

<b>Committee date</b>	Wednesday, 13 May 2020
<b>Application reference</b> <b>Site address</b>	20/00037/FULM - 425 - 445 St Albans Road
<b>Proposal</b>	Demolition of existing structures and erection of buildings for 72 residential units (Use Class C3), with associated cycle and car parking spaces, and all necessary ancillary and enabling works
<b>Applicant</b>	London Square Developments Limited
<b>Agent</b>	DP9 Limited
<b>Type of Application</b>	Full Planning Application
<b>Reason for committee Item</b>	Major Application
<b>Target decision date</b>	14 <sup>th</sup> April 2020
<b>Statutory publicity</b>	Public advertisement and site notices
<b>Case officer</b>	Paul Baxter, paul.baxter@watford.gov.uk
<b>Ward</b>	Leggatts

## 1. Recommendation

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

## 2. Site and surroundings

- 2.1 The application site is located on the western side of St Albans Road close to the junction with Leggatts Wood Avenue. It is rectangular in shape with an area of 0.3 hectares and was formerly occupied by a BMW and Mini car dealership, which has now vacated the site. The site comprises two showroom buildings with the remaining area dominated by surface level car parking.
- 2.2 The site is located within the Longspring local shopping frontage which is characterised by 2 and 3 storey buildings comprising commercial uses at ground floor and residential uses above. Within the frontage to the south is the 4 storey residential building Gladesmere Court. To the west (rear) the site backs onto a service road which links Leggatts Wood Avenue to the north with Beechwood Rise to the south and runs along the rear boundaries of residential properties in Hazel Tree Road.
- 2.3 The site is not located within a conservation area and there are no statutory listed or locally listed buildings on or adjoining the site.

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

#### **3.1 Proposal**

To demolish the existing buildings on the site and the erection of two connected buildings to provide 72 residential flats over 5 levels with 2 levels incorporated within the roof space. The mix of flats is 24 x 1 bedroom and 48 x 2 bedroom, equating to a density of 217 dwellings per hectare. Car parking is provided to the rear of the buildings for 56 spaces with access through an undercroft from St Albans Road. Each building has a main entrance to the front from St Albans Road with a secondary entrance to the rear to the car parking area.

3.2 The buildings are of identical design and incorporate 3 storey brick facades incorporating 4 storey projecting bay elements with a 2 storey hipped, tiled roof. Two levels of accommodation are provided within the roof space.

#### **3.3 Conclusion**

The site is located within the Longspring local shopping frontage but given its history of car related use is excluded from the retail frontage designation. It is close to a range of local and convenience services within the frontage and to the north, with access to public transport on St Albans Road. In this context, the site is suitable for redevelopment for higher density residential use, in accordance with the policies of the NPPF and the Core Strategy to optimise the use of sustainable sites. The layout of the site and the scale and design of the buildings is considered to be appropriate and acceptable, having regard to the former commercial use of the site and the sustainable nature of the location. It is considered the proposal will significantly enhance the streetscene and the wider locality. The proposed development will provide a good quality of accommodation for future occupiers and will cause no material harm to surrounding occupiers. Notwithstanding a viability appraisal of the development which does not support the provision of affordable housing, nevertheless, the applicant has offered a commuted sum of £500,000 towards the provision of affordable housing, which is welcomed. Overall, the application is considered acceptable and appropriate for this location and is recommended for approval.

### **4. Relevant policies**

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

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

- 5.1 The site has a long history of use as a car dealership and for other car related uses.

## **6. Main considerations**

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

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

- 6.2 (a) Principle of development

The site is located within the Longspring local shopping frontage but given its history of car related use is excluded from the retail frontage designation. As such, the site does not actively contribute to the retail function of the frontage and provides no convenience or day-to-day local facilities to the surrounding area. As a high end car dealership, it has operated as a distinct destination in its own right. As such, the redevelopment of the site for residential use will not result in any loss of retail or convenience facilities. Whilst the former car dealership did provide employment opportunities, the site is within a primarily residential area and not within any employment land designation. In this case, it is considered that a redevelopment of the site for commercial or industrial uses would not be compatible or appropriate with the adjoining and surrounding uses. Whilst a mixed-use development incorporating small scale ground floor commercial uses compatible with the local shopping frontage would be acceptable in principle, nevertheless, the proposed residential development is compliant with planning policy.

- 6.3 As a brownfield site, it is also well suited for residential use. The local shopping frontage provides a range of local services and facilities and the site is also only a short distance from the Walmart Asda superstore to the north, which also includes a number of concessions. Other facilities nearby include a Little Waitrose at the Shell garage, a Sainsbury's superstore, North Watford library and Garston Medical Centre. A number of bus routes also serve St Albans Road, including bus stops close to the site, linking the site to Watford Junction, the town centre and Watford General Hospital, as well as other nearby towns.

- 6.4 In addition to being a brownfield site, it is not located within a conservation area or other heritage designation, does not contain any nationally or locally listed buildings, and is within Flood Zone 1 with a low risk of flooding. It also contains no cultural or community uses. An ecological survey submitted with the application demonstrates that the site is of negligible ecological value.
- 6.5 In this context, the site is suitable for redevelopment for residential use, in accordance with the policies of the Core Strategy which encourage higher density residential development in sustainable locations in the borough. Furthermore, the emerging local plan is seeking to increase residential densities across the borough in order to meet the borough's increased targets for housing delivery. In the draft Local Plan, the site is located within the medium sustainability zone where densities of 70-95 dwellings per hectare are sought. Although this policy is still in draft form and only limited weight can be given to it at the present time, it accords with national and local objectives to increase densities in sustainable locations. Whilst the proposed scheme at 217 dwellings per hectare exceeds this proposed density range, the NPPF stresses the need to make optimal use of available sites. There is no objection in principle to a higher density on this site subject to a detailed design assessment.
- 6.6 (b) Layout, design and character of the area  
The existing site presents a poor frontage to St Albans Road comprising two predominately glazed car showroom buildings and a large expanse of open car parking used for the display of cars. The proposed development will present a new articulated built frontage to St Albans Road with residential proportions. Each building will have a main pedestrian entrance accessed directly from St Albans Road with a central undercroft access serving the car parking area to the rear. The design incorporates a 3 storey brick façade with a double storey hipped tiled roof above. The main facades incorporate a series of projecting bay window/balcony elements which give a strong vertical rhythm to the façade, breaking down the mass into a more domestic scale. The upper floor accommodation in the roof is served by the top level of the projecting window/balcony elements, dormer windows and rooflights. These add interest to the roofscape and also serve to break down the massing of the roof. The building is to be constructed principally in multi-red brick with dark heather concrete roof tiles.
- 6.7 The local shopping parade comprises predominantly 2 and 3 storey terraced buildings with commercial uses at ground floor level and residential uses above, often with accommodation in the roof, dating from the 1930s. The exception is Gladesmere Court to the south which is a 4 storey residential

building constructed in the 1990s with a shallow pitched roof. Materials are varied but include multi-red bricks, white painted render, mock-Tudor render and stone/concrete elements. With a 3 storey façade and 4 storey projecting bay elements, the scale of the proposed building is considered appropriate to this context.

- 6.8 The main difference is in the depth of the proposed building which is significantly deeper than the surrounding buildings. This results in deeper flank elevations and a larger roofscape than the surrounding buildings. This is mitigated to some degree by the use of hipped roofslopes on all sides of the roof and the fact that the full extent of the flank elevations and roof is not visible from St Albans Road, being largely screened by the adjoining buildings. The rear streetscene comprises the service road and large single storey rear extensions to the various ground floor commercial uses. At present, the rear boundary of the site to the service road comprises a high metal solid fence for security.
- 6.9 Overall, the layout of the site and the scale and design of the buildings is considered to be appropriate and acceptable in the context of this site, having regard to the former commercial use of the site and the sustainable nature of the location. It is considered the proposal will significantly enhance the streetscene and the wider locality.
- 6.10 (c) Housing mix and affordable housing  
Policy HS2 of the Core Strategy seeks a mix of housing sizes, types and tenures at a local level. Higher density developments of flats will be focused on the town centre and strategic policy areas with medium density developments of flats and houses appropriate close to neighbourhood centres where they are well served by transport links. The location of the site within a local shopping frontage could accommodate more traditional family housing with gardens but would not achieve the higher density of development sought for this sustainable location and is considered more suited to flats in this case. The range of services within the centre and close proximity to the north, together with bus routes along St Albans Road, are considered to justify higher density flatted development in this case.
- 6.11 The development proposes the following mix of units:
- 2 x 1 bed, 1 person flats
  - 22 x 1 bed, 2 person flats
  - 2 x 2 bed, 3 person flats
  - 46 x 2 bed, 4 person flats

This is considered to be an acceptable mix of sizes with 48 of the flats being 2 bed and capable of accommodating families with children. The surrounding residential area is characterised by 3 bedroom houses so this will add to the local mix of dwellings.

- 6.12 As the scheme provides more than 9 units, Policy HS3 requires 35% of the units to be provided for affordable housing. For a scheme of 72 units, this equates to 25 units. The 35% provision should ideally have a tenure breakdown of 20% for social rent, 65% for affordable rent and 15% for intermediate tenures. The size of units should also meet the current need for larger, family size units. In this case, the 2 bed, 4 person units would meet some of the need for larger units.
- 6.13 In this case, a viability appraisal was submitted with the application which concluded that the development would not be able to viably provide any affordable housing. This appraisal was thoroughly reviewed on behalf of the Council by Aspinall Verdi who, despite adjusting some of the applicant's original assumptions, also found that the scheme could not viably deliver affordable housing. Notwithstanding this conclusion, the applicant has agreed to pay to the Council a commuted sum of £500,000 towards the provision of affordable housing in the borough. Based upon the Council's Commuted sums for Affordable Housing SPD, this equates to a 3.9% affordable provision. The full commuted sum payment would be £4,533,525 for this scheme. Whilst it is accepted that this is a low level of provision, it is nevertheless welcome that the applicant accepts that the scheme should make a modest contribution towards affordable housing to ensure that development within Watford is sustainable. As such, it is proposed that this contribution is accepted. This can be secured by a section 106 agreement.
- 6.14 (d) Quality of accommodation for future occupiers  
All of the proposed flats meet the nationally described space standards. Although all the flats will be single aspect, each will face either due west or east and all will experience good levels of outlook, natural light and privacy. There is limited communal external amenity space within the site, comprising a landscaped strip 5.75m deep along the rear of each of buildings, separating them from the parking area. This could not reasonably be used as communal space without impinging on the privacy of the ground floor flats. The ground floor flats do, however, benefit from 4sqm patios within this area. The flats on the first, second and third floor also benefit from 4sqm balconies. Only the flats on the fourth floor within the upper part of the roof do not have access to a private balcony. To incorporate balconies at this level would increase the visual bulk of the roof and comprise the overall design aesthetic of the proposal. As such, 12 of the 72 flats will have no access to a communal or

private amenity area. Whilst regrettable, this is not considered unreasonable given the need to make optimal use of the site and the accessible and sustainable nature of the location.

- 6.15 The site fronts onto the busy St Albans Road, a main distributor road into Watford (A412). Traffic noise and pollution have the potential to result in harmful impacts on the proposed residential dwellings, particularly those fronting the road. Furthermore, adjoining the site to the south is a hot food takeaway use at ground floor level with a rear external fume extraction system. In order to assess the potential impacts of road traffic and the takeaway use on the proposed dwellings, a noise impact assessment and an air quality assessment, including an odour impact assessment, have been submitted with the application.
- 6.16 With regard to road traffic noise, the noise report concludes that additional acoustic glazing would be required to the flats facing St Albans Road to ensure acceptable internal noise levels were achieved. An enhanced glazing specification for these windows is recommended and is to be secured by condition. In order to ensure adequate ventilation is also achieved, the development is proposed to incorporate a mechanical ventilation with heat recovery (MVHR) system to each flat. Again, this is to be secured by condition. Only for occasional, short term purge ventilation (i.e. to disperse paint fumes, burnt food, etc.) would there be a need to open the windows. Although this would result in higher noise ingress into the flat, this would be acceptable in such circumstances.
- 6.17 Road traffic gives rise to characteristic air pollution, specifically nitrogen dioxide (NO<sub>2</sub>) and very fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). This is monitored by the Council within the borough and nationally. This section of St Albans Road is not a declared Air Quality Management Area (AQMA). The current measured levels of these pollutants close to the site and the modelled predicted levels outside the site are both well below current maximum threshold levels. The level of traffic generated by the development is predicted to be greater than that for the existing use of the site, although the net levels are considered to be minimal in the context of traffic flows on St Albans Road. These are predicted to be 12 two way movements in the morning peak, 16 two ways movements in the evening peak and 103 two way movements over a 12 hour daytime period. As such, the air quality at the site is acceptable for residential development without further mitigation.
- 6.18 With regard to the adjoining takeaway use, the predicted noise impacts on the proposed homes were considered to be minimal, as the flank elevation of the building has no windows. Furthermore, odour from the fume extraction

system was considered to be potentially offensive only to the nearest window at third floor level, in the lower level of the roof, although it is noted that no complaints have been received from existing residential occupiers close to the site. As such, it is not considered that the existing fume extraction system would have any harmful impacts on the future residents of the development.

- 6.19 In conclusion, it is considered that the proposed development will provide a good level of accommodation and amenity for future residents in this sustainable location.
- 6.20 (e) Impacts on adjoining properties  
The application includes a Daylight and Sunlight Report which assesses the potential impacts of the proposed development on the natural light to surrounding properties. This is based upon the British Research Establishment's published document 'Site layout planning for daylight and sunlight: a guide to good practice'.
- 6.21 The properties to the rear in Hazel Tree Road are sited approximately 52m from the rear elevations of the proposed buildings, with the rear garden boundaries also 27m away. These distances are significantly in excess of the minimum privacy distances in the Residential Design Guide (27m and 11m respectively) and will ensure the proposed development will have no adverse impacts on outlook or privacy to these properties. The Daylight and Sunlight Report concludes these properties will still receive acceptable levels of natural light and will not experience any significant losses.
- 6.22 On the opposite side of St Albans Road, the existing properties are sited approximately 32m from the front elevations of the proposed buildings, again in excess of the minimum distance of 27m. This distance will also ensure no adverse impacts on these properties in respect of outlook or privacy. The Daylight and Sunlight Report concludes these properties will still receive acceptable levels of natural light and will not experience any significant losses.
- 6.23 The main properties that will be affected by the proposed development are the 2 properties immediately adjoining the site at 423 and 447-449, St Albans Road, to the south and north of the site respectively. No.423 comprises a hot food takeaway at ground floor with a residential maisonette above. Access is from the rear via communal stairs and a walkway at first floor level. At first floor is the entrance door and what appears to be a kitchen with the living room to the front. Bedrooms are located in the roofspace served by front and rear facing dormer windows. The existing adjoining showroom building is single storey and extends to a depth of 12.7m beyond the rear elevation. It has no adverse impact on the residential maisonette.

- 6.24 The proposed development extends to a depth of only 10.1m beyond the rear elevation but the flank wall is 3 storeys (10.2m) in height. This will potentially impact on the rear facing windows. The Daylight and Sunlight Report concludes that the rear facing windows will still receive acceptable levels of natural light and will not experience any significant losses. The first floor kitchen will experience some loss of outlook but this room would not generally be considered a habitable room unless it contains dining facilities. The main rear facing habitable room is the bedroom at second floor level within the roofspace. As this room will be at the same level as the upper level of the flank wall, the impact on outlook will be mitigated significantly. There will be no loss of privacy as there are no windows in the flank elevation of the proposed development. The main living room and bedroom to the front will not be affected by the proposed development. On balance, it is considered that the additional impacts to No.423 are acceptable.
- 6.25 No.447-449 adjoins the site to the north. It comprises a 2 storey property to the front with a large single storey extension to the rear, with commercial use at ground floor and a residential flat at first floor. The residential flat has a first floor rear bedroom window set in 3.7m (to the mid-point) from the boundary. The existing adjoining showroom building is 2 storey with a flat roof to a height of 7.5m and extends 12.5m beyond the first floor rear elevation that contains the window. As such, the outlook and light to this window is already compromised by the existing showroom building.
- 6.26 The proposed development extends to a depth of only 8.1m beyond the first floor window but the flank wall is 3 storeys and 10.2m in height. As such, the proposed development will have a greater impact on outlook from this window than the existing showroom building. The Daylight and Sunlight Report concludes that the rear facing window will still receive acceptable levels of natural light and will not experience any significant losses. There will be no loss of privacy as there are no windows in the flank elevation of the proposed development. The other windows in the flat facing the front will not be affected. On balance, it is considered that the additional impacts to No.447-449 are acceptable.
- 6.27 (f) Access, servicing and parking provision  
The level of traffic generated by the development is predicted to be greater than that for the existing use of the site, although the net levels are considered to be minimal in the context of traffic flows on St Albans Road. These are predicted to be 12 two way movements in the morning peak, 16 two ways movements in the evening peak and 103 two way movements over a 12 hour daytime period. The existing site has a pair of vehicular access

points from St Albans Road, of 6.0m and 5.5m in width respectively, sited 9m apart. These occupy a significant section of the frontage. The carriageway outside the site is subject to double yellow lines to restrict waiting and parking with additional 'no loading' restrictions. To the south is a bus stop layby and on the opposite side of St Albans Road a loading bay (operational 7am -7pm). There is no controlled parking zone in the locality. Approximately 70m to the south of the site is the traffic light controlled junction with Bushey Mill Lane and Longspring.

- 6.28 The proposed development will be served by a single vehicular access point from St Albans Road, located approximately where the existing northern access points is. Reducing the number of vehicular access points from two to one will minimise hazards to pedestrians. Immediately to the north a new loading bay is proposed to serve the development, maintaining a 2m wide footpath alongside the bay. The loading bay will ensure the site can be safely serviced by delivery vehicles and refuse vehicles without impeding traffic on St Albans Road. Both are acceptable to the Highway Authority. These works will need to be secured through a s.278 highways agreement with the County Council before the development can be occupied. An appropriate condition can be imposed to ensure this is secured.
- 6.29 The maximum car parking standards of the Watford District Plan would allow the provision of up to 102 parking spaces for the proposed development. However, under the draft Local Plan, where a range of parking provision is given based upon location, the range for the proposed development would be 22-44 spaces. The provision of 56 spaces is therefore significantly less than the adopted maximum standard but still greater than the maximum under the draft Local Plan. Whilst this policy is in draft form and can only be given limited weight at this time it accords with national and local objectives to reduce private car use and encourage more sustainable modes of travel in the future. This is therefore considered to be an acceptable compromise. Of the 54 spaces, 10% should have active electric charging points and 10% should have passive electric charging points, in accordance with paragraph 110 of the NPPF to enable the charging of electric and ultra-low emission vehicles. As such, 6 active spaces and 6 passive spaces will be secured by condition.
- 6.30 It is acknowledged that a number of objections have been received on the grounds of inadequate parking provision and the potential impacts of overspill parking on surrounding roads. The surrounding roads are not subject to a controlled parking zone (CPZ) and therefore additional on-street parking could occur. However, it is noted that the vast majority of the properties on the roads most likely to experience overspill parking – Hazel Tree Road, Leggatts Wood Avenue and Oakdene Road – have 1 or 2 on-site parking spaces within

their front gardens, thereby leaving very few remaining on-street parking spaces. Furthermore, with such high levels of on-site parking provision, any additional on-street parking would have little impact on existing residents.

- 6.31 Cycle parking is provided within the development, with the majority of spaces being provided within 2 internal cycle stores accessed from St Albans Road. These provide 56 spaces. An additional 16 spaces are provided to the rear of the blocks in small external shelters, giving a provision of 1 cycle space per dwelling. This is policy compliant and acceptable.
- 6.32 Two internal bins stores are provided, one in each building. These are both of sufficient size for the number of bins required to serve the flats in each respective building. The northern store is located adjacent to the proposed loading bay. The southern store is located on the opposite side of the access road and is approximately 26.5m away. This exceeds the normal maximum 'pull distance' for Eurobins of 25m. Whilst this is not ideal, on balance this small additional distance is considered to be acceptable.
- 6.33 (g) Surface water drainage  
The application was submitted with a surface water drainage scheme incorporating a deep bore soakaway, however, the Environment Agency raised objections to this on the basis of potential groundwater contamination of the principal aquifer under the site. The application now proposes an attenuated system using permeable paving and an attenuation tank, with regulated discharge to the Thames water sewer. This is acceptable to Thames Water and agreed in principle by the County Council, although they have requested some further calculations.

## 7. Consultation responses received

### 7.1 Statutory consultees and other organisations

Consultee	Comments
Thames Water	No objection in respect of waste water network and sewerage treatment works capacity.
Environment Agency	No objections subject to appropriate condition to prevent pollution of groundwater.
HCC Spatial Planning Unit	Requests Site Waste Management Plan.
HCC Highways	No objection subject to appropriate conditions.

HCC Lead Local Flood Authority	No objection to attenuated drainage to Thames Water sewer subject to a 2 litres/second discharge rate being achieved. <i>[Note: the drainage scheme has been redesigned to achieve this rate]</i>
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## 7.2 Internal Consultees

Consultee	Comments
Economic development	Loss of commercial use and employment opportunities.
Housing	Development should be incorporating on-site affordable housing and should be designed accordingly.
Waste and Recycling	Commented on distance of the southern bin store being 32m from the loading bay, in excess of the 25m guideline distance. <i>[Note: this distance has now been reduced to 26.5m]</i>

## 7.3 Interested parties

Letters were sent to 102 properties in the surrounding area. Responses have been received from 10 properties. The main comments are summarised below, the full letters are available to view online:

Representations	Officer's response
Building is too high being higher than the adjoining buildings. Out of character with the area. Monolithic design.	See paragraphs 6.6-6.9 of the report.
Overlooking and a loss of privacy to rear gardens in Hazel Tree Road.	See paragraph 6.21 of the report.
Inadequate parking provision. Will lead to additional on-street parking on surrounding roads. No CPZ.	See paragraphs 6.29-6.30 of the report.
Traffic already at capacity with St Albans Road often gridlocked.	The predicted traffic generation from the proposed scheme will not be significant in the context of current traffic flows on

	St Albans Road. See paragraph 6.27.
Surgeries, dentists and schools already oversubscribed.	The application will be liable to pay the Community Infrastructure Levy towards new infrastructure provision.
Loss of outlook and natural light to properties opposite on St Albans Road.	See paragraph 6.22 of the report.
Balconies on the front elevation will lead to a loss of privacy to houses opposite on St Albans Road.	See paragraph 6.22 of the report.
Servicing lay-by will reduce pavement width. Hazards of vehicles emerging from undercroft.	See paragraphs 6.28 of the report.
Too many flats being proposed. Need for more family sized accommodation.	See paragraphs 6.2-6.5 of the report.
No affordable housing within the scheme. Proposed financial contribution inadequate.	See paragraphs 6.12-6.13 of the report.
Bin stores should not be sited at the front of the building.	Bin stores need to be sited so that bins can be collected from the servicing lay-by.
Site should remain in commercial use to provide employment.	See paragraphs 6.2-6.5 of the report.

## 8. Recommendation

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

### Section 106 Heads of Terms

- i) To secure a financial payment to the Council of £500,000 towards the provision of affordable housing in the Borough of Watford;
- ii) A financial contribution of £6,000 to Hertfordshire County Council for monitoring of the Travel Plan for the site.

## 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:-

1592-P-001 P1

1592-P-100 P7

1592-P-300 P5, 301 P5, 302 P2, 303 P3, 304 P5, 305 P5

1592-P-310 P5, 311 P4, 312 P2, 313 P3, 314 P5, 315 P5

1592-P-400 P2, 401 P1

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

3. No demolition of the existing buildings or construction of the development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:
  - a. Construction vehicle numbers, type, routing;
  - b. Access arrangements to the site;
  - c. Traffic management requirements
  - d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
  - e. Siting and details of wheel washing facilities;
  - f. Cleaning of site entrances, site tracks and the adjacent public highway;
  - g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
  - h. Provision of sufficient on-site parking prior to commencement of construction activities;
  - i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;

j. Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

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

4. No demolition of the existing buildings or construction of the development shall commence until a detailed scheme to deal with the risks associated with the potential contamination of the site and the known underground fuel storage tanks has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- 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; and 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;
  - iii) the results of the site investigation and risk assessment referred to in (ii) above 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 the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

No changes to these components shall be undertaken without the written approval of the Local Planning Authority. All works shall be carried out in accordance with the approved details.

Reason: This is a pre-commencement condition to ensure any contamination of the ground is identified and remediated in the interests of the health of the future occupiers of the site, in accordance with Policy SE24 of the Watford District Plan 2000. To prevent

deterioration of groundwater within the Secondary and Principal aquifers present beneath the site.

5. No construction works shall commence until a verification report demonstrating completion of the works set out in the approved remediation strategy (see Condition 3) and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: In order to verify that all contamination has been successfully removed from site following all remediation works and that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. In the interests of the health of the future occupiers of the site, in accordance with saved Policy SE24 of the Watford District Plan 2000. This is a pre-commencement condition as it is necessary to ensure all contamination has been removed from the site before construction works commence.

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

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

7. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Barnard and Associates Ltd (job number 19174, Report ref. 19174-REPORT01-FRA, revision P, dated February 2020), the revised drawings numbered 19174-15 P5 and 19174-16 P4, and the revised Micro Drainage calculations dated 24/04/2020:
  - i) Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off

rate of 2.0 l/s during the 1 in 100 year event plus 40% of climate change event.

- ii) Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event providing a minimum of 144m<sup>3</sup> (or such storage volume agreed with the LLFA) of total storage volume in underground tank.
- iii) Discharge of surface water from the private drain into the Thames Water sewer network.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

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

8. No construction works (excluding demolition works) shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- i) Final detailed post development modelling in relation to surface water for all rainfall events up to and including the 1 in 100 year return period including a +40% allowance for climate change. This should include the final version of the proposed drainage strategy.
- ii) Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
- iii) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: In order to ensure adequate measures are incorporated into the design to prevent any increased risk of flooding, both on and off site.

9. No piling or other foundation designs using penetrative methods shall take place until a method statement (detailing the depth and type of piling and/or foundations to be undertaken and the methodology by which such piling/foundations will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, measures to prevent harm to groundwater resources and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved details.

Reason: To safeguard underground sewerage utility infrastructure and to ensure that the proposed foundation works do not harm groundwater resources in accordance with saved Policy SE28 of the Watford District Plan 2000, Policy SD1 of the Watford Local Plan Core Strategy 2006-31 and Section 11 of the National Planning Policy Framework (NPPF).

10. No construction works above ground level (excluding demolition works) shall commence until a noise mitigation scheme for each of the residential dwellings requiring acoustic double glazing, based upon the recommendations of the Acoustics Report (Report 70064957-AC1 dated December 2019) by WSP, has been submitted to and approved by the Local Planning Authority. The scheme shall include the details and specifications of the sound reduction performance of all glazed and non-glazed elements of the building facades. No dwelling shall be occupied until the approved mitigation measures have been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

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

11. No construction works above ground level (excluding demolition works) shall commence until the specification of a mechanical air supply/extract system for each of the residential dwellings requiring acoustic double glazing, based upon the recommendations of the Acoustics Report (Report 70064957-AC1 dated December 2019) by WSP, has been submitted to and approved in writing by the Local Planning Authority. The system must be capable of providing background and rapid ventilation for cooling with the windows of the respective dwellings remaining closed. The system must not

compromise the sound insulation of the façades. No dwelling shall be occupied until the approved ventilation system has been installed in full, unless otherwise agreed in writing by the Local Planning Authority.

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

12. No construction works above ground level (excluding demolition works) shall commence until full details and samples of the materials to be used for the external surfaces of the building (including walls, roofs, windows, doors, balconies) have been submitted to and approved in writing by the Local Planning Authority. These should be based upon the details given in the Design and Access Statement (Revision P2 dated 10th January 2020) by Stanford Eatwell Architecture. The development shall only be constructed in the approved materials.

Reason: To ensure high quality materials are used for the buildings in the interests of the visual appearance of the site and the character and appearance of the area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

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

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

14. No dwelling shall be occupied until details of the 4 external cycle stores to serve the dwellings have been submitted to and approved in writing by the Local Planning Authority. The cycle stores shall provide 16 secure

cycle spaces. 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 Policy T10 of the Watford District Plan 2000.

15. No dwelling shall be occupied until the internal bin and cycle stores to serve the dwellings, as shown on the approved drawings, have been constructed and made available for use. The cycle stores shall utilise two-tier bike racks by Bike Dock Solutions or similar to provide 56 secure cycle spaces. 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.

16. No dwelling shall be occupied until the following works within the site and the public highway have been completed in full, as shown in principle on the approved drawings:
- i) the formation of a new vehicular access junction to St Albans Road to serve the development;
  - i) the closing up of the redundant existing vehicular access junctions and the reinstatement of the footpaths;
  - ii) the formation of a new servicing bay within the public highway outside the site.

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

17. No construction works above ground level shall commence until a scheme for a minimum of 6 active and 6 passive electric charging points for on-site vehicles has been submitted to and approved in writing by the Local Planning Authority. The electric charging infrastructure and charging points shall be installed in accordance with the approved scheme prior to the first occupation of the development.

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

18. No dwelling shall be occupied until a detailed Travel Plan has been submitted to and approved in writing by the Local Planning Authority, based upon the Travel Plan within Appendix H of the Transport Statement by WSP (Ref. 70064957 dated January 2020). The approved plan shall be implemented in full.

Reason: To encourage and promote sustainable modes of travel to the residents of the development.

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

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

20. No external lighting shall be installed on the building or within the site 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.

21. The vehicular access gates to the undercroft access road shall open into the site only and shall not open outward over the public highway and shall be sited a minimum distance of 5.5m from the highway kerb.

Reason: To avoid obstruction of the public highway in the interests of highway safety.

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

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

### Informatives

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