

<b>Committee date</b>	Wednesday, 4 September 2019
<b>Application reference</b>	19/00413/FULM Land At Epsom Road Watford
<b>Site address</b>	Hertfordshire
<b>Proposal</b>	Phase two of residential development comprising 86 no. new one, two and three bed homes with associated landscaping, parking and public realm improvements alongside diversion and reconnection of an existing cycle route.
<b>Applicant</b>	Watford Community Housing
<b>Agent</b>	Black Architecture
<b>Type of Application</b>	Full Planning Permission
<b>Reason for committee Item</b>	Major Application
<b>Target decision date</b>	Tuesday, 9 July 2019
<b>Statutory publicity</b>	Watford Observer, Neighbour Letters and Site Notice
<b>Case officer</b>	Andrew Clarke, andrew.clarke@watford.gov.uk
<b>Ward</b>	Holywell

## 1. Recommendation

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

## 2. Site and surroundings

- 2.1 The subject proposal is the second phase of a four phase development on a long strip of land which connects Ascot Road in the north with Tolpits Lane in the south. Phase one is to the south and the phase numbers rise to the north. The site was safeguarded for the 'West Watford Relief Road' until 1998 when the project was dropped by Hertfordshire County Council. The land has a pedestrian / cycle path along its length connecting into the surroundings. The path is bounded by open grassland / trees and shrubbery. The land is not designated as Green Belt or Open Space.
- 2.2 Phase one of the development is the southern tip of the site. This phase was completed in 2018 and will merge with the south end of phase two. The application for phase one was approved at Watford's Development Management Committee on 25 January 2017. This application allowed for a 40 bedroom homeless hostel and 36 dwellings, of which 24 had two bedrooms and 12 had one bedroom. Of the 36 dwellings, all were secured for affordable rented tenure which is up to 80% of local market rates.

- 2.3 Phase three would be to the north of phase two and this land, like the application site is undeveloped. The planning department has engaged in talks with the developers about further phases to the north. Beyond these sites to the north on Ascot Road is a large Morrisons supermarket, a primary school, a car showroom and a large new mixed use development which is currently under construction.
- 2.4 To the east of the application site is open to a residential area around a crescent shaped road called Croxley View. This area was occupied by farmland until the 1960s when it was developed by Watford Borough Council as phase two of the Holywell Housing Estate. Some later infill development exists around Croxley View. This housing estate marked a radical departure in the urban design of new development, rejecting the more conventional relationships of building frontages to street form and introducing larger scale buildings within communal green spaces. The buildings are built to uniform design specifications, although there is some variety in materials between the blocks of flats and the terraced housing. The design of the buildings is relatively plain and the limited extent of private garden space mediates against variety in the wider landscaping. While there are four storey blocks of flats, there are not any high rise tower blocks. The area has low levels of pedestrian / vehicular activity.
- 2.5 To the west of the site is Watford Business Park which is separated from the application site by a long line of fences, though a cycle pedestrian connection exists off phase 1. This business park dates from the 1960s and was also developed by Watford Borough Council as part of the Holywell Industrial Estate. Since the 1960s various plots on the industrial estate have been subject to further piecemeal redevelopment, but the buildings in the area overwhelmingly date to the later twentieth century. The area is dominated by a number of large industrial shed premises and large plan office blocks. However, the industrial estate features a range of different sized commercial premises and plots. The individual plots generally feature extensive hard landscaped areas of car parking and yards.

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

#### **3.1 Proposal**

- 3.2 To erect 4 buildings which range from 2 to 6 storeys with landscaping, car parking and a pedestrian / cycle path though the site. The buildings would provide 86 residential flats (6 x 3 bed, 41 x 2 bed and 39 x 1 bed). Of these units 23 would be affordable housing, comprising 4 x Social Rented (2 x 3 bed and 2 x 2 bed), 15 x Affordable Rented (4 x 3 bed and 11 x 2 bed) and 4 x

Shared Ownership (4 x 2 bed). Refuse and cycle facilities would be provided throughout the site at ground floor level.

### **3.3 Conclusion**

3.4 The site is the second phase of residential development along the linear piece of land which connects Tolpits Land to Ascot Road. The land is designated for residential development.

3.5 The proposed development is considered appropriate in terms of design for this location, extending the Epsom Road, which was created by phase 1 and maintaining the cycle / pedestrian path through the site, though with a different alignment. The scale of the development would not cause any significant loss of amenity to any of the existing residential dwellings on Croxley View or Latimer Close.

3.6 The proposed 86 flats all of which are of a good standard, all having at least dual aspect with their own private amenity space. The proposal will make a significant contribution to the borough's housing supply with a policy compliant provision of affordable housing which includes social rented, affordable rented and shared ownership tenures.

3.7 The plans depict suitable transport, parking and services and the loss of the biodiversity has been suitably mitigated.

## **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.

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

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

5.2 The site to the south (phase 1) has the following relevant planning history:

5.3 16/01310/FULM

Residential development comprising 36 x 1 and 2 bed flats and 40 short term accommodation units, with associated landscape, parking and public realm improvements, incorporating a new highway junction on to Tolpits Lane and amendments to the existing cycle way.

Conditional Planning Permission Granted at Development Management Committee on 25 January 2017.

## **6. Main considerations**

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

- (a) Principle of the use
- (b) Scale and design
- (c) Impact on amenity of adjoining residential properties
- (d) Quality of residential accommodation
- (e) Affordable housing provision
- (f) Transport, parking and servicing
- (g) Environmental considerations

6.2 (a) Principle of the use

The application site is the second phase of the residential development of the strip of land which connects Ascot Road in the north with Tolpits Lane in the south. As per phase one, the site is part of a strip of land that was once safeguarded for the West Watford Relief Road, a project that was abandoned in 1998. Since then the land has not been safeguarded. The land has a pedestrian / cycle path along its length connecting into the surroundings. The path is bounded by open grassland / trees and shrubbery. The land is not designated as Green Belt or Open Space.

6.3 The site is within Watford's Special Policy Area 6. Relevant Policy SPA6 of Watford's Core Strategy (2013) identifies this land as having the potential for development. The site is also designated as a Key Development Site by Watford's Proposals Map which is attached to the Watford District Plan (2000). The principle of residential development is therefore supported.

6.4 In 2016 Watford Borough Council published a masterplan for consultation to demonstrate how the aspirations for Ascot Road / Croxley View area could be achieved. The subject site was identified for residential use, with the land to the north around Ascot Road being better suited to mixed use development. The masterplan was intended as a guide to provide certainty for the community, landowners and investors: it was not intended to show a definitive form and quantum of development and it stresses the need for flexibility so that it can adapt to changing conditions over time. The masterplan does note that a new railway station would be provided at Ascot Road, though this scheme has recently been dropped by the Mayor of London.

The line of this former railway line remains safeguarded and may provide a future transport link.

- 6.5 The proposed residential development would be in keeping with the residential character of phase one to the south and adjacent Croxley View which are both comprised of residential uses in open and landscaped surroundings.
- 6.6 The development provides a suitable mix of 1, 2 and 3 bed units. Although the development only provides 6 x 3 bed units, it is noted that all 6 are designed for affordable housing and that the surroundings are predominantly 3 bedroom dwellings.
- 6.7 (b) Scale and design  
The scheme has been designed to reflect the key features of layout shown in the Watford's 2016 Masterplan for the area. It retains the link from Tolpits Lane to the Ascot Road for pedestrians and cyclists and east/west links to help integrate the wider area. The quantity of new vehicular roadway has been minimised linking only to parking areas and not connecting the existing road constructed as part of phase 1 to the Croxley View. This has allowed the quantity of public space and landscaping to be maximised.
- 6.8 The residential plan form is separated into 4 blocks, with blocks 1 to 3 continuing the strong streetscape which was established by phase 1, creating a consistent building line which progresses north. Epsom Road which was created by phase one would be extended northward in front of blocks 1 to 3 and would have parking to either side. At the end of block 3 Epsom Road would have a dead 'hammerhead' end. Block 3 would be 'L' shaped and would face Block 4 would also be 'L' shaped across a landscaped area of public realm which connects the developments along Epsom Road with the existing housing at Croxley View.
- 6.9 In terms of height, blocks 1 and 2 would be part 3, part 4 storeys. This would be consistent with the adjoining blocks in phase 1. Block 2 would be part 2, part 3 storeys with the lowest parts closest to the nearest existing two storey dwellings at 302 to 320 (evens) Croxley View. Block 4 would be the tallest being part 5, part 6 storeys. The highest 6 storey part would be to the western side of the site.
- 6.10 Blocks 1, 2 and part of 3 will be constructed from a robust light buff brick that reflects that selected in phase 1, at ground floor the brick would be laid in an alternating recessed bond which creates a rusticated texture to the façade. A profiled parapet line would mark the changes in height. Balconies to the upper

level flats project over the ground floor defensible space and provide residents with west facing private amenity space. The balconies have slatted bars to the front with solid metal panels to the sides. The same brick will also be used to form low level garden walls which create private defensible space for each home. Notwithstanding this information, a condition requiring details of materials has been added by condition.

- 6.11 The northern end of block 3 and block 4 have a different appearance and would enclose the newly created open public space. A lighter monotone brick would create a grid pattern with recessed balconies. The public space would successfully connect phase 1 of the development, with the existing dwellings on Croxley View.
- 6.12 (c) Impact on amenity of adjoining residential properties  
Blocks 1 to 3 would continue the line of the development which has been built by phase 1 with amenity areas to the rear. The existing flats at 16 to 19 Latimer Close would be closer to the existing phase 1 than they would be to this second phase. At the closest point the existing flatted building on Latimer Close would be at a distance of 23 metres from proposed block 1. The communal garden to the rear of this existing block would at the closest point be 11 metres from block 1. These distances are at oblique angles. The distances taken perpendicularly are significantly more.
- 6.13 Numbers 302 to 328 (evens) Croxley View are a row of terraced two storey dwellinghouses. These properties face the development, with a wedge of green open space between the front of the properties and blocks 1 to 3. Given the tapering shape of the wedge, number 302 would be the closest property to the new development. The distance between the front of number 302 and the rear of block 3 would be 25 metres, taken perpendicularly. As noted above, block 3 is 'L' shaped with a two storey element facing the public space. This two storey element, at the closest distance would be 11.3 metres from the front corner of number 302 Croxley View. This angle is oblique.
- 6.14 Numbers 313 to 323 Croxley View are another terrace of two storey dwellinghouses which are at a differing orientation to the new development and numbers 302 to 328 Croxley View. The nearest property, number 313 would be at a distance of 38.1 metres from the 5 storey part of block 4. The garden of this property would be 27.7 metres from block 4. Again, these are oblique angles.
- 6.15 The six storey element of Block 4 would align with the western boundary of the site at a distance of 2.2 metres. This rear elevation, which would overlook Watford Business Park would not be the primary aspect for any of the new

dwellings. The primary outlook from the flats in block 4 is over the new public space. Watford Business Park is used for industrial and office purposes and contains no residential accommodation.

- 6.16 The development complies with section 7.3 of Watford's Residential Design Guide (2016) which aims to ensure new development does not cause any unacceptable loss of outlook, daylight or privacy to existing residential dwellings.
- 6.17 (d) Quality of residential accommodation  
The floor areas and room sizes of the proposed dwellings accord with the minimum space standards in paragraphs 7.3.6 – 7.3.8 of the Watford Residential Design Guide (RDG). All of the dwellings would be dual aspect, with some having windows on 3 aspects. Some of these dual aspect flats in block 4 would overlook a communal terrace to the west which provides access to the dwellings. All of the dwellings have adequate private amenity space.
- 6.18 The 6 three bed dwellings are all within blocks 1 and 2. All of these dwellings are at ground floor level and have large private gardens. They also have separate kitchens and living rooms, whereas all of the 1 and 2 bed dwellings have one kitchen / living room. All ground floor units benefit from their own private entrance. All of the units on upper levels are accessed through communal corridors and staircases via a clearly identified communal front door. Block 4 would have 2 lifts, as this building is the largest of the blocks and is 6 storeys high.
- 6.19 The proposed flats in blocks 1 to 3 have access to cycle and refuse storage facilities which are appropriately located outside the building. In block 4 these facilities are incorporated internally. Taking the above into account, it is considered that the flats would provide an acceptable standard of amenity for future occupiers.
- 6.20 (e) Affordable housing provision  
Policy HS3 of the Core Strategy requires a 35% provision of affordable housing for all major developments, with this provision having a tenure split of 65% affordable rent, 20% social rent and 15% shared ownership.
- 6.21 The buildings would provide 86 residential flats (6 x 3 bed, 41 x 2 bed and 39 x 1 bed). Of these units 23 would be affordable housing, comprising 4 x Social Rented (2 x 3 bed and 2 x 2 bed), 15 x Affordable Rented (4 x 3 bed and 11 x 2 bed) and 4 x Shared Ownership (4 x 2 bed).

- 6.22 In terms of habitable rooms the development would have 231 habitable rooms. 35% of this habitable room figure is 80.85 rooms. 81 habitable rooms have been provided. The provision of social rented, affordable rented and shared ownership would comply with Policy HS3 to the nearest whole number.
- 6.23 The affordable housing would be located throughout all of the blocks. Block 1 would be entirely social rented and affordable rented. Block 2 would be affordable rented and private. Block 3 would have affordable rented, shared ownership and private. Block 4 would be have two affordable rented units but be mostly private. The officer is satisfied with the positioning of the tenures though the development.
- 6.24 (f) Transport, parking and servicing  
The site is located approximately 3km from Watford Town Centre. The principal bus route in the area is the number 10 bus which runs around Croxley View every ten minutes on weekdays connecting this area to Watford Town Centre and Watford Junction Railway Station. A second bus route, the W30 runs through Watford Business Park to the rear. This route operates at a 15 minute frequency on weekdays and connects the area to Watford's Underground Station and the Town Centre. A large Morrison's supermarket is located 5 minutes' walk to the north of the site on Ascot Road.
- 6.25 Since phase 1 of the development was approved, the proposal to extend the existing London Underground Metropolitan Line to Watford Junction has been abandoned by the Mayor of London. This would have radically improved transport links to this area. The route of this link remains safeguarded and it is hoped that it would be utilised in the future.
- 6.26 The site is not within a Controlled Parking Zone. The proposed development provides two car parking areas. The first area would be parking either side of the extended Epsom Road, which was created as part of phase 1. Epsom Road. Epsom Road is currently a cul-de-sac and would be extended, remaining a cul-de-sac, with a 'hammerhead' shape at the closed end which would enable large vehicles to turn around and leave Epsom Road in a forward gear. The extended road would create 71 new parking spaces, 3 of which would be existing parking spaces for phase 1 which would be realigned. The second parking area would be accessed off Croxley View and would have a capacity of 40 vehicles. In total 108 new parking spaces would be created. This amounts to 1.25 spaces per dwelling. This figure complies with the requirements of Watford's District Plan (2000).

- 6.27 The existing cycle route through the site would be retained. All of the dwellings have access to secure cycle parking space at ground floor level. The cycle parking provision would also meet the requirements of Watford's District Plan (2000).
- 6.28 The refuse stores area are at ground level. The refuse area for blocks 1, 2 and 3 are on the opposite side of Epsom Road. The refuse area for block 4 would be at basement level and would be accessed, via a slope from Croxley View. The size and the positioning of the refuse facilities has been accepted by Watford's Waste and Recycling Consultee.
- 6.29 (g) Environmental considerations  
Watford Borough Council's Arboricultural Officer is satisfied with the loss of the existing trees subject to the replanting set out in the Landscaping Plans. The officer suggested the imposition of a condition requiring detail of the species and sizes of the new trees, shrubs and hedges.
- 6.30 Hertfordshire Ecology responded to the consultation requesting further information on biodiversity. A condition to mitigate the ecological impacts of the habitats and species present are properly addressed on this site has been conditioned.

## 7 Consultation responses received

### 7.1 Statutory consultees and other organisations

<b>Name of Statutory Consultee / Other Organisation</b>	<b>Comment</b>
Hertfordshire County Council (Highways Authority)	No objection subject to a section 106 agreement, a section 278 agreement, planning conditions and informatives.
Hertfordshire County Council (Lead Local Flood Authority)	Further information required. Condition proposed.
Hertfordshire County Council (Growth & Infrastructure)	Responded. No comment.
Hertfordshire County Council (Fire and Rescue Service)	Suggested section 106 for fire hydrants.
Hertfordshire County Council (Ecology)	Further information required. Conditions proposed.
Hertfordshire Constabulary Crime Prevention Design Service	Requested measures to ensure that the development is built to Secured by Design standards.

Thames Water	Further information required. Conditions proposed.
Environment Agency	Responded. No comment.

## 7.2 Internal Consultees

Name of Internal Consultee	Comment
Environmental Health	No objection subject to a section 106 agreement, a section 278 agreement, planning conditions and informatives.
Planning Policy	No comments received.
Housing	The Housing Service supports this application.
Waste and Recycling	Satisfied with the proposals.
Arboricultural Officer	Supports application subject to a condition.

## 7.3 Interested Parties

Letters were sent to 134 properties in the surrounding area. Responses have been received from 1 property. The comments are summarised below, the full letters are available to view online:

Comments	Officer response
Overdevelopment	The land is designated for residential development. The number of dwellings is considered appropriate for a site of this size in this location.
Loss of cycle route through site	The cycle route through the site has been retained, though the alignment has been altered.
Lack of doctor's surgeries, schools hospitals.	The private homes will be liable to pay the Community Infrastructure Levy which goes towards upgrading local services including schools and medical facilities.

## 8 Recommendation

### Section 106 Heads of Terms

- i) To secure 6 flats as affordable housing comprising 4 x Social Rented (2 x 3 bed and 2 x 2 bed), 15 x Affordable Rented (4 x 3 bed and 11 x 2 bed) and 4 x Shared Ownership (4 x 2 bed)

- ii) A financial contribution of £6,000 to Hertfordshire County Council for monitoring of the Travel Plan for the site.
- iii) 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:

0463 PL 100

0463 PL 101

0463 PL 102

0463 PL 103

0463 PL 104

0463 PL 105

0463 PL 106

0463 PL 107

0463 PL 150

0463 PL 151

0463 PL 200

0463 PL 201

0463 PL 202

0463 PL 700

480.04 (x 2 sheets)

Building Services Description for Planning Submission 2019

Design and Access Statement

Flood Risk Assess. & Surface Water Drainage Strategy - 133315-R1(0)-FRA

Transport Assessment

Travel Plan

Energy and Sustainability Statement

Noise Assessment Report 297358-01(01)

Stage 1: Tree Constraints, for residential development.

Stage 1 Road Safety Audit

Badger Monitoring Survey

Affordable Housing Statement  
Affordable Housing Configuration

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

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

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

4. No development shall commence until a detailed surface water drainage scheme for the site based on the approved FRA and sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme should include;

Detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features including any connecting pipe runs.

Reason: To prevent the increased risk of flooding, both on and off site. To ensure that measures are agreed and built-in to the development to manage and reduce surface water run-off, this condition is a pre-commencement condition.

5. No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames

Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.

6. No properties shall be occupied until confirmation has been provided that either:- all surface water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - The development may lead to flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.

7. No development shall commence until a noise mitigation scheme for each of the residential dwellings requiring acoustic double glazing, based upon the recommendations of the Noise Assessment Report (Report: 297359-01(01)) by RSK, has been submitted to and approved by the Local Planning Authority. The scheme shall include the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

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

8. The construction of the development hereby approved shall not commence until a Demolition and Construction Traffic Management Plan has been submitted to and approved in writing by the LPA. Thereafter, the demolition of the existing development and construction of the approved development shall only be carried out in accordance with the approved Plan. The Demolition and Construction Traffic Management Plan shall include details of:
- a. Demolition and construction vehicle numbers, type, routing;
  - b. Traffic management requirements;
  - c. Construction and storage compounds (including areas designated for car parking);
  - d. Siting and details of wheel washing facilities;
  - e. Cleaning of site entrances, site tracks and the adjacent public highway;
  - f. Provision of sufficient on-site parking prior to commencement of demolition and construction activities;
  - g. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

9. Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) the proposed access /on-site car parking shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

10. At least 3 months prior to the first occupation / use of the approved development a detailed Travel Plan for the site, based upon the Hertfordshire Council document 'Hertfordshire's Travel Plan Guidance', shall be submitted and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented at all times.

Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

11. No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policies 5 and 22 of Hertfordshire's Local Transport Plan (adopted 2018)

12. No dwelling shall be occupied until a detailed soft landscaping scheme for all the land within the site, based upon the details given in the Landscape Plans (drawing numbers 480.04) by Philip Cave Associates, has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the new tree, shrub and hedge planting. The approved 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 and the wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

13. No dwelling shall be occupied until a detailed hard landscaping scheme for all the land within the site, based upon the details given in the Landscape Plans (drawing numbers 480.04) by Philip Cave Associates, has been submitted to and approved in writing by the Local Planning Authority and the works have been carried out 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.

14. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed

in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

i) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. This should include an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, pests, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments.

iii) The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

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

15. Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes

relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

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

16. Reporting of Unexpected Contamination: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 1, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 1.

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.

17. Prior to commencement (including vegetation clearance), a suitably qualified ecologist will walk the site to monitor the setts and check for badger activity (ref: Badger Monitoring Survey, Southern Ecological Solutions, 2 April 2019). If badgers will be impacted on by the development proposals, appropriate mitigation to safeguard them must be submitted to the Local Planning Authority for approval, and a licence may be required from Natural England.

Reason: To prevent harm to badgers, which are protected by the Protection of Badgers Act 1992.

18. No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by

the Local Planning Authority. The CEMP (Biodiversity) shall include the following.

- a) Identification of “biodiversity protection zones”.
- b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- c) The location and timing of sensitive works to avoid harm to biodiversity features (including external lighting design and plans).
- d) The times during construction when specialist ecologists need to be present on site to oversee works.
- e) Specific enhancement measures including locations indicated on appropriate plans.
- f) Responsible persons and lines of communication.
- g) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure sensible working practices which protect ecology on site.

19. No development shall take place (including demolition, ground works, vegetation clearance) until a Landscape and Ecology Management Plan (LEMP) has been submitted to, and approved in writing by the Local Planning Authority prior to the commencement of the development. The LEMP should include the following:
  - a. A Description and evaluation of the features to be managed.
  - b. Ecological trends and constraints on site that might influence management.
  - c. Aims and objectives of management.
  - d. Appropriate management options for achieving aims and objectives.
  - e. Prescriptions for management options.
  - f. Preparation of a works schedule (including an annual work plan capable of being rolled forward over a five year period).
  - g. Details of the body or organisation responsible for the implementation of the plan.
  - h. Ongoing monitoring and remedial measures.

Reason: To ensure the ecological impacts of the habitats and species present are properly addressed on this site.

20. No dwelling shall be occupied until the bin and cycle stores to serve the dwellings, as shown on the approved drawings, have been constructed

and made available for use. These facilities shall be retained as approved at all times and shall be used for no other purpose.

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

21. 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 (Delivering High Quality Design) of the Watford Local Plan (Core Strategy) 2006-2031, and in accordance with the principles of good design that are set out in the Residential Design Guide supplementary planning document (volume 2 Extending Your Home, section 3.3.1c) as referenced in paragraph 12.1.5 supporting Policy UD1.

22. No dwelling shall be occupied until a detailed external lighting scheme for the development has been submitted to and approved in writing by the Local Planning Authority and the lighting scheme has been installed in accordance with the approved details.

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.

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

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

## Informatives

1. IN907 – Positive and proactive statement
2. IN909 – Street naming and numbering
3. IN910 – Building Regulations
4. IN911 – Party Wall Act
5. IN912 – Hours of Construction

6. IN913 – Community Infrastructure Levy Liability
7. IN914 – Section 106 Agreement/Undertaking
8. IN915 – Highway Works – HCC agreement required