

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Site address:	Lincoln Court, Haines Way
Reference Number:	15/00336/FULM
Description of Development:	Demolition of existing building and erection of a new part 3 storey, part 4 storey building comprising 22 flats (8 no. 1 bed and 14 no. 2 bed) with access, car parking and landscaping
Applicant:	Watford Community Housing Trust
Date received:	3rd March 2015
13 week date (major):	2nd June 2015
Ward:	Woodside

SUMMARY

This application is for the demolition of the existing Lincoln Court building, a 4 storey block of sheltered flats for the elderly, and the erection of a part 3 storey, part 4 storey building fronting Haines Way to provide 22 new, affordable flats. A new access is to be formed on Haines Way leading to a parking area for 26 cars to the side and rear of the building.

The site is in a residential area and currently comprises the existing Lincoln Court building and an extensive parking area. The existing sheltered flats do not meet current standards and the building is currently vacant. The applicants are seeking to replace the existing 25 flats with 22 modern flats for affordable and social rent. This is acceptable in principle. The development will provide a significant, high quality building on this site that will enhance the wider street scene. The siting

and design of the proposed building will ensure that it 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. The scheme includes the provision of 26 on-site parking spaces for the 22 flats proposed, which is in accordance with the Council's current maximum parking standards. Overall, the proposal will accord with the policies of the development plan and is considered to be acceptable.

The applicant is willing to complete a planning obligation to secure all of the units as affordable housing and the provision of fire hydrants, as necessary, to serve the development.

The Development Management Section Head therefore recommends the application be approved, subject to the completion of a planning obligation and appropriate conditions, as set out in the report.

BACKGROUND

Site and surroundings

The site is located on the northern side of Haines Way, towards Sheepcot Lane, and has an area of 0.24 hectare. Lincoln Court is a 4 storey, flat roofed building built in the 1970s and is located on the western part of the site. It also incorporates a single storey extension on its western elevation. It comprises 25 sheltered flats for the elderly, a mix of bedsits, one bedroom and two bedroom units, with shared bathrooms and shower rooms. Shared communal areas are provided at ground floor level. The central and eastern parts of the site are occupied by a wide access from Haines Way and two car parking areas.

Opposite the site to the south is the A405 sited at a raised level. There is no access to this road from Haines Way and the boundary between Haines Way

and the A405 is marked by a dense row of trees. To the east is the Orbital Community Centre. To the north and west are the extensive residential areas of Woodside with the immediate surroundings characterised by 2 storey, terraced housing built in the 1970s and 1980s.

Proposed development

Full planning permission is sought to demolish the existing Lincoln Court building and erect a new part 3 storey, part 4 storey building comprising 22 flats (8 no. 1 bedroom and 14 no. 2 bedroom). The building is to be sited along the southern and eastern boundaries fronting on to Haines Way. The 3 storey element is located at the eastern end of the building where it adjoins a terrace of 2 storey houses (nos. 2-10, Haines Way). A new access is proposed towards the western end of the frontage leading to 26 car parking spaces located to the side and rear of the building. Bin and cycle stores are also incorporated within the parking area.



Site plan

Planning history

None. The existing building was built approximately 40 years ago in the mid-1970s.

Relevant Policies

National Planning Policy Framework

- 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

Hertfordshire Waste Core Strategy 2011-2026

No relevant policies.

Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

Watford Local Plan Core Strategy 2006-31

- SS1 Spatial Strategy
- SD1 Sustainable Design
- SD2 Water and Wastewater
- SD3 Climate Change
- HS1 Housing Supply
- HS2 Housing Mix
- HS3 Affordable Housing
- T2 Location of New Development
- T3 Improving Accessibility
- T5 Providing New Infrastructure
- INF1 Infrastructure Delivery and Planning Obligations
- UD1 Delivering High Quality Design

Watford District Plan 2000

SE7	Waste Storage and Recycling in New Development
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
T24	Residential Development
H16	Retention of Affordable Housing
L8	Public Open Space
L9	Children's Play Space

Supplementary Planning Documents and Supplementary Planning Guidance Notes

Residential Design Guide (2014)

CONSULTATIONS

Neighbour consultations

Letters were sent to 54 properties in Haines Way, Forest Road and North Approach. One letter and an accompanying petition signed by 95 people has been received. The main issue raised by the objector is the existing parking situation on Haines Way in particular. Photographs have been submitted, stated to have been taken on a Sunday afternoon or when an event was taking place at the Orbital Community Centre, showing high levels of on-street parking and parking on grass verges. The photographs also show what would appear to be the use of the existing Lincoln Court car park by local residents (i.e. various commercial vans are present which would not be expected for a sheltered scheme).

The petition was completed in August 2014, allegedly for a public meeting that never took place. It states:

“Stop the erection of an even bigger building, save the existing building, save the trees and grass verges, the garages and especially save the much needed parking and accessibility to all homes front and rear.”

Advertisements in local paper/site notices

Three site notices were put up outside the site on 18th March 2015. A public notice also appeared in the Watford Observer on 13th March 2015.

Consultations

Thames Water

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. 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. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary.

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

There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.

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 in consultation with Thames Water. 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.

Hertfordshire County Council (Highway Authority)

Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Conditions

1. The development shall not begin until details of the disposal of surface water from the drive and parking area have been submitted to and approved in writing by the Local Planning Authority in conjunction with the Highway Authority. The dwelling shall not be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details. Reason: to minimise danger, obstruction and inconvenience to highway users.
2. No wall, fence, hedge or other means of enclosure to be provided along the public car parking frontage shall exceed a height of 600mm above the level of the centre line of the access for a distance of 25m on both sides of the access (reference Road in Herts Table 4.2.3.1). Reason: 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.

3. Upon completion of the development and the/altered access brought into use, all other existing access points not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway, verge and highway boundary. Reason: to limit the number of access points along the site boundary for the safety and convenience of the highway user.

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.

5. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highway Authority prior to commencement of the development. Reason: in the interest of highway safety and the free and safe flow of traffic.

The proposals are not considered to greatly impact upon the highway safety or capacity. It is considered acceptable to the Highway Authority.

Crime Prevention Design Advisor, Hertfordshire Constabulary

Whilst generally in favour of this development, there is an element of the design that causes me concern.

1. Rear garden boundaries with rear parking area: this is the area that causes me concern, due to the rear garden boundaries for ground floor flats as shown on the image within the Design and Access Statement under 'Access' on page 8. This boundary treatment being 1.8m high fencing will hinder natural surveillance from ground floor flat rear rooms and create canyons

between the boundaries as residents approach the rear communal entrance doors. The boundary will de-activate the rear ground floor edge of the flats. By creating recess areas which are not overlooked from ground floor rooms it is likely to create a fear of crime and could help facilitate ASB.

Note: The proposed 1.8m high close boarded fence has now been replaced with 1m high fencing.

2. I am pleased that there is:

a) separation between the footpath from the north east edge of the site to the garages and facilities in Forest Road. However I would recommend the removal of the access gate in this boundary as residents will leave it open and this will create an easy escape point for offenders. The footpath proposed is not providing access for residents but other users who use the footpath to cross the site for access to the rear alleyway to garages, etc.

Note: This footpath has now been removed from the scheme.

b) I am pleased there will be an audio/video operated communal door entry system. I hope that the development if given planning permission will be built to the physical security standards of 'Secured by Design', which has been shown consistently to reduce the potential for burglary by 50% to 75%.

3. Other comments:

a) There should be separation between the footpath on the west side of the development and parked vehicles adjacent within the rear parking area. This could be achieved with open top railings and or suitable hedging.

Note: There is an existing 1.8m high close boarded fence along this boundary which will be retained.

b) There should be separation between parking space 4 in the north east public parking area, which could be achieved with a knee high rail. This will help stop unnecessary scratching along the side of a car parked in this space.

Note: The 4 public parking spaces originally proposed at the eastern end of the building have now been removed from the scheme.

The Crime Prevention Design Advisor has confirmed that the amendments made to the scheme (as noted above) are acceptable.

Arboricultural Officer

The proposals will require the loss of an ornamental cherry and hornbeam located on the highway frontage, in addition a significant length of beech hedge to form the new resident/visitor car park. There is some indicative planting shown to the rear of the new block and whilst this will not have a high impact on the street scene it will provide replacement trees on the site. A detailed landscaping scheme should be submitted and approved prior to development commencing.

Environmental Health

After visiting the area, I think that the distance from the main road [25m] is reducing the noise levels. Subjectively, the road traffic noise, although audible was not intrusive and bird song was clearly audible. The flow of traffic was steady and I assume that it would be typical of what the traffic would usually be like.

I took a single measurement and with appropriate glazing, internal noise levels for habitable rooms that look directly onto the main road ought to be reasonable. We are keen to safeguard the amenity of residents and so therefore, I suggest the following:

A requirement to ensure that any glazing looking directly onto the main road is able to achieve at least 30dB sound reduction, or a noise survey is conducted to

assess the road traffic noise and appropriate glazing is selected to achieve the reasonable standard.

APPRAISAL

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.*

Land allocation

The site is located within a primarily residential area on the Proposals Map of the Watford District Plan 2000. There is no objection in principle to the introduction of new residential development on this site subject to satisfying the relevant policies.

Housing policies

The principle of new residential development within a primarily residential area is acceptable. As the proposal is to replace the existing sub-standard flats on the site, there is no objection in principle to the provision of flats in this case. The proposal will provide a mix of one and two bedroom flats suitable for 2 and 4 persons which is acceptable.

All of the proposed flats exceed the Council’s internal space guidelines, as set out in the Residential Design Guide, and have acceptable internal layouts. The table below compares the proposed development with the minimum requirements:-

Number of bedrooms	Minimum floor area (RDG)	Floor area provided in scheme
1 bed (2 persons)	37m ²	50m ²
2 bed (4 persons)	61m ²	71-72m ²

All of the flats are all dual aspect with windows to the front (south) and rear (north) of the building. As such, all of the flats will have a good level of residential amenity in terms of outlook, privacy and natural light for future occupiers. The six ground floor flats have semi-private garden areas on the rear elevation varying in size from 17 m² to 38m². A private communal amenity area has also been provided to the north of the building with an area of approximately 270m², which is in excess of the minimum requirement of 260m² for a development of this size set out in the Residential Design Guide.

One factor that has the potential to have an adverse impact on the amenities of future occupiers is road traffic noise from the A405, which is sited 25m from the front elevation of the proposed building. Environmental Health consider that, due to the distance involved, noise is unlikely to be significant and good internal noise levels can be achieved to the flats with appropriate thermal double glazing. This can be secured by condition.

As the proposal is for more than 10 dwellings, there is a requirement to provide 35% affordable housing. Saved Policy H16 of the Watford District Plan also seeks to ensure no loss of affordable housing. In this case, all of the proposed units are to be affordable, with the applicant confirming that 20 of the flats will be for affordable rent and 2 for social rent. The applicant has agreed to enter into a planning obligation to secure this. Although this will still result in an overall loss of 3 affordable units on the site, the size, self-containment and quality of the new units, meeting all current standards, is a significant planning and housing benefit in this case that will outweigh this loss.

Character of the area

The surrounding area is characterised by short terraces of two storey housing with pitched roofs. The predominant material is dark red multi facing brick with some tile hanging, pebbledash and painted render. The exceptions to this are Lincoln Court and the Orbital Community Centre. Both are of a larger scale with unique design and brown multi brick is their predominant material. Lincoln Court is 4 storeys with a flat roof and is set at right-angles to Haines Way. As such, it appears as an incongruous and jarring feature in the locality. This is exacerbated further by its juxtaposition with the adjacent 2 storey housing immediately to the north. The Orbital Community Centre is 2 storeys with mono-pitched roofs and is also set at right-angles to Haines Way. Both buildings have extensive areas of car parking fronting Haines Way. Overall, they both appear as negative elements within the street scene and locality.

The proposed scheme addresses Haines Way in a positive way. It is sited along the southern and eastern boundaries of the site with the building footprint following the curve of the road. All six ground floor flats have private entrance doors on the frontage whilst the upper floor flats are served by 3 communal entrances, also located on the frontage. The private and communal garden areas are all located to the rear of the building as is the majority of the car parking. As such, the building provides a new, active frontage to Haines Way, provides a clear distinction between the public and private realms, relates well to the surrounding houses and is a positive addition to the street scene and the wider area.

Design and appearance

The proposed building has an elongated and curved footprint, following the bend of the road on Haines Way. The main element of the building is 4 storeys but this steps down to 3 storeys at its eastern end as it approaches the 2 storey houses on Haines Way (nos. 2-10). Although the scale of the building is still significantly greater than the existing houses, the siting of the building towards the road

frontage achieves a much better relationship with the surrounding houses, and its design, although more contemporary, incorporates pitched roofs and is more sympathetic to the surrounding character.



Elevation to Haines Way

The design of the elevations is restrained but with a strong vertical rhythm in the fenestration on all elevations to give a modern appearance that complements the surrounding buildings. The proposed materials are red facing brick, cream render and grey concrete roof tiles with grey aluminium windows, which complement the variety of materials found in the locality.

Impact on neighbouring properties

All the neighbouring houses are located to the north of the site. The existing building is sited 4.5m from the flank elevation of 33 Forest Road and 10m to the south-east of 35 Forest Road. The proposed building will be sited significantly further away from both properties at 23m and 27m respectively. With regard to the house at 10 Haines Way, the proposed building will be sited 9.5m from the flank elevation of this property. As the property has no windows in this flank elevation, the proposed building will have no impact on the amenities of the

occupiers.

Transportation, access and parking

The existing site incorporates an undefined number of parking spaces and 4 lock-up garages. Based upon the size and layout of the parking areas, it is estimated that 25 cars could be accommodated. The proposal incorporates 26 parking spaces and, therefore, the proposal will not generate any greater level of traffic than the existing. The existing access off Haines Way is to be closed off and a new access created 31m to the west along the Haines Way frontage. This access achieves full visibility in both directions and is sited further away from the bend in the road than the existing access. This is acceptable to the Highway Authority.

The provision of 26 parking spaces for the scheme accords with the Council's maximum standards, which would allow a maximum of 31 spaces to be provided. This is acceptable in principle. As part of the application submission, the applicant commissioned a transport assessment including an assessment of car ownership levels and a night-time parking survey to assess the level of on-street parking demand from local residents. Based upon the existing car ownership levels within the Woodside area from the Census 2011, it is predicted that the level of car ownership from the development would be 28 cars. However, this does not take account of the fact that all of the units would be affordable housing. This is likely to result in a lower level of car ownership than the average for the whole ward, because there are unlikely to be households with 3 or 4 cars within the development. The provision of 26 parking spaces is therefore considered to be a reasonable and appropriate level of provision.

The car parking survey was undertaken over two nights, at 1.00am in each case, on both Wednesday 18th and Thursday 19th October 2014, to establish the level of on-street parking demand from local residents. The survey identified the number of unrestricted kerbside parking spaces available on the surrounding

roads that could be legally and safely used. The average number of cars parked on each road was then calculated over the two nights.

Street name	Overnight average		
	Total parking spaces	Cars parked	Parking stress (%)
Haines Way	46	19	41%
Forest Road	34	34	99%
Sheepcot Lane	43	22	51%
Woodgate	12	4	33%
Total	135	79	58%

The survey highlights the fact that Forest Road is generally fully parked on-street but that the other roads have significant available capacity. In the case of Haines Way, this is less than 50% parked, with only 19 of the identified 46 spaces utilised. This indicates that Haines Way would be able to accommodate overspill parking from the development if the proposed 26 spaces proved to be inadequate.

It is noted that local residents have expressed significant concerns regarding on-street parking congestion on Haines Way, and have submitted photographs to illustrate this, but this appears to be connected with the use of the Orbital Community Centre. Certainly, this level of on-street parking was not recorded in the night-time surveys. Whilst it is acknowledged that the existing Lincoln Court car park appears to be used unofficially by local residents, and presumably by visitors to the community centre, this is not a reason either to require additional parking provision for the proposed development or to refuse the application. Parking issues relating to the use of community centre are a separate matter and are not relevant to the consideration of this application.

With regard to servicing, tracking diagrams have been submitted to demonstrate

that a refuse vehicle, fire engine and ambulance can all enter the site in forward gear, turn around, and leave in forward gear. A communal bin store has been provided adjacent to the parking area that is easily accessible for collection and is of sufficient size for the 16 flats on the upper floors. The six ground floor flats have bin storage areas within their garden areas adjoining the car park.

The proposal incorporates a secure, communal cycle store for 16 cycles for the flats on the upper floors. The six ground floor flats will have secure storage within garden sheds, sited within their garden areas. This accords with the Council's standards and is acceptable.

Landscaping

The site contains very limited soft landscaping, confined to the grass verge to Haines Way adjoining the car park, containing two street trees at the eastern end of the site and the hedge around the communal amenity area at the western end of the site. The two existing trees will be lost to facilitate the development but adequate space will be created as part of the development to allow new tree planting, both within the verge and the communal garden area. Opportunity will also exist to retain part of the existing hedge along the western boundary and for new hedge and shrub planting along this boundary. The applicant has also identified opportunities for the ecological enhancement of the site through the planting of native species and the installation of bat and bird boxes within the development.

Community Infrastructure Levy (CIL)

The Council's CIL charging schedule was implemented on 1st April 2015 and, as such, the proposed scheme will be liable for CIL charges. The CIL charge covers a wide range of infrastructure and community facilities including education, childcare, libraries, youth facilities, open space, children's playspace, transport and healthcare. Under the Community Infrastructure Levy Regulations 2010, payments towards infrastructure and facilities covered by CIL can no longer be

sought by section 106 planning obligations unless there are site specific requirements which are necessary to make the development acceptable. CIL is charged on the relevant net additional floorspace created by the development. The charge for residential floorspace is £120m². The CIL charge is non-negotiable and is calculated at the time planning permission is granted. An exemption can also be sought in respect of affordable housing, in which case no CIL charge will apply. As such, the development will not attract any CIL charge if this exemption is applied for.

Planning obligations under section 106

With the implementation of the Council's CIL charging schedule on 1st April 2015, section 106 planning obligations can only be used to secure affordable housing provision and other site specific requirements. Tariff style financial payments can no longer be sought. 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.

In the case of the current planning application, the only planning obligations required to make the development acceptable are:

- i) Securing all of the units as affordable housing units, in accordance with saved Policy H16 of the Watford District Plan 2000.
- ii) The provision, as necessary, of fire hydrants to serve the development in accordance with Policy INF1 of the Watford Local Plan Core Strategy 2006-31 and saved Policy H10 of the Watford District Plan 2000.

These obligations meet the tests in Regulation 122 of the Community Infrastructure Regulations 2010 and, consequently, can be taken into account as a material planning consideration in the determination of the application. The applicant has agreed to enter into these planning obligations and a unilateral undertaking is currently in preparation.

Conclusion

The provision of new flats on this site is acceptable in principle within this residential area. The development will provide a significant, high quality building on this site that will enhance the street scene and the wider area. The siting and design of the proposed building will ensure that it 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. The scheme includes the provision of 26 on-site parking spaces for the 22 flats proposed, which is in accordance with the Council's current maximum parking standards and is considered an appropriate level of provision. Overall, the proposal accords with the policies of the local development plan and is considered to be acceptable.

HUMAN RIGHTS IMPLICATIONS

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.

RECOMMENDATION

That, subject to the completion of a planning obligation under s.106 of the Town and Country Planning Act 1990 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 22 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:-

100, 101

LC/AP/XX/00/DR/A/0150/S4/P13

LC/AP/XX/XX/DR/A/0151/S4/P7, 0152/S4/P6, 0158/S4/P9, 0159/S4/P9,
0160/S4/P5

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. This 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. The 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, canopies and balcony railings, have been submitted to and approved in writing by the Local Planning Authority. All windows to the flats must achieve a minimum sound reduction of 30dB where they face directly onto Haines Way. 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. No construction works shall commence until details of a sustainable surface water drainage scheme for the development has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the approved drainage scheme has been implemented in full.

Reason: To ensure the surface water drainage is designed to minimise the likelihood of flooding downstream, to reduce the risk of flooding by ensuring the satisfactory storage of and disposal of surface water from the site, and to reduce the impact of flooding on the proposed development in

accordance with Policy SD2 of the Watford Local Plan Core Strategy 2006-31. This is a pre-commencement condition as these details need to be approved by the Local Planning Authority before the development is constructed.

8. No part of the building 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.

9. No part of the building 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. No wall, fence, hedge or other means of enclosure to be provided along the Haines Way frontage shall exceed a height of 600mm above the level of the centre line of the new access junction for a distance of 25m on both sides of the access (reference Road in Herts Table 4.2.3.1).

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.

10. No part of the building shall be occupied until details of the bin store and the cycle store (sufficient to accommodate a minimum of 16 cycles) as shown in principle on drawing no. LC/AP/XX/00/DR/A/0150/S4/P13, have been submitted to and approved in writing by the Local Planning Authority and the bin store and cycle store have been constructed in accordance with the approved details.

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.

11. No part of the development shall be occupied until the 26 car parking spaces shown on drawing no. LC/AP/XX/00/DR/A/0150/S4/P13, 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.

12. 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 22 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

100, 101

LC/AP/XX/00/DR/A/0150/S4/P13

LC/AP/XX/XX/DR/A/0151/S4/P7, 0152/S4/P6, 0158/S4/P9, 0159/S4/P9,
0160/S4/P5

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