

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Date of committee	29th October 2015
Site address:	28-46 Hemming Way, Watford
Reference Number :	15/00719/FULM
Description of Development:	Demolition of 10 existing bungalows and erection of two, three storey blocks comprising 32 one and two bedroom flats and a community garden.
Applicant	Watford Community Housing Trust
Date Received:	15th May 2015
13 week date (major):	14th August 2015 (extended to 2nd November 2015 by agreement)
Ward:	Stanborough

1.0 SITE AND SURROUNDINGS

- 1.1 The application site includes the existing 10 bungalows, comprising two terraces of 5 bungalows, located on the eastern side of Hemming Way opposite the junction with Goodrich Close. The bungalows were built in the 1920's. The site also includes an area of open space to the rear of the bungalows, forming part of Leavesden Green Recreation Ground, the public highway in front of the bungalows, and the crescent of open space and landscaping between the two arms of Hemming Way. The site also includes the western pedestrian entrance to the recreation ground which runs between the two terraces.
- 1.2 The application site is located centrally within the Leavesden Green estate. The eastern part of the estate, including the bungalows and the recreation ground, were

constructed in the 1920's. The western part of the estate was constructed in the 1950's. The estate is characterised by two storey family houses in pairs and short terraces with a high degree of uniformity in scale and design, having been built to standard design patterns. Typically the houses have hipped roofs with brick or render finishes with front gardens which give a spacious feel to the estate. The roads are generally wide incorporating grass verges and street trees.

2.0 PROPOSED DEVELOPMENT

2.1 The proposal involves several elements:

- The demolition of the existing 10 bungalows.
- The erection of two L-shaped, 3 storey blocks of flats either side of the pedestrian entrance to the recreation ground providing 32 flats (6 x 1 bed and 26 x 2 bed). The northern block (Block A) will comprise 15 flats and the southern block (Block B) will comprise 17 flats. These blocks will be built on the site of the bungalows and the area of open space to the rear.
- The widening and improvement of the pedestrian entrance to the recreation ground.
- The closure and stopping up of the highway in front of the bungalows and the incorporation of the land into an enlarged and improved area of public open space in front of the flats.
- The provision of new on-street and off-street car parking.

2.2 The proposed blocks will have a contemporary design incorporating shallow pitched roofs to the front and flat roofs to the rear. The main entrances to each block will be sited off the widened pedestrian access to the recreation ground and each block will include a private amenity area to the rear. Car parking will be provided on the western side of the crescent of Hemming Way that will remain, in two short turning heads at either end of the section of Hemming Way that is to be closed off, and in a small parking court to the rear of Block A. The new flats will all be affordable housing.

2.3 The open space to the rear of the bungalows is currently in the ownership of Watford Council. The transfer of this land to the Trust will need to be subject to a separate legal agreement. The stopping up of the highway in front of the bungalows will need to be formally approved by the Secretary of State for Transport through the relevant statutory process under either Section 247 of the Town and Country Planning Act 1990 or Section 117 of the Highways Act 1980. Both of these legal procedures will need to be completed before any development can take place.

3.0 RELEVANT PLANNING HISTORY

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

4.0 PLANNING POLICIES

Development plan

4.1 In accordance with s.38 of the Planning and Compulsory Purchase Act 2004, the Development Plan for Watford comprises:

- (a) *Watford Local Plan Core Strategy 2006-31*;
- (b) the continuing “saved” policies of the *Watford District Plan 2000*;
- (c) the *Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026*; and
- (d) the *Hertfordshire Minerals Local Plan Review 2002-2016*.

4.2 The *Watford Local Plan Core Strategy 2006-31* was adopted in January 2013. The *Core Strategy* policies, together with the “saved policies” of the *Watford District Plan 2000* (adopted December 2003), constitute the “development plan” policies which, together with any relevant policies from the County Council’s *Waste Core Strategy* and the *Minerals Local Plan*, must be afforded considerable weight in decision making on planning applications. The following policies are relevant to this application.

4.3 **Watford Local Plan Core Strategy 2006-31**

WBC1	Presumption in favour of sustainable development
SS1	Spatial Strategy
SD1	Sustainable Design
SD2	Water and Wastewater
SD3	Climate Change
SD4	Waste
HS1	Housing Supply and Residential Site Selection
HS2	Housing Mix
HS3	Affordable Housing
T2	Location of New Development
T3	Improving Accessibility
INF1	Infrastructure Delivery and Planning Obligations
UD1	Delivering High Quality Design
GI1	Green Infrastructure
GI3	Biodiversity
GI4	Sport and Recreation

4.4 **Watford District Plan 2000**

SE7	Waste Storage, Recovery and Recycling in New Development
SE27	Flood Prevention
SE28	Groundwater Quality
SE36	Replacement Trees and Hedgerows
SE37	Protection of Trees, Woodlands and Hedgerows
SE39	Tree and Hedgerow Provision in New Development
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
T24	Residential Development
H10	Planning Agreements for Educational and Community Facilities
H16	Retention of Affordable Housing
L8	Open Space Provision in Housing Development
L9	Children's Play Space

4.5 Hertfordshire Waste Core Strategy and Development Management Policies Document 2011-2026

No relevant policies.

- 1 Strategy for the Provision of Waste Management Facilities
- 1A Presumption in Favour of Sustainable Development
- 2 Waste Prevention and Reduction
- 12 Sustainable Design, Construction and Demolition

4.6 Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

4.7 Supplementary Planning Documents

The following Supplementary Planning Documents are relevant to the determination of this application, and must be taken into account as a material planning consideration.

4.8 *Residential Design Guide*

The Residential Design Guide was adopted in July 2014. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

4.9 *Watford Character of Area Study*

The Watford Character of area Study was adopted in December 2011. It is a spatial study of the Borough based on broad historical character types. The study sets out the characteristics of each individual character area in the Borough, including green spaces. It is capable of constituting a material consideration in the determination of relevant planning applications.

4.10 *SPG10 Open Space Provision*

This guidance sets out the standards of open space provision required per thousand population as part of new developments. The guidance was adopted in October 2001 and is a material consideration in the determination of relevant planning applications.

4.11 **National Planning Policy Framework**

The National Planning Policy Framework sets out the Government's planning policies for England. The following provisions are relevant to the determination of this application, and must be taken into account as a material planning consideration:

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 8 Promoting healthy communities

Section 10 Meeting the challenge of climate change, flooding and coastal change

Section 11 Conserving and enhancing the natural environment

Section 13 Facilitating the sustainable use of minerals

Decision taking

5.0 **CONSULTATIONS**

5.1 **Neighbour consultations**

Letters were sent to properties in Hemming Way, Goodrich Close, Rushton Avenue and Clarke Green.

5.2 The following is a summary of the representations that have been received:

Number of original notifications:	125
Number of objections:	13
Number in support:	0
Number of representations:	13

The points that have been raised are summarised and considered in the table below. It should be noted that 3 of the objections are from addresses that are not within the Leavesden Green estate. Also, in 3 cases, 2 objections have been received from the same property. Objections have therefore been received from 7 properties within the estate. It has been stated by several objectors that a petition signed by 517 people was raised against the development but this has not been submitted to the Local Planning Authority.

Representations	Officer's response
Loss of 10 bungalows that are a feature of the estate. Bungalows should be replaced with new bungalows.	The bungalows are unique within the estate but due to their small scale, don't form any strong feature within the streetscene or urban fabric of the estate. There would be no objection in principle to new bungalows being provided although this would not be a reason to refuse the application. Smaller affordable units are being provided within the new development which are accessible and therefore could be occupied by current tenants.
Flats will give area an inner city feel. Out of place with area. Large and hideous design. Look like office blocks.	The flats are of an appropriate scale and design for a residential area. Many residential areas within the town include 3 storey flats and town houses. Whilst the design is different to the existing houses, the

	design is considered to be of a high quality.
Loss of part of the open space will set a precedent.	There are considered to be significant planning and housing benefits to justify the loss in this case. Each case must be considered on its merits with the loss of open space weighed against the benefits arising. This is discussed in more detail in this report.
Reduction in size of recreation ground will limit future use.	The small areas of open space lost will not impact on any existing or future use of the recreation ground. The alterations to the pathway will improve access to the recreation ground.
Flats will back onto children's play area. Overlooking and intimidating.	It is not considered that the proximity of the flats to the play area will have any adverse impact on its use. The play area will be visible from some of the flats which will add to the passive surveillance of the play area and recreation ground.
Loss of light to adjoining properties.	The proposed blocks will not give rise to any significant or adverse loss of light to adjoining properties.
Sewerage system will be overwhelmed.	Thames Water have raised no objection regarding sewerage capacity.
Closing part of Hemming Way will inhibit traffic flows and may cause problems for emergency vehicles.	Herts County Council as the Highway Authority has raised no objections to the proposal. The western crescent of Hemming Way that will remain meets current highway standards and is acceptable for all traffic that can be expected to use it. The provision of new parking bays will also remove existing on-street parking that narrows this

	section of the road.
Loss of parking spaces and additional parking demand in an area with a severe shortage of parking. Knock on effect to surrounding roads.	The submitted parking survey analyses the current and predicted parking situation and is discussed in detail in the report.
The development should provide an extra 61 parking spaces.	Based upon the Council's standards, the maximum provision is 46.5 spaces.
Overlooking of adjoining gardens.	The proposed flats will not give rise to any significant or adverse overlooking of garden areas.
Disruption during construction works.	Any new development is likely to cause some disruption, however this can be managed and mitigated with an appropriate construction management plan, which will be conditioned.
Schools will not be able to cope with additional children.	Following the introduction of the CIL charging schedule, separate contributions towards schools can no longer be sought.

A number of other comments have been made that are not material planning considerations and cannot be taken into account: immoral way in which the Trust have sought to evict tenants; residents in their 90's being evicted; residents suffering severe stress, anxiety and health problems because of eviction; Trust has misled tenants; tenants do not want to leave their homes; Trust has stated tenants unable to look after their gardens; Trust has stated the bungalows are too small and cold; proposed affordable housing will not be affordable; properties could be sub-let by tenants to make profit; influx of new people could lead to anti-social behaviour and crime.

The Committee will be advised of any additional representations received after the date this report was written.

5.3 **Statutory publicity**

The application was publicised by 3 site notices posted on 03 June 2015 and by advertisement in the Watford Observer published on 29 May 2015. The site notice period expired on 24 June 2015 and the newspaper advertisement period expired on 19 June 2015.

5.4 **Technical consultations**

The following responses have been received from technical consultees:

No technical consultations were necessary in respect of this application.

Hertfordshire County Council (Highway Authority)

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Conditions

1. As proposal, between no.24-48 Hemming Way should be permanently stopped up to vehicular traffic and the highway reinstated to the satisfaction of the Local Planning Authority before first occupation of the dwellings hereby approved.

Reason: in the interest of road safety.

2. Prior to the commencement of demolition works details of the method of washing of vehicle wheels exiting the site shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Highway Authority and the agreed method shall be operated at all times during the period of site works.

Reason: To minimise danger, obstruction and inconvenience to users of the highway.

3. The development shall not begin until details of the disposal of surface water from the car park provisions have been submitted to and approved in writing by the Local Planning Authority in conjunction with the Highway Authority. Reason: To minimise danger, obstruction and inconvenience to highway users.

4. Prior to the commencement of the site works details of on-site parking for all contractors, sub-contractors, visitors and delivery vehicles shall be approved in writing by the Local Planning Authority in conjunction with the Highway Authority and that area shall be maintained available for use at all times during the period of site works. Reason: To minimise danger, obstruction and inconvenience to users of the highway. Informative:

Advisory Note - The applicant is advised that any stopping up of exiting highway rights will need to be agreed with the Secretary of State for Transport, Government Office for the East of England, under Section 247 of the Town and Country Planning Act 1990, or by application to the Highway Authority for the stopping up of highway land via the magistrates court under section 117 of Highways Act 1980. Any works undertaken on the site prior to the construction of this stopping up order will be at the applicant's risk entirely. The proposals are not considered to result in any severe adverse impact on the public highway and are considered acceptable to the Highway Authority.

Thames Water

In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Reason: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Hertfordshire County Council (Lead Local Flood Authority)

Objected to the original application on the grounds that no surface water drainage assessment had been submitted. The applicant then commissioned a study and provided additional information which was submitted to the LLFA who commented as follows:

In response to the updated drainage strategy prepared by Price and Myers (job number 24258 revision 03 dated October 2015), submitted by the applicant after the response by the LLFA dated September 25th 2015, we remove our objection on flood risk grounds. At this full planning application stage the applicant has provided sufficient detail to demonstrate that there is a feasible drainage scheme for the site, including attenuation volumes and exploring the most appropriate sustainable drainage methods such as green and brown roofs, permeable pavements and soakaways.

As this is a full planning application, we therefore recommend the following conditions to the local planning authority should planning permission be granted:

Condition 1

The proposed development will only meet the requirements of the National Planning Policy Framework if the following measures as detailed in the FRA submitted with this application are implemented and secured by way of a planning condition on any planning permission.

Condition:

The development permitted by this planning permission shall be carried out in accordance with the drainage strategy prepared by Price and Myers dated October, 2015 and mitigation measures detailed within the drainage strategy:

1. Implementing appropriate SuDS measures giving priority to above ground measures such as green and brown roofs, permeable pavements and soakaways, as shown in Appendix D of the new drainage strategy prepared by Price and Myers.
2. Providing attenuation 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 120.9 m³ of total storage volume in two soakaways, as shown in appendix C of the revised surface water drainage strategy.

3. Discharge of surface water via infiltration from the two soakaways.
4. Commitment by the applicant to the SuDS maintenance programme included in section 4.5 of the revised FRA

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 of surface water from the site.

Condition 2

The proposed development will be acceptable if a planning condition is included requiring the following drainage details.

Condition:

No development shall take place until the final design of the soakaways, permeable pavements and green and brown roofs; and the drainage network is completed and sent to the LPA for approval. Between both soakaways, a storage volume of 120.9 m³ should be provided. The design of all SuDS elements should be in line with best practice standards as shown in *The SuDS Manual*.

The design of the drainage shall also include:

1. Detailed engineering details of the design of the proposed SuDS features in line with *The SuDS Manual* (CIRIA C-697).

Reason:

To ensure that the site can effectively be drained during the lifetime of the development; and to ensure that water treatment is provided to surface runoff before infiltrating into the ground.

Hertfordshire Constabulary (Crime Prevention Design Advisor)

Comments:

Block A – Has a communal garden at the rear which appears open to the side parking area. There should be some fencing (perhaps railing) providing separation between the garden area and the parking area. The rear amenity area for Block B appears suitably fenced off.

Secured by Design – From communication with Black Architecture, I understand that if planning permission is granted that the client wishes for the development to be built to the physical security standards of Secured by Design, which I am pleased with. Building to the physical security of Secured by Design, which is the police approved minimum security standard, has been shown consistently to reduce the potential for burglary by 50% to 75%.

Otherwise, as regards designing out crime, on the basis of the information available I am content with the application.

Policy (Design and Conservation)

The existing houses are not designated heritage assets and I have no objection to their demolition. The proposed new development takes advantages of the spatial characteristics of the site and represents a good quality contemporary design solution. It intensifies housing development within the site boundary without harming the wider character of the area and arguably enhances the route between the street and the public open space.

The site is of sufficient scale to allow a design solution that generates a new identity for the site and does not need to follow an unimaginative pastiche of the existing local architectural vernacular. I would support the contemporary design proposed,

including the flat roofs, as a more honest and robust form of architecture. Altering the roofs to have pitched forms will dilute the architectural style and result in roof forms that are bigger and therefore unnecessarily overbearing to the existing houses.

I would advise that bin and cycle stores need to be secure and weather tight, while additional trees should be added to landscape the parking at the front of the site. Three additional trees could be added in the three obvious spaces by the entrance and exit points to the northern and southern car parks. These would help break up the expanse of parking and better integrate the spaces into the wider landscape.

Housing Supply Manager

The site would provide 32 units but at the loss of 10, so a net gain of 22.

The site will provide 6 x 1 bedroom and 26 x 2 bedroom properties. Two bedroom properties are where we have the most need. The units which will be lost are 1 bedroom bungalows for over 60s, which are not considered high need.

In respect of the tenure we are losing 10 social rented properties, the replaced units will be just 3 social rent the remaining 29 being affordable rents. So a net loss of 7 social rent tenancies

We should not allow a loss in social rented units without good reason. WCHT do not need to purchase the land so should have lower initial costs, and based on that I was expecting to see a higher number of social rented units than 3.

Having briefly spoken to WCHT regarding the above, I am told that their board will always look to provide social rented above affordable rents, but to increase the number of social rented above 3 would make the site unviable. Although they do not have to buy the land there are additional costs on the site for example extensive landscaping.

So with a net gain of 22 and a gain of 2 bedrooms properties we would support the application as it stands, but would also like assurance that what WCHT say as to the site costs and 3 being the maximum social rented viable is correct.

6.0 APPRAISAL

6.1 Main issues

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

- (a) The loss of the existing bungalows and the provision of additional affordable housing on this site.
- (b) The loss of open space from the recreation ground.
- (c) Design, appearance and the character of the area.
- (d) The quality of the new accommodation provided.
- (e) Highways impacts and car parking provision.
- (f) Impact on amenity of adjoining residential properties.
- (g) Sustainable surface water drainage.
- (h) Landscaping.

6.2 (a) The loss of the existing bungalows and the provision of additional affordable housing on this site.

6.2.1 There is no policy objection to the loss of the existing 10 bungalows. They are the only bungalows on the estate and whilst they do meet a need, this is not the greatest need identified by either the Trust or the Council's Housing team. The greatest need in terms of accommodation size, for affordable housing, is 2 bed, 4 person accommodation with some need for 1 bed, 2 person accommodation. The Trust has identified the site of the bungalows as an opportunity to provide a significant increase in the amount of accommodation and make better and more efficient use of this land. This is an approach that is in accordance with the general thrust of Government advice in the NPPF and the Council's Core Strategy. It is also an opportunity to replace the current accommodation built in the 1920's with modern, high quality accommodation.

6.2.2 The Leavesden Green estate is characterised by 3 bedroom family housing and there is no identified need for the bungalows to be replaced with 3 bedroom family housing. The proposed flats will meet an identified need for 2 bed accommodation and will add a greater mix of accommodation to the overall estate whilst still providing for families.

6.2.3 The proposed development is for the 32 new flats to comprise 3 units for social rent (generally 55-60% of market rent) and 29 units for affordable rent (up to 80% of market rent). The Council's Housing team has raised concerns regarding the net loss of 7 social rented units, given the high and rising cost of market rents in Watford. Based purely on an assessment of the scheme against Policy HS3 of the Core Strategy, a minimum of 11 affordable housing units are required (35%) with an approximate breakdown of 2 social rented, 7 affordable rented and 2 shared ownership. In this respect, the provision of 3 social rented is policy compliant, notwithstanding the fact that the provision of 100% affordable housing constitutes a very significant planning and housing benefit.

6.2.4 The Trust have responded to these concerns with a short statement on viability of the scheme and the latest position regarding rent levels and funding from the Homes and Communities Agency (HCA):

6.2.5 *Viability:*

The Trust assesses viability of its new developments on a 45 year cash flow against 3 parameters: net present value, time taken for revenue to exceed costs and the year of loan repayment. To qualify, and ensure that projects contribute to a sustainable business plan for the Trust, each must meet the following criteria:

NPV = or > 0

Revenue exceeding costs Year 15

Loan repaid Year 40

Since beginning a development programme, the Trust has completed 101 new homes throughout Watford and Three Rivers. All developments have been 100%

rented tenure, with the exception of our market rent project at One Clarendon Road.

Affordable rents are always set within Local Housing Allowance cap levels. To meet our appraisal parameters the Trust has had to restrict the quantity of social rent provided to just above the WBC policy level. The original proposed rents (inclusive of service charges) are shown in Table 1:

<i>Unit</i>	<i>Tenure</i>	<i>% Market Rent</i>	<i>Original Proposal Initial Rent (per week/52 weeks)</i>	<i>LHA cap (per week)</i>
<i>1B2P flat</i>	<i>Social</i>	<i>-</i>	<i>£113.88</i>	<i>£156.00</i>
<i>1B2P flat</i>	<i>Affordable</i>	<i>80%</i>	<i>£148</i>	<i>£156.00</i>
<i>2B4P flat</i>	<i>Affordable</i>	<i>80%</i>	<i>£180</i>	<i>£196.96</i>

6.2.6 Government budget announcement on rent levels:

From April 2016, the Trust's rental income stream on the proposed scheme will be reducing by 1% year on year for the first four years. The policy heralds a big change for the housing sector. The Trust is undertaking financial modelling to assess the overall impact the policy will have on our business plan. As with all other Registered Providers, the Trust is waiting for guidance from the Homes and Communities Agency as the rent changes will have significant repercussions to the 15-18 programme and its cash flow. The impact may involve switching units from affordable to more viable tenures such as shared ownership and market products to reduce the deficit.

This change in policy already has a negative impact on the scheme as currently proposed and to provide additional social rented units in this environment is not a viable option.

Table 2 shows the year on effect of the rent reduction until 2020:

Unit	Tenure	Proposed Initial Rent at 15/16	Rent reduction 16/17	Rent reduction 17/18	Rent reduction 18/19	Rent reduction 19/20	LHA cap (per week)
1B2P flat	Social	£113.88	£112.74	£111.61	£110.49	£109.39	£156.00
1B2P flat	Affordable	£148	£146.52	£145.05	£143.05	£142.60	£156.00
2B4P flat	Affordable	£180	£178.20	£176.41	£174.65	£172.90	£196.96

On a projected build cost of £4,350,000 the effect of the rent reduction exceeds the Trust's approved financial parameters. An additional subsidy of £192,000 (£6,000 per unit) is therefore required to bring the appraisal back in line within approved financial parameters which the Trust is currently withstanding.

Performance against criteria is as follows:

NPV £163,068 positive
 Revenue exceeding costs Year 15
 Loan repaid Year 40

The rent policy change adds 4.4% to the scheme costs.

6.2.7 Homes and Communities Agency Funding:

Separate to the rent reduction subsidy, the Trust has secured grant funding of £18,000 per affordable rent dwelling for 22 units from the Homes and Communities Agency, which constitutes 9% of the construction costs. The HCA subsidy is already assumed in the capital costs of the project and is not related to the effect of the rent reduction policy.

Included in the construction costs, there is considerable investment in the amenity and landscaping improvements to improve the entrance to the park and the additional landscaping requirements. Longer term, the proposal aims to improve the pedestrian link between Hemming Way and Rushton Avenue using similar landscaping materials.

6.2.8 The submitted information is very helpful in understanding the financial difficulty in providing additional social rented units which is not a tenure supported by additional funding. Whilst the overall loss of 7 social rented units is regrettable, the gain of 22 affordable units remains a significant planning and housing gain.

6.3 (b) The loss of open space from the recreation ground.

6.3.1 The proposal will involve a 'land swap' with the Council. The Council currently own the recreation ground and the Trust own the crescent of open space bounded on all sides by Hemming Way. The intention is for the Trust to acquire ownership of the open space immediately to the rear of the bungalows and, in return, the Council to acquire ownership of the crescent of open space.

6.3.2 The land to the rear of the bungalows is formed by the shorter garden areas of the bungalows compared to the houses adjoining them (12m compared to 25m). This results in a somewhat odd 'extension' of the open space on this western side, 13m deep and 82m long which has no particular use. Within the recreation ground (area of 17,500m²), the southern part includes an equipped children's play area (1600m²), and a hard court multi-use games area (MUGA). The northern part is open grass which can be marked out for a football pitch. These facilities will be unaffected by the proposal.

6.3.3 The area of open space to the rear of the bungalows is 1197m², including the footpath, and the crescent of open space is 1257m², including the footpath but excluding the parking spaces. As such, this is a very even land swap in terms of area. All of the land is open to public use at present, despite being in different ownerships. As a result of the proposal, the open space to the rear will be lost,

being partially built on and partially used as private amenity areas for the blocks of flats. Overall, therefore, there will be a loss of open space in the locality.

- 6.3.4 Policy GI1 of the Core Strategy states that the Council will seek a net gain in the quality and quantity of green infrastructure as well as recognising the benefits of existing green infrastructure and seeking to enhance and improve it. New development should contribute to the delivery of new green infrastructure and the management of a linked network of enhanced open spaces and corridors. It continues that, in some instances, an improvement in the overall quality of green infrastructure may make it acceptable for minor open space loss, and that this should be considered on a case-by-case basis.
- 6.3.5 The proposal will result in a quantitative loss of open space from the recreation ground (6.8% of area) and no qualitative improvement. However, this needs to be considered against the other benefits of the scheme, arising through being able to incorporate the open space to the rear of the bungalows. Firstly, the main benefit is the gain in affordable housing of 22 units, which has been discussed above.
- 6.3.6 Secondly, the pedestrian entrance to the recreation ground is to be significantly improved. At present the main entrance to the recreation ground is from the south, alongside the Leavesden Green Community Centre. There are also entrances from the east and west (through the application site) linked by an east-west footpath across the recreation ground. Both of these entrances are poor quality and inconspicuous within the streetscene. The existing western entrance is a 1m wide footpath with 1m wide grass verges either side, set between the garden fences of the adjoining bungalows. The entrance itself is marked by a staggered barrier to prevent access by vehicles. Under the application proposal, this will be widened to a 2.8m footpath with 4.8m wide landscaped verges either side, set between the proposed two blocks. Overall, the blocks will be set 16m apart. This will create the effect of a wide avenue into the recreation ground with the two proposed blocks acting as gateway features, marking the entrance within the streetscene.
- 6.3.7 Thirdly, with the removal of the section of highway through the site, the crescent of

open space will have a direct link to the enhanced entrance and the recreation ground, almost forming an extension of the recreation ground 'spilling out' into the estate.

6.3.8 Overall, the proposed scheme will result in significant housing and environmental benefits without having any adverse impact on the use of the recreation ground or its existing facilities. Although the proposal will not result in any direct quantitative or qualitative improvements to the recreation ground, it is considered that these cumulative benefits outweigh the loss of the open space in this case.

6.4 (c) Design, appearance and the character of the area.

6.4.1 The existing estate was built in the 1920's and 1950's, largely to standard pattern book designs. The estate therefore has a high degree of uniformity but lacks any aesthetic quality or distinctiveness. In considering the development of the site, and with one of the aims to significantly improve the entrance to the recreation ground, there is little merit in seeking to replicate the existing vernacular. The approach taken has been to introduce two larger scale, contemporary blocks to act as gateway features to the entrance of the recreation ground and which will form high quality features within the streetscene and the wider estate. This is an approach that has been supported by the Design and Conservation Manager within the Policy team.

6.4.2 The blocks continue the strong building line on Hemming Way and also incorporate a strong horizontal 'eaves line' at first floor level to reflect the eaves line of the adjoining houses. This is marked by slightly extruded bays along the facades. The design of the blocks is simple and robust, incorporating a strong verticality and symmetry in the siting of the windows and recessed balconies. To further enhance the new entrance to the recreation ground, the main entrances to both blocks are sited off the footpath, increasing the use and passive surveillance of this footpath. This will further encourage the use of the footpath to access the recreation ground and create a safer environment, discouraging anti-social behaviour.

6.4.3 The blocks relate well to the adjoining houses to the north and south. The northern

block is sited away from the site boundary in order to incorporate a small parking court whilst the southern block sets down to two storeys adjacent to the existing houses. In both cases, the proposed blocks will sit comfortably adjacent to their neighbours without appearing visually dominant within the streetscene.

6.4.4 As originally submitted, the two L-shaped blocks were entirely flat roofed, incorporating brown roofs and solar photovoltaic panels. However, following submission of the application, the Trust undertook further consultation with local residents, who expressed concern regarding the flat roofs and requested pitched roofs be incorporated into the design. This could have had a number of adverse consequences, including eroding the robust contemporary design approach, large and awkward roof forms and the loss of opportunity to incorporate significant numbers of solar panels. The solution has been to incorporate shallow pitched roofs on the front elements of the blocks facing Hemming Way and retaining the flat roofs to the rear elements. This has the benefit of softening the appearance from Hemming Way and acknowledging the characteristic pitched roofs on the estate, avoiding large and awkward roof forms and minimising the loss of opportunity for solar panels. This is considered to be an acceptable and appropriate response to the local area.

6.4.5 Overall, it is considered that the proposed blocks will enhance the character and appearance of the streetscene and the wider estate.

6.5 (d) The quality of the new accommodation provided.

6.5.1 The proposed flats will all have dual aspect, with those in the front elements facing Hemming Way having an east-west orientation and those in the rear elements having a north-south orientation. Each flat will, therefore, have an aspect over the public realm and an aspect over the private garden areas. All will also receive good levels of natural daylight and sunlight as well as having good levels of privacy and outlook. Those flats at ground floor level will also benefit from small garden areas which will provide a suitable separation between their windows the adjoining footpaths.

6.5.2 All of the flats will exceed the internal floorspace standards in the Residential Design Guide. All of the one bedroom flats will have a floorarea of 50m² and all of the two bedroom flats a floorarea of 70m², compared to the respective minimum areas of 37m² and 61m² in the Residential Design Guide. All of the flats will have a recessed balcony of 5.1m² accessed off the main living area and an internal storage cupboard.

6.5.3 Both of the blocks will have private communal amenity areas to the rear. Block A will have an area of 190m² and Block B an area of 290m². The minimum garden areas for each block based upon the Residential Design Guide are 275m² and 305m² respectively. Whilst neither amenity area achieves the minimum standard, if the private balcony areas are also included, the total area for each block increases to 266m² and 376m² respectively. Overall, this level of provision is considered acceptable for each block.

6.5.4 Both blocks have separate bin stores and cycle stores within their curtilage and are of sufficient size to accommodate the required number of bins and cycles. Details can be secured by conditions.

6.6 (e) Highways impacts and car parking provision.

6.6.1 Hertfordshire County Council as the Highway Authority has raised no objection to the closure of the section of Hemming Way in front of the bungalows. Traffic will still be able to flow freely along Hemming Way around the crescent that links to the junction with Goodrich Close. Pedestrian access will be maintained across the site as part of the proposal, linking with the enhanced footpath leading to the recreation ground. The revised parking arrangements around the crescent will be a modification and enhancement of existing arrangements and will have no additional safety implications.

6.6.2 The main concern of residents is regarding car parking provision and the Trust has submitted a car parking survey with the application. The current situation is that the existing bungalows have no on-site parking spaces except one, where a parking space has been provided within the front garden area. However, opposite the

bungalows, on the eastern side of the crescent, are two parking bays, each accommodating 5 cars. On the western side of the crescent are two further parking bays, each sufficient for 7 cars. All other parking is on-street except where the front garden areas of properties have been paved to provide parking.

6.6.3 The closure of the section of Hemming Way will result in the loss of 31 parking spaces; the existing two parking bays on the eastern side of the crescent (10 spaces), the existing on-site space at no.36 and the existing on-street parking availability on Hemming Way (20 spaces). The proposal will incorporate new parking provision within 3 small parking courts (24 spaces) and through the extension of the parking bays on the western side of Hemming Way (10 additional spaces). Based upon the Council's current maximum car parking standards, the development would be expected to provide up to 46.5 spaces. Based upon the Census 2011 data for car ownership within the surrounding area (comprising 2,000 households) the predicted level of car ownership arising from the development is 47 cars.

6.6.4 The main consideration, therefore, is whether the additional parking spaces that have been provided to support the development and the remaining on-street capacity are sufficient to support the number of additional dwellings (22) proposed without having a significant adverse impact on the parking situation on the surrounding roads. The proposal will result in a net loss of 5 parking spaces on Hemming Way (see table below) and generate an additional demand for up to 34 spaces from the net gain of 22 dwellings.

	Existing	Proposed	Net change
On-site	1	6	+5
On-street (E)	20	0	-20
On-street (W)	8	0	-8
Parking bays (E)	10	18	+8
Parking bays (W)	14	24	+10
Total	53	48	-5

6.6.5 The parking survey undertaken followed the same format as those undertaken for the recent planning applications by the Trust at Boundary Way and Lincoln Court, utilising the model developed by Lambeth Council and which is now widely used for parking surveys.

The first stage established the survey area as all kerb space within 200m of the application site. This included the whole of Hemming Way, Goodrich Close and Summerfield Road, and small sections of Clarke Way and Harris Way around their junctions with Hemming Way. The capacity of all parking bays and unrestricted on-street kerb space was then recorded within the survey area to calculate the maximum capacity of parking within the area. This excluded any on-street parking that would block existing accesses or which was deemed to be unsafe.

6.6.6 Two overnight parking surveys were then undertaken on Thursday 26th and Friday 27th February 2015 at 01.00am to establish the existing level of parking demand (or parking stress as a percentage of existing capacity) from local residents. The results as an average of both surveys are set out below:

Street name	Overnight average		
	Total parking spaces	Cars parked	Parking stress (%)
Hemming Way	110	56	51%
Goodrich Close	31	27	85%
Summerfield Road	32	13	41%
Clarke Way	26	14	54%
Harris Road	26	11	42%
Total	225	121	54%

6.6.7 This survey data shows that the average parking stress was 54% within the survey area with Goodrich Close experiencing the highest stress at 85%. Hemming Way experienced a stress of 51%.

6.6.8 To assess the parking stress with the proposed development, the on-street parking generated by the current 9 bungalows without car parking (9 x 1 bed units will generate 11 spaces, based upon the Council's parking standards) needs to be subtracted from the recorded figures for Hemming Way (56-11=45) and the parking generated by the proposed development (47 spaces) needs to be added. This gives a revised figure of 92 parked cars on Hemming Way. The net loss of 5 spaces also needs to be deducted from the total parking spaces available (110-5=105). The predicted parking stress figures for the proposed development are set out in the table below.

6.6.9 This shows that the parking stress on Hemming Way will increase significantly as a result of the proposal, from 51% to 88%, but with a predicted 13 on-street spaces still available. In addition, further spaces will remain available within the survey area.

Street name	Overnight average		
	Total parking spaces	Cars parked	Parking stress (%)
Hemming Way	105	92	88%
Goodrich Close	31	27	85%
Summerfield Road	32	13	41%
Clarke Way	26	14	54%
Harris Road	26	11	42%
Total	225	121	72%

6.7 (f) Impact on amenity of adjoining residential properties.

6.7.1 Both blocks have a depth of 11.2m at their closest point to adjoining houses to the north and south. In the case of Block A, the block is sited 8.8m from the site boundary and 9.7m from the flank elevation of the house at 48, Hemming Way.

This house has a depth of 7.2m. As such, the proposed block does not encroach within a 45° line taken from the nearest window in this property and will have no adverse impact on outlook or natural light to this property. The nearest windows in Block A facing towards this property are the north facing windows in the rear element which face the rear garden at a distance of 21m. This distance is considered sufficient to prevent any significant loss of privacy to the garden.

6.7.2 The small parking court to Block A and its access will abut the whole length of the boundary with 48, Hemming Way. This will be a significant change to the existing garden area of the bungalow and the open space to the rear. This will only be visible from the first floor rear windows and is considered acceptable in terms of outlook. As the car park serves only 6 parking spaces, any noise and disturbance from vehicles will be minimal and not considered significant.

6.7.3 Block B is sited 2.8m from the southern boundary and 4.6m from the adjoining house at 26, Hemming Way. With a projection of 4m beyond the rear elevation of the house, it will not encroach within a 45° line taken from the nearest window in this property and will have no adverse impact on outlook or natural light to this property. Although the block is sited only 2.8m from the boundary, the visual impact of the projection will be mitigated by its two storey height at this point. It is not considered that the block will appear visually overdominant when viewed from the garden area. The nearest windows in Block B facing towards this property are the south facing windows in the rear element which face the rear garden at a distance of 20m. This distance is considered sufficient to prevent any significant loss of privacy to the garden.

6.8 (g) Sustainable surface water drainage.

6.8.1 In April 2015, the Government enacted legislation requiring all major developments to make provision for the sustainable management of surface water within application sites. The County Council as the Lead Local Flood Authority (LLFA) was also made a statutory consultee on all major applications for surface water drainage.

6.8.2 The applicant has submitted a surface water drainage scheme that incorporates the following measures to deal with surface water within the application site:

- i) Permeable paving to all footpaths and car parking areas.
- ii) Green and brown roofs.
- iii) Two soakaways within the area of grassed open space

The scheme has been designed to reflect the measured infiltration rates within the site and will avoid the need for any surface water to drain into the public sewer. This has been approved by the County Council as the Lead Local Flood Authority.

6.9 (h) Landscaping.

6.9.1 The proposed landscape masterplan seeks to define the communal open space as an 'arrival space' and highlight the route of the footpath into the recreation ground. This is achieved through the planting of a line of trees around the western crescent of the open space and pairs of trees along the footpath to create an avenue leading into the recreation. This tree planting will be supplemented by hedge and shrub planting and amenity grass. The planting will help to frame views, draw people into the 'arrival space' and lead people through to the recreation ground, whilst providing a high quality public space as part of the development.

6.9.2 The proposal will also incorporate a green, wildflower roof to the 2 storey element of Block B and 'brown roofs' to the 3 storey elements of both blocks.

6.9.3 A range of quality hard landscape features are also proposed, including paving, benches and lighting columns. These, together with the soft landscaping scheme, can be secured by condition.

7.0 COMMUNITY INFRASTRUCTURE LEVY AND PLANNING OBLIGATION

7.1 Community Infrastructure Levy (CIL)

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the

Council's Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted.

The CIL charge applicable to the proposed development is £120 per sqm.

The charge is based on the net increase of the gross internal floor area of the proposed development. Exemptions can be sought for charities, social housing and self-build housing. As the proposed development is intended to be all social housing, the scheme would not be liable for any CIL charge if this exemption were applied for.

In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive.

Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

7.2 S.106 planning obligation

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. On and from this date, s.106 planning obligations can only be used to secure affordable housing provision and other site specific requirements.

The proposed development is one where affordable housing should be provided, in accordance with saved Policy H16 of the Watford District Plan 2000 and Policy HS3 of the Watford Local Plan Part 1 Core Strategy 2006-31. In addition, the proposed development is one where Hertfordshire County Council, in pursuance of its duty as the statutory Fire Authority to ensure fire fighting facilities are provided on new developments and that all dwellings are adequately served by fire hydrants

in the event of fire, seeks the provision of hydrants required to serve the proposed buildings by means of a planning obligation. The requirements for fire hydrant provision are set out within the County Council's *Planning Obligations Toolkit* document (2008) at paragraphs 12.33 and 12.34 (page 22). In practice, the need for hydrants is determined at the time the water services for the development are planned in detail and the layout of the development is known, which is usually after planning permission is granted. If, at the water scheme design stage, adequate hydrants are already available no extra hydrants will be needed.

Under Regulation 122 of the Community Infrastructure Levy Regulations 2010, where a decision is made which results in planning permission being granted for development, a planning obligation may only constitute a reason for granting planning permission for that development if the obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

The provision of affordable housing is directly related to the proposed development, and is fairly and reasonably related in scale and kind to that development. It is also necessary to make the development acceptable in accordance with the Council's planning policies.

As the County Council's requirement for the provision of fire hydrants accords with the provisions of the *Planning Obligations Toolkit*, this obligation is also directly related to the proposed development and is fairly and reasonably related in scale and kind to that development. It is also necessary to make the development acceptable in accordance with the County Council's statutory duty as the Fire Authority.

Accordingly, the provision of affordable housing and the County Council's requirement for fire hydrants meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010, and, consequently, these planning obligations can

be taken into account as material planning considerations in the determination of the application. Both the Council's approach to seeking affordable housing provision and the provision of fire hydrants by means of planning obligations are also fully in accordance with the advice set out in paragraphs 203 to 205 of the National Planning Policy Framework.

The affordable housing requirement in this case is for a minimum of 11 units to be affordable, in accordance with Policy HS3.

8.0 CONCLUSION

8.1 The loss of the existing bungalows and the provision of new residential flats on this site is acceptable in principle within this residential area. The development will provide two high quality buildings on this site that will define a new entrance to the recreation ground and will enhance the street scene and the wider area. In this case, the loss of an area of open space from the recreation ground is considered justified by the significant gain in affordable accommodation that will arise.

8.2 The siting and design of the proposed buildings will ensure that they will have no adverse impact on surrounding residential properties. All of the proposed flats will have acceptable internal areas and layouts and will provide a good level of amenity for future occupiers. A detailed parking survey has been undertaken to demonstrate that the proposed parking provision and existing on-street parking capacity will be sufficient to accommodate the predicted increase in parking demand. Overall, the proposal accords with the policies of the local development plan and is considered to be acceptable.

9.0 HUMAN RIGHTS IMPLICATIONS

9.1 The Local Planning Authority is justified in interfering with the applicant's human rights in order to alleviate any adverse effect on adjoining properties and their occupiers and on general public amenity. With regard to any infringement of third party human rights, these are not considered to be of such a nature and degree as

to override the human rights of the applicant and therefore warrant refusal of planning permission.

10.0 RECOMMENDATION

That, pursuant to a planning obligation under s.106 of the Town and Country Planning Act 1990 having been completed to secure the following Heads of Terms, planning permission be granted subject to the conditions listed below:

Section 106 Heads of Terms

- i) To secure all 32 of the units as affordable housing for affordable rent and social rent.
- ii) To secure the provision of fire hydrants as required by the County Council to serve the 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:-

0408 PL 010, 011, 020A, 050, 100, 101, 102, 103A, 110, 200A, 201A, 202A, 300A, 400A, 401A, ALA265 L01 PL4, L05 PL2, L06 PL0.

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

3. No demolition or construction of the development hereby permitted shall take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays or at any time on Sundays and Public Holidays.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed, pursuant to saved Policy SE22 of the Watford District Plan 2000.

4. No demolition or construction works shall commence within the site until a Construction Environmental Management Plan has been submitted to and approved by the Local Planning Authority for the relevant demolition and construction phase. Each Plan shall include details of temporary access for demolition/construction vehicles, contractors parking, the delivery and storage of materials, measures to mitigate noise and dust, wheel washing facilities, plant and equipment and a contact procedure for complaints. Each Plan as approved shall be implemented throughout the relevant demolition and construction periods.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties and prevent obstruction of the adjoining highway during the time that the demolition and construction phases. This is a pre-commencement condition as these details need to be agreed with the Local Planning Authority before the works commence.

5. No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

6. No construction works shall commence until details of the materials to be used for all the external finishes of the building, including walls, roofs, doors, windows and balcony railings, 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. This is a pre-commencement condition as the materials need to be approved by the Local Planning Authority before the development is constructed.

7. The development permitted by this planning permission shall only be carried out in accordance with the drainage strategy prepared by Price and Myers dated October, 2015 and the mitigation measures detailed within the drainage strategy:
 - i) Implementing appropriate SuDS measures giving priority to above ground measures such as green and brown roofs, permeable pavements and soakaways, as shown in Appendix D of the new drainage strategy prepared by Price and Myers.
 - ii) Providing attenuation 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 120.9 m³ of total storage volume in two soakaways, as shown in appendix C of the revised surface water drainage strategy.
 - iii) Discharge of surface water via infiltration from the two soakaways.

- iv) Commitment by the applicant to the SuDS maintenance programme included in section 4.5 of the revised FRA

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 of surface water from the site.

- 8. No development shall take place until the final design of the soakaways, permeable pavements and green and brown roofs, and the drainage network has been submitted to and approved in writing by the Local Planning Authority. Between both soakaways, a storage volume of 120.9 m³ should be provided. The design of all SuDS elements including the detailed engineering design should be in line with best practice standards as shown in *The SuDS Manual* (CIRIA C-697).

Reason: To ensure that the site can effectively be drained during the lifetime of the development; and to ensure that water treatment is provided to surface runoff before infiltrating into the ground.

- 9. No part of the development shall be occupied until full details of a soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. This shall include the retention of existing trees and hedging where possible and measures to enhance the ecological biodiversity of the site. The approved landscaping scheme 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.

10. No part of the development shall be occupied until full details of a hard landscaping scheme, including details of all site boundary treatments and all fencing within the site, have been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details.

Reason: In the interests of the visual appearance of the site and the local area, and to provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access, in accordance with saved Policy T21 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

11. No part of either building shall be occupied until details of the size, design and appearance of the respective bin store and the cycle store for that building, as shown in principle on drawing no.0408 PL 020A, have been submitted to and approved in writing by the Local Planning Authority and the respective bin store and cycle store have been constructed in accordance with the approved details. The bin and cycle stores should be designed to be weatherproof and secure.

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

saved Policies SE7 and T10 of the Watford District Plan 2000 and Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

12. No part of the development shall be occupied until the 48 car parking spaces shown on drawing no.0408 PL 020A, including the access junctions with Hemming Way, have been laid out and constructed in full. These spaces shall be retained for parking cars at all times.

Reason: To ensure adequate parking facilities are provided on the site and to minimise any additional on-street car parking, in accordance with saved Policies T22 and T24 of the Watford District Plan 2000.

13. No part of the development shall be occupied until the new access junction on Haines Way, as shown in principle on drawing no. LC/AP/XX/00/DR/A/0150/S4/P13, has been laid out and constructed in full and the existing access on Haines Way has been closed off and the footpath reinstated.

Reason: To ensure adequate access arrangements are provided to serve the development and in the interests of highway safety, in accordance with saved Policy T21 of the Watford District Plan 2000.

Informatives

1. This planning permission is accompanied by a unilateral undertaking under Section 106 of the Town and Country Planning Act 1990 to secure the provision of 32 affordable housing units and the necessary fire hydrants to serve the development.
2. 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. The Council also gave pre-application advice on the proposal prior to the submission of the application and undertook discussions with the applicant's agent during the application process.

3. Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain i) their permission/requirements regarding access for vehicles involved in the demolition of the existing building; ii) a condition survey of any adjacent highways which may be affected by construction vehicles together with an agreement with the highway authority that the developer will bear all costs in reinstating any damage to the highway.

Drawing numbers

0408 PL 010, 011, 020A, 050, 100, 101, 102, 103A, 110, 200A, 201A, 202A, 300A, 400A and 401A, ALA265 L01 PL4, L05 PL2, L06 PL0

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