which is a two-storey semi-detached dwellinghouse. At the rear, to the west of the site, along Cassiobridge Road, lie two-storey terraced dwellinghouses.
- 6.22 The siting of the proposed block is such that it would be in a linear arrangement with the adjoining properties, with its front elevation set back approximately 1.9m from No's 95-97 King George's Avenue and set forward approximately 6.5m of Hanover Court. The rear elevation of the proposed block would align with the rear built form of Hanover Court and project approximately 13.7m from the rear built line of No's 95-97 King George's Avenue.
- 6.23 The proposed block would have a separation gap of between 2.8m and 7.2m from Hanover Court and leave a separation gap of 4.5m from the side elevation of No 95 King George's Avenue. Hanover Court has some small, secondary side facing windows to each floor. No. 95 King George's Avenue does not have any side facing windows, all windows to this property face to the front or rear overlooking the garden areas. There are no side-facing windows proposed to the flatted block and so there would be no resultant loss of privacy to adjacent properties.
- 6.24 The proposed building is positioned at a distance of 22.6m at its closest point from the rear built form of the terraced dwellinghouses along Cassiobridge Road. It is acknowledged that this does not fully meet the guidance of 27.5m back to back separation distance between existing and proposed dwellings as set out in the Residential Design Guide. However, the proposed block does maintain the existing relationship between properties as the adjacent flatted block and would project no further into the rear garden space or closer to the

houses on Cassiobridge Road, therefore the relationship is not materially different or harmful than that which exists to those properties along Cassiobridge Road. The built form of the proposed block would be set at a distance of 13.8m from the rear garden boundaries of the properties fronting Cassiobridge Road. Some overlooking of the rear part of the garden areas of these properties will result from the proposals. However, this is typical in urban areas and is not considered to be unreasonably harmful.

- 6.25 The applicant has submitted a daylight / sunlight report as part of the application proposals which assesses the impact on light to neighbouring properties. The proposed development would meet the British Research Establishment's (BRE) guidelines for daylight, sunlight and overshadowing. Of the neighbouring properties assessed, Hanover Court would suffer small reductions in light levels to the small side windows, however, daylight distribution and vertical sky component for all windows assessed would meet the BRE guidelines.
- 6.26 Overall, the proposed development would comply with the daylight, sunlight and privacy guidance outlined in section 7.3 of the Residential Design Guide.

6.27 (e) Highways, Refuse & Recycling Provision

Access

- 6.28 Vehicular and pedestrian access to the site would be gained via King George's Avenue. The existing site access is proposed to be altered to accommodate the proposed development, specifically with a reduction in the length of the dropped kerb which is acceptable. Swept path diagrams have been submitted which demonstrate that vehicles will be able to enter and exit in a forward gear.

Car Parking

- 6.29 The proposal would incorporate 9no. on-site car parking spaces (that is, 1no. space per unit). The proposed car parking spaces are arranged to the front of the proposed block. The car parking is divided into small blocks of spaces with gaps and soft landscaping between spaces to lessen its visual dominance.
- 6.30 The Watford District Plan states maximum parking standards within Appendix 2 and specifies the following maximum standards for residential development proposals within Zone 3:
- 2-bed units = 1.5 spaces per dwelling
 - 3-bed units = 2.25 spaces per dwelling

- 6.31 Applying the above requirements, the maximum parking provision for the development should not exceed 19no. spaces. The quantum of car parking spaces proposed to serve the development would fall within the maximum parking standards and is considered to be a reasonable level of provision.
- 6.32 Hertfordshire County Council have been consulted and have raised no objection to the scheme. Highways officers consider that the scheme would not result in a significant impact upon the local road network.

Cycle Parking

- 6.33 Plans depict 18no. cycle spaces for the proposed 9no. units within an internal store at ground floor. The proposed siting of this store allows for ease of movement of cycles to and from the public highway. The application also proposes a separate external store comprising of 14no. cycle spaces along the western side boundary of Hanover Court, for the use of residents of Hanover Court. The Council would expect this external store to be lockable and a condition is included in section 8 to ensure details of enclosure and materiality are submitted to the Council for approval prior to occupation of the proposed development.

Refuse/Recycling

- 6.34 A fully enclosed communal brick refuse/recycling store is shown to be positioned to the front of the proposed development near to the site entrance. The proposed siting is considered to be convenient for residents and waste operators to access. Refuse collection will be made off King George's Avenue, in a similar arrangement to neighbouring properties. Details of this refuse store will be secured by way of condition.

6.35 (f) Landscaping

- 6.36 Landscaping measures are proposed to the front and rear of the proposed flatted block. Permeable surfacing is proposed to the front for the parking spaces, access and footpaths. Trees will be planted in grilles with adequate protection from vehicle impact and will be planted in pits to limit their final size of growth.

- 6.37 A condition is included in the recommendation that the applicant provides further details of the proposed hard and soft landscaping prior to commencement of the development.

6.38 (g) Community Infrastructure Levy (CIL)

- 6.39 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 circa. £157m² (including indexation).

7. Consultation Responses Received

7.1 Statutory Consultees and Other Organisations

Name	Officer’s Comment
Hertfordshire County Council Highways Team	No objections to the scheme, subject to the imposition of a number of conditions and informatives. The suggested conditions have duly been attached to the recommendation to grant planning permission.
Thames Water	No objections to the scheme, subject to the imposition of a number of informatives.
Hertfordshire Police (Crime Prevention Team)	No objections to the scheme.

7.2 Internal Consultees

Name	Officer’s Comment
Waste and Recycling Team	Confirmation of refuse / recycling requirements.
Environmental Health	No objections subject to the imposition of a condition relating to any unexpected contamination. The recommended condition has been attached.

7.3 Interested Parties

Letters were sent to 101no. properties in the surrounding area. Responses have been received from 64no. properties. 101no. properties were re-consulted on the amended scheme; revisions included:

- Reduction in height of parapet;
- Removal of side-facing windows and terraces;
- Separation and re-siting of cycle store provision for application building and neighbouring apartment block;
- Reconfiguration of common parts to include removal of lift and introduction of increased resident storage areas;
- Reconfiguration of car parking layout to improve relationship with front elevation of the proposed building and the introduction of trees to break up/soften car parking area;
- Changes to elevational detailing and materials

The re-consultation elicited a further 26no. representations. The main comments are summarised in the table below (the full comments/letters are available to view online). The application hereby put forward includes a further set of revisions. These were not subject to another round of consultation on the basis that these revisions were relatively minor in nature, relating to the change from projecting balconies to inset balconies to the front elevation and small changes to the front boundary treatment to include increased soft landscaping in the form of hedging to the front and dwarf brick wall behind. It is considered these changes improved the scheme but did not directly address the main grounds of objection.

Comments	Officer's Response
Overdevelopment / too many flats	<p>The principle of development is considered acceptable as explained in section 6 (a) of this report.</p> <p>The density of the proposal is considered to be compatible with the general scale and design of neighbouring properties and all of the proposed flats would provide internal floor areas which exceed minimum space standards and provide direct and communal</p>

	<p>amenity space. The proposals are not considered to represent overdevelopment of the site.</p>
<p>Exacerbation of on-street car parking pressures and highways concerns</p>	<p>The Highway Authority has not raised concerns or objections in relation to traffic generation or road safety.</p> <p>Maximum parking standards seek to prevent increased traffic generation. The provision of a total of 9no. parking spaces to serve the development is in accordance with policy.</p> <p>See paragraphs 6.28-6.32, above, relating to access and parking provision.</p>
<p>Height of proposed development</p>	<p>The proposed height at 3-storeys is considered acceptable.</p> <p>Officers advised during the assessment of the previous application (ref: 20/00969/FULM), which was withdrawn by the applicant, that the four-storey building should be reduced in height. During the lifetime of this application, at the request of officers, the parapet height has been reduced so as to appear less dominant.</p> <p>See section 6 (b) above, relating to scale and design of the proposed development.</p>
<p>Loss of light, privacy and overlooking to neighbouring properties</p>	<p>The proposal has been designed so as not to give rise to any significant or unacceptable loss of amenity, privacy or outlook to the surrounding properties.</p> <p>See section 6 (d) above, relating to impacts on surrounding properties.</p>
<p>Impact on drainage system</p>	<p>Thames Water has been consulted and has not raised any objections to the proposed development.</p>

Pressure on local services	The proposed 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 borough.
Impact upon property values	This is not a material planning consideration in the assessment of planning applications.
Noise and disturbance resulting from construction activity	The Environmental Protection Act, the Control of Pollution Act and the Highways Act control the matters of disruption raised and an informative is attached to this effect. Any disruption during construction works would be temporary and a construction management plan would be secured by way of condition.

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:

045-PL_07A-Rev D – Proposed Elevations
045-PL_08-Rev C – Proposed Elevations
045-PL_03-Rev C – Proposed Ground Floor Plan
045-PL_04-Rev C – Proposed First Floor Plan
045-PL_05-Rev C – Proposed Second Floor Plan

045-PL_06-Rev C – Proposed Sections AA & BB
045-PL_02-Rev C – Proposed Site Plan
045-PL_07C-Rev A – Proposed Detail Part Sections
045-PL_07A-Rev C – Proposed Detail Part Elevation
045-PL_00 – Site Location Plan

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

3. No development on site shall commence until a construction management plan setting out details of any demolition works, removal of materials from site, parking for all contractors, subcontractors, visitors and delivery vehicles, storage of materials and to ensure that King George's Avenue shall be maintained available for use at all times during the period of site works, has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented at all times during development works.

Reason: To minimise danger, obstruction and inconvenience to users of the highway, and for the free and safe movement of vehicles. This is a pre-commencement condition to ensure that the proposed measures during construction are satisfactory and are agreed with the Local Planning Authority before construction commences.

4. No development on site shall commence until an ecological and biodiversity assessment (including a bat survey undertaken between May and August inclusive) has been carried out by a suitably qualified ecologist to assess the existing buildings on site and the wider site to identify the presence of any protected species within the site. In the event that protected species are identified, the survey report shall include a scheme of mitigation measures to protect any such species affected by the development. The scheme of mitigation shall thereafter be implemented in full accordance with the approved details prior to any works being carried out on the site and within the constraints of any relevant European Protected Species licence.

Reason: To ensure that the development does not result in adverse impacts to any ecology / habitats which may be present on the site in accordance with legislation. This is a pre-commencement condition to ensure that the proposed mitigation measures are adequate and have been agreed with the Local Planning Authority before demolition and construction works commence.

5. No construction works above ground level (excluding demolition works) shall commence until details of the materials to be used for all the external finishes of the building, including walls, roof, doors and windows, 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 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 ground level (excluding demolition works) shall commence until full details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority.

As part of this, a planting plan should be submitted, showing the areas to be planted with different plant material at an appropriate scale on a plan, a schedule should also be provided to cover this information:

- name of plant (English and/or Latin names)
- number of plants in each specific planted area (or location and number of trees)
- size of plants to be planted, whether bare-root or container grown
- density of plants to be planted – how many plants per sqm of planted area, in the case of plants other than trees

The plants should be selected to enhance local biodiversity and native species. The approved soft landscaping scheme shall be carried out not later than the first available planting and seeding season after completion of development. Any trees or plants whether new or existing which within a period of five years die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

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

7. 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, and where remediation is necessary a remediation scheme must be prepared, 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.

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.

8. No dwelling shall be occupied until details of the cycle stores and refuse stores have been submitted to and approved in writing by the Local Planning Authority and such stores have been constructed in accordance with the approved drawings. The stores shall be retained as approved at all times thereafter.

Reason: To ensure adequate facilities are provided for the future occupiers, in accordance with saved Policies SE7 and T10 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

9. Prior to first occupation of the development, the existing vehicular access point, with a significant reduction in the length of the dropped kerb off King George's Avenue shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway, verge and highway boundary, in accordance with the approved drawings.

Reason: In the interest of pedestrian safety.

10. Prior to first occupation of the development, the new access road and the parking/turning areas hereby approved shall be surfaced in hard surfacing being made of porous materials or tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge onto the highway.

Reason: To avoid the discharge of surface water from the site into the highway so as to safeguard the interest of highway safety.

11. No dwelling shall be occupied until details of a communal terrestrial television aerial(s) and 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 building, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

12. 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 the building hereby approved.

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.

13. No part of the flat roof of the development hereby permitted shall be used as a terrace, balcony or other open amenity space.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

Informatives

1. IN907 - Positive and proactive statement - GRANT
2. IN910 - Building Regulations
3. IN912 - Hours of Construction
4. IN909 - Street Name and Numbering
5. IN913 - Community Infrastructure Level Liability
6. IN808 – Vehicular Crossover
7. HIGH – Storage of Materials – Highway
8. OBSHIG – Obstruction of the Highway
9. MUD – Mud on highway