

Brightwell Court, Watford

■ Design & Access Statement

for
Watford Community Housing



Revisions

Revision	Status	Description	Date	Issued	Checked
PL01	PLANNING	Issued for Planning	May 20	JG	

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■ 1.0 Introduction

The following statement, prepared by Rock Townsend on behalf of Watford Community Housing, represents a summary of the design process for the proposed redevelopment of Brightwell Court, Brightwell Road, Watford.

1.1 Overview

Site

Brightwell Court is at the junction of Hagden Lane (A4145) and Brightwell Road, to the south west of Watford, near to the Vicarage Road neighbourhood centre.

The site consists of an existing 3 storey residential building containing 19no. studio flats providing temporary accommodation and 1no. two bedroom wardens flat. To the rear of the building is a parking court and 4no. garages.

The Proposal

This proposal is for the demolition of the existing buildings to be replaced with 13no. two bedroom flats for affordable rent. The proposal looks to reinstate 8no. parking spaces for residents and provide cycle storage on a 1:1 basis.

1.2 The Applicant

The client, the housing association Watford Community Housing, owns and runs the existing building at Brightwell Court, Watford. Whilst the existing building currently provides 20 flats, mostly small studio dwellings, they have identified the need for slightly larger dwellings for small families built to modern space and quality standards. They wish to demolish the existing building and replace it with a block comprising two-bedroom dwellings. In addition, and in anticipation of future regulation changes, they would like the new-build to be gas free and target higher standards of energy efficiency.

1.3 The Design Team

The design team include:

Client: Watford Community Housing
Architect: Rock Townsend Architects LLP
Ecology: Elmaw Consulting
Transport: TPA Transport Planning
Contractor: Jarvis
Sustainability: Waterstone Consulting

■ 2.0 Analysis

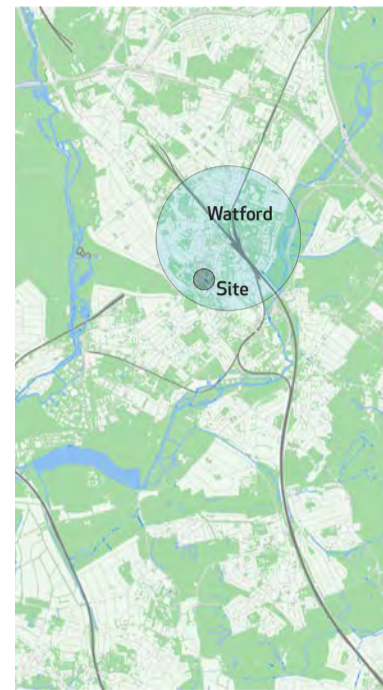
2.1 Site Location

Located close to Watford town centre and to the North of Harwoods recreation ground, the site sits on the corner of two residential teraced streets, Brightwell Road and Hagden Lane (A4145).

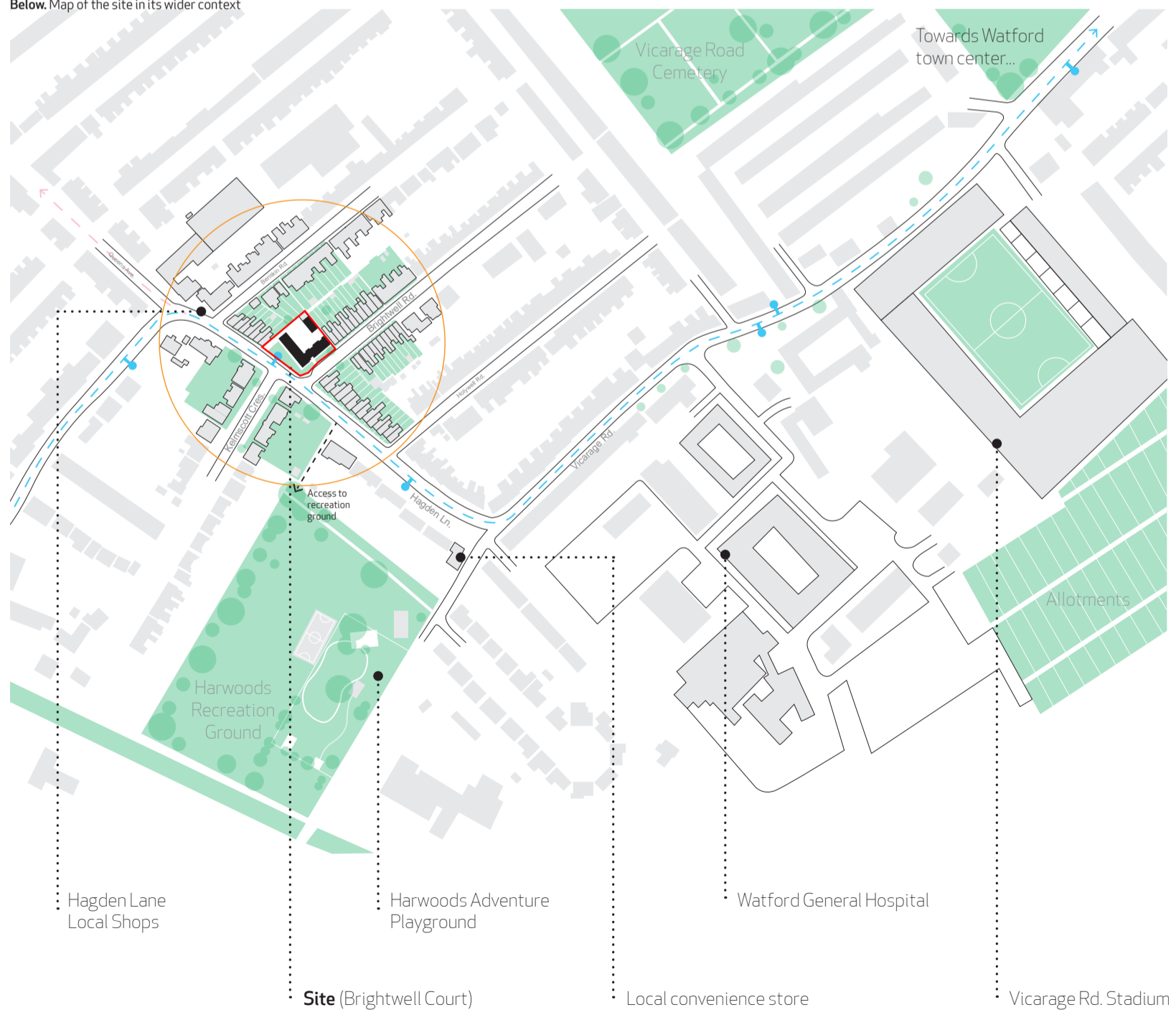
The centre of the town is a 15 minute walk east with shops, restaurants and other services, whilst to the west lies Westfield Academy secondary school and sixth form.

Harwoods recreation ground includes a childrens playground and sports court and is located within a 1 minute walk from the site.

To the south east and within a 5 minute walk is Watford General Hospital and Vicarage Road Stadium and beyond that lies an industrial estate and allotments.



Above. Area map of Watford;
Below. Map of the site in its wider context



2.2 Existing Site

The site consists of a three storey residential building contains 19no. studio flats for temporary accommodation and 1no. two bedroom warden flat built during the 1960's

The existing building forms a 'L' shape in plan with the main entrance to the flats from Brightwell Road.

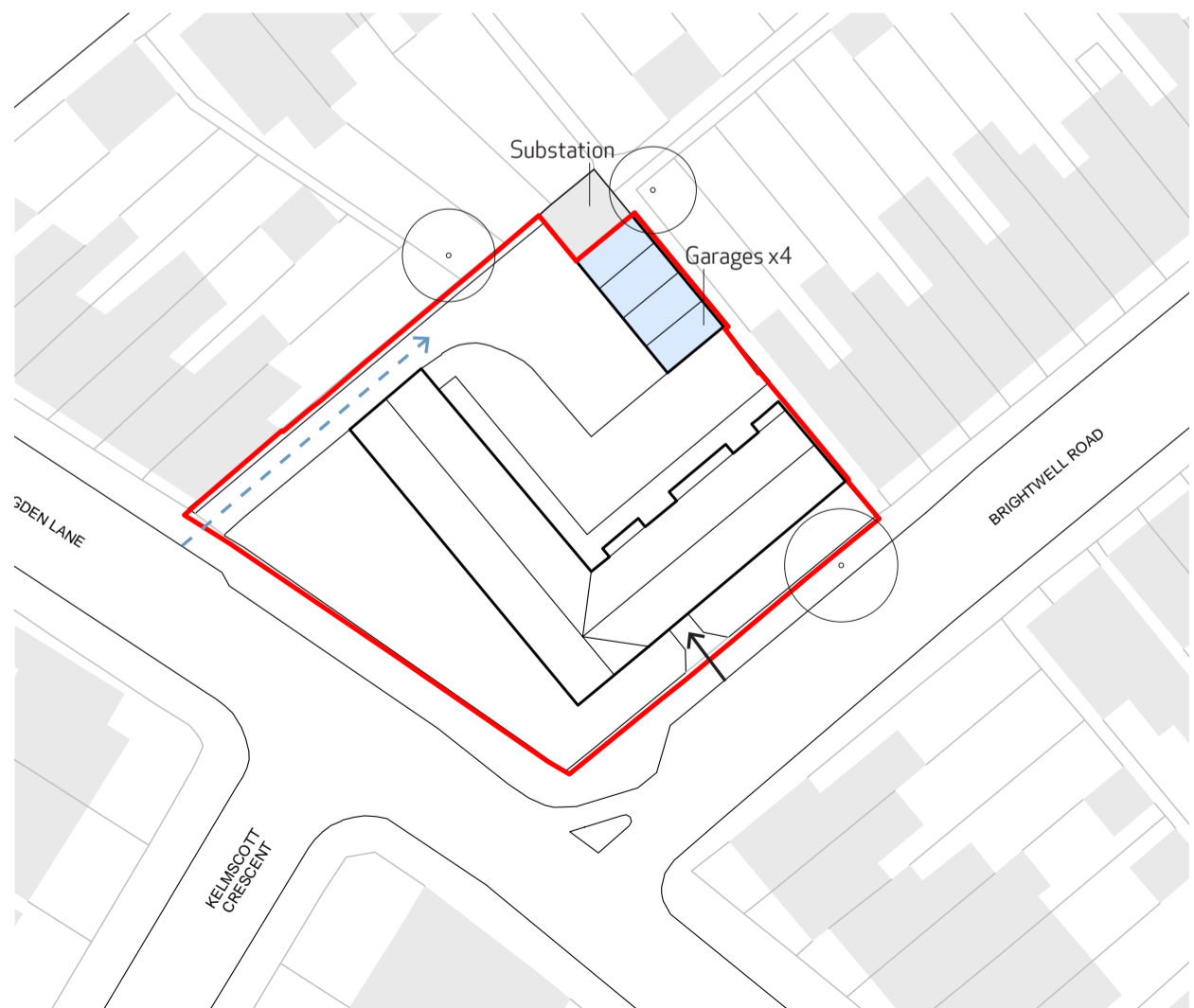
The existing vehicular access is from Hagden Lane serving a rear parking court and garages. The vehicular access also provides access to the rear garden of a property on Benskin Road and a electrical sub-station that is being retained.

There are a number of trees located near the site but not within the site boundary.



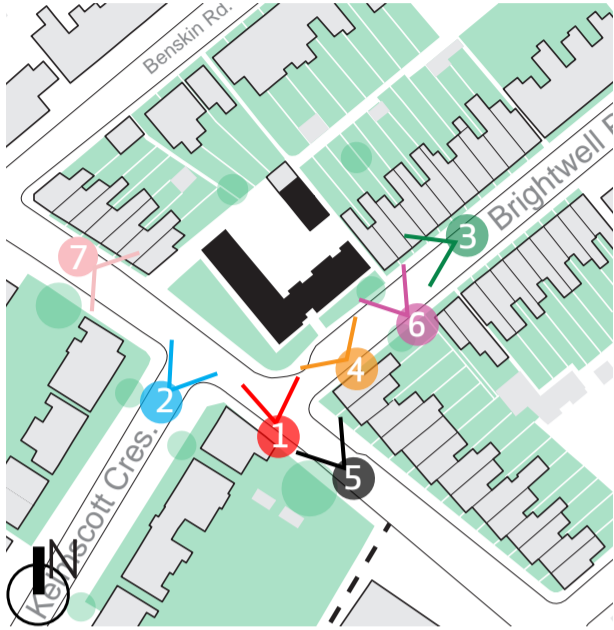
Key:

- Site Boundary
- Existing Buildings
- Surrounding Buildings
- ↖ Existing Entrance
- ↗ Access to rear parking
- Existing tree
- N



Right. Ordnance Survey Plan;
Above. Aerial view of the site

2.3 Site Photographs



Above. Key plan;
Below. Site and edge condition photographs



1 Brightwell Court from the corner of Hagden Lane and Brightwell Road. The exposed gable of a Hagden Lane terrace stands out as the building line of the existing steps back.



2 South-west facade facing onto Hagden Lane, taken from the junction at the end of Kelmscott Crescent



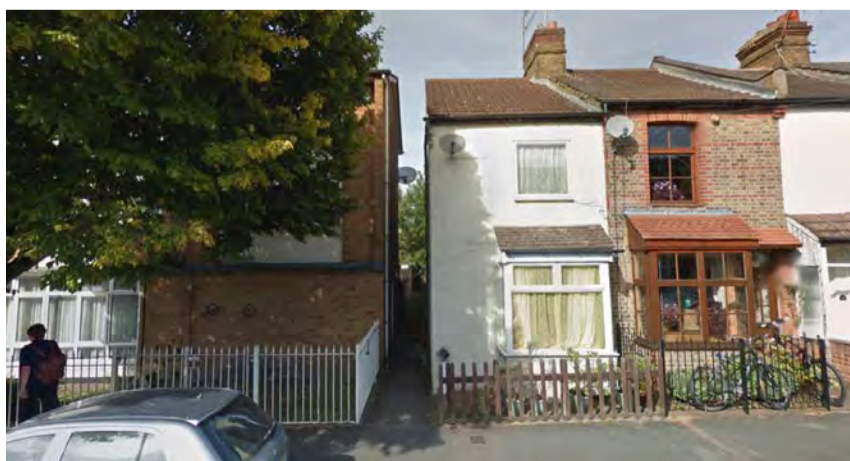
3 Looking south-west towards the existing Brightwell Court block from Brightwell Road



4 South-east facade facing onto Brightwell Road, showing the entrance to the existing block of flats



5 View from Hagden Lane showing the corner of Brightwell Court and the exposed gable wall of the terrace beyond.



6 Public footpath running along the north-east site boundary between the existing and the end of terrace house on Brightwell Road



7 View towards Brightwell Court from the corner of Hagden Lane and Queens Avenue

2.4 Site Edge Conditions

The site is bounded to the north-east by a public footpath from Brightwell Road, serving the rear gardens of properties on Brightwell Road and Benskin Road.

The end-of-terrace house on Brightwell Road (Number 92) has its main entrance down this alley, directly facing the flank wall of the existing building.

Along the north-west boundary, the site is adjacent to the end-of-terrace unit on Hagden Lane, where a close-boarded fence separates the neighbouring garden from the car park on site.

The boundaries along the street on Hagden Lane and Brightwell Road are marked by a low steel railing, painted white.

The existing building is set back from the back-edge of pavement with a small planted area including grass contributing to the street scene and creating a buffer between the foot path and the ground floor flats



8 Existing vehicular access to the rear parking court and garages



7 Public footpath running along the north-east site boundary between the existing and the end of terrace house on Brightwell Road

Top right. Site and edge condition photographs;
Right. Aerial photographs of site



2.5 Site Connectivity & Accessibility

Pedestrian Access. The main entrance and primary pedestrian access is from the footpath along Brightwell Road. Watford town centre is within short walking distance.

Cycle Access. Brightwell Road sits on an identified cycling route, part of Watford's cycling network which can be found on British Cycling's website.

Watford Junction station is under 10 minutes cycle, which has secure bike parking facilities.

Public Transport Access. Located within 5 and 10 minutes walk from both stations the site is well served by mainline and underground services. The closest bus stop is directly outside the building.

Brightwell Road is a bus route served by the No. 10, W1, W21 and 320 buses. Several nearby routes connect the site with Hatfield, Luton and St Albans.

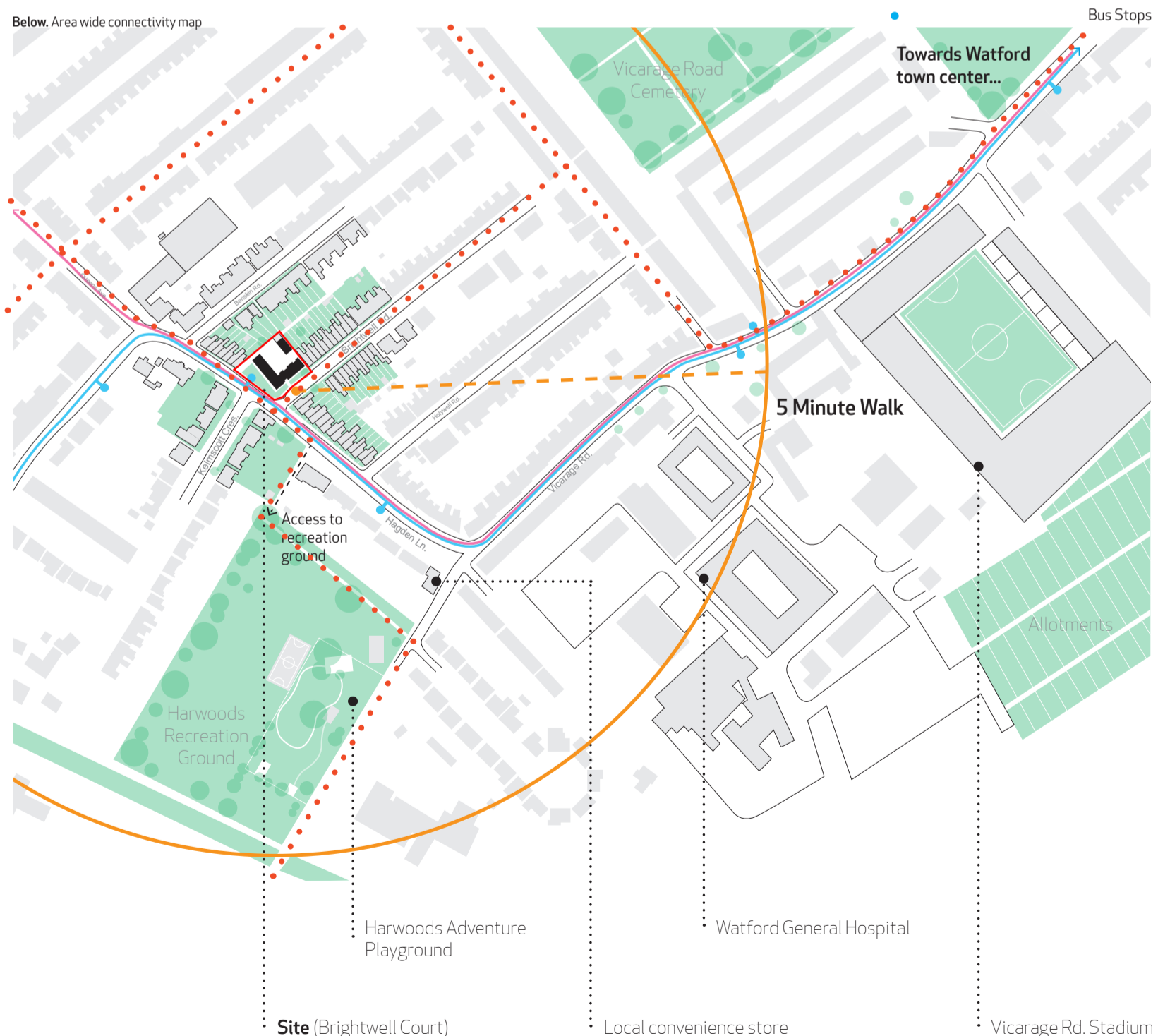
Vehicular Access. The site is at the junction of Hagden Lane (A4145) and Brightwell Road. Existing vehicular access is provided from Hagden Lane to a rear parking court.

The A412 passes through Watford just north of the site, creating connections east to the M1 and west to the M25.

- Key:
- Site Boundary
 - ⋯ Cycle routes
 - Bus routes



Below. Area wide connectivity map



2.6 Tree Survey

There are currently no trees or planting of importance within the site boundary. There is a single significant tree (tree A) just outside the site boundary located within the footpath on Brightwell Road. This is a Category C, immature Hornbeam tree, which has been extensively pruned (crowned). The tree will be protected during construction, and trial pits will determine the extent of the trees roots near the existing building.

Any other trees approaching the site boundary are on the private property of surrounding houses.

See attached Tree Constraints Plans & Tree Protection Plan from the arboricultural consultant for further details.



2.7 Flood Risk Assessment

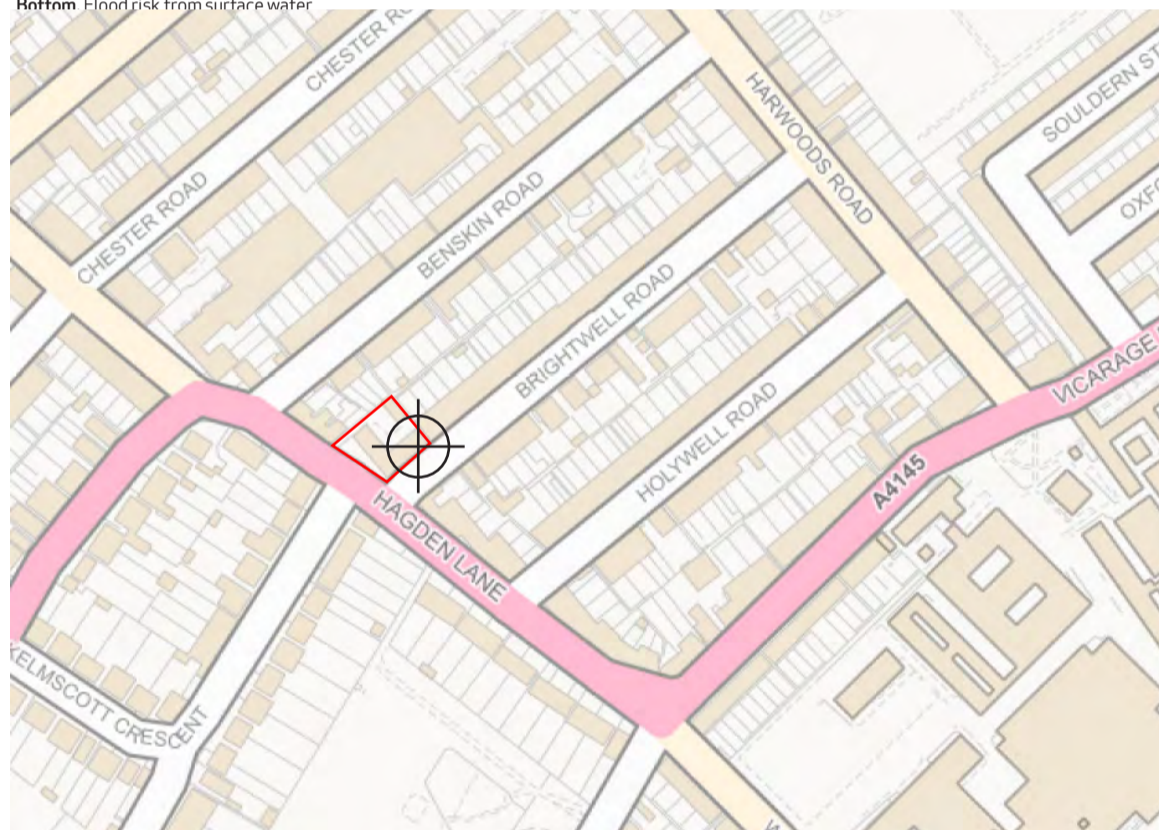
Flood risk from rivers and the sea:

Brightwell Road is in an area classified as **very low risk** of flooding from rivers and the sea; land assessed as having a less than 1 in 1000 annual probability in any year (<0.1%). This is a very low probability of flood risk and therefore the proposed development is shown to be appropriate in accordance with Table 3: Flood Risk Vulnerability and Flood Zone Compatibility of the NPPF and no Sequential Test or Exception Test is required.

Flood risk from surface water:

The site is shown to have **low to medium risk** of flooding from surface water; land assessed as having a chance of flooding of between 1% and 3.3%. Included in the application is a SUDs report, which proposes measures to mitigate this risk.

Below. Flood risk from rivers or the sea;
Bottom. Flood risk from surface water



Key:

- Very low risk
- Low risk
- Medium risk
- High risk
- Site boundary
- Site

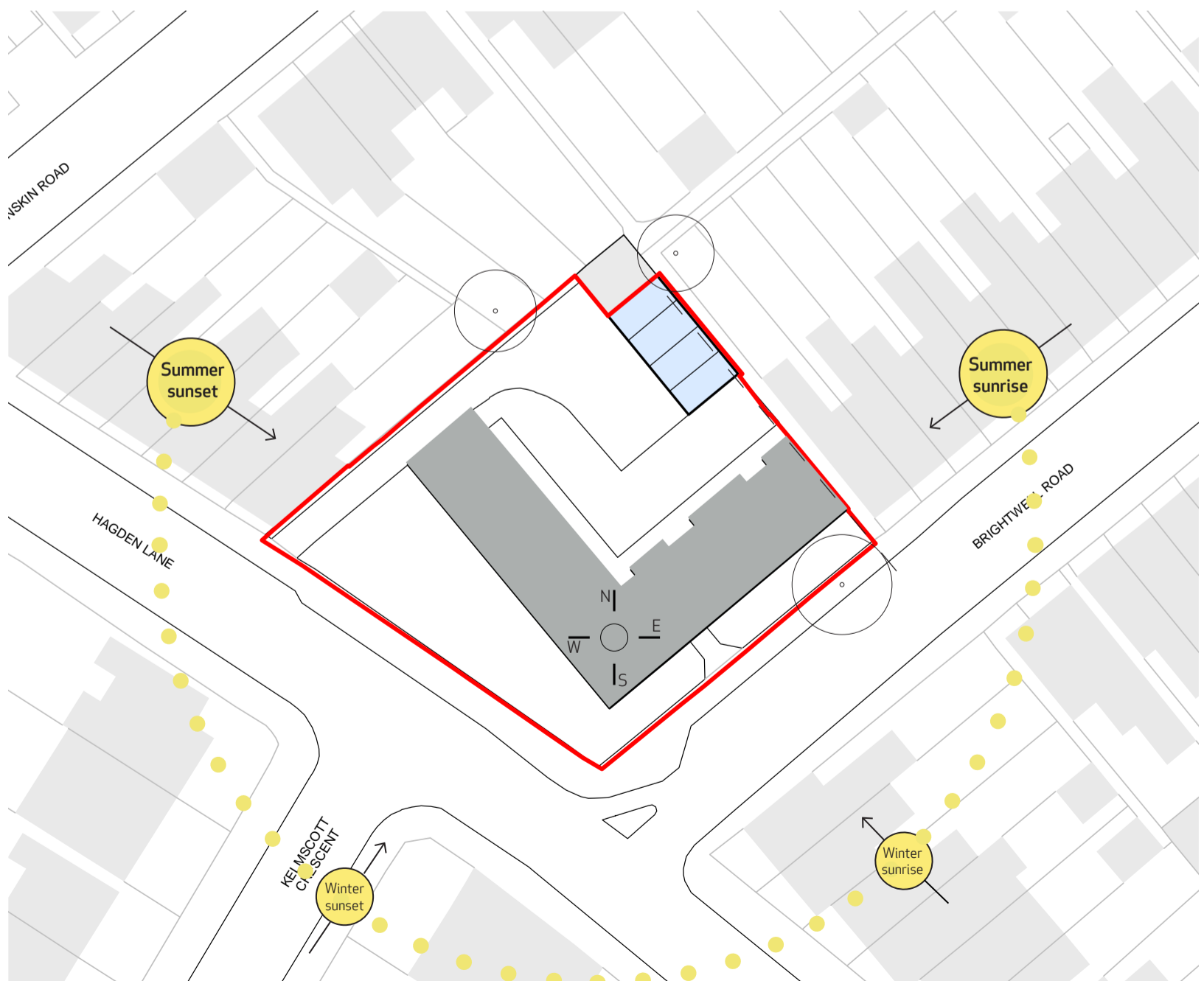
2.8 Orientation

The site is roughly square and is oriented so that each corner is facing North, East, South and West respectively. The existing block of flats has a layout such that it takes on the form of a 90 degree 'L' shape with the outside corner facing south. Since Brightwell Road and Hagden Lane do not meet at 90 degrees, this leaves the existing building set back from the street.

The new build will instead follow the building lines of the street. This will improve the daylighting inside some of the flats, as they face closer to south.

Due to the orientation of the site and the positions of the neighbouring properties and existing buildings, the proposal will have very little impact on the overshadowing of neighbouring land. A shading analysis has been carried out and is included in the appendix.

- Key:
- Site Boundary
 - Sun Path
 - Building Axis



Right. Site plan with sun path.

2.9 Contextual Analysis

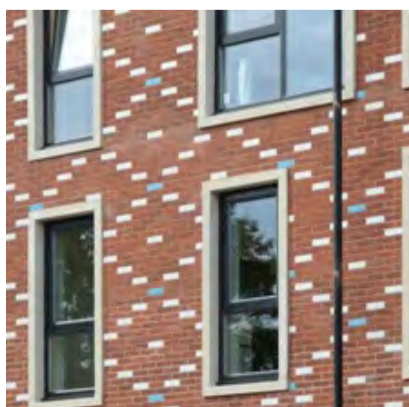
The local area consists of predominantly Victorian terraced housing. There is a distinctive use of brick patterning across the façades of the Victorian terraces adjacent to the site and on prominent corner buildings. There are many local examples of grey and buff brick being used with horizontal red brick detailing.

The site sits within 'Character Area 7D' in the borough's 'Character of Area Study'. It states this is a very urban character area of Victorian terraced housing, built between 1890 & 1910. The materiality is consistent in its use of brick, although much of this has been rendered, pebble dashed or painted over, creating a rich variety of materials.

Below: Brick patterning on properties in the local area surrounding Brightwell Court & some design precedents.



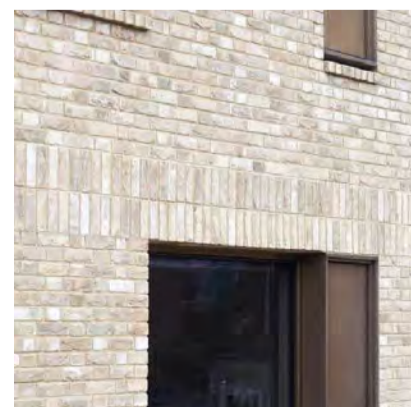
Above. Red brick with buff brick detailing and diamond pattern on a Harwoods Road house. **Below.** Brick patterning like this by Matthew Lloyd Architects was explored during the early design stages



Above Buff brick with horizontal red brick banding on a nearby Holywell Road corner building. **Below.** Silchester Estate, social housing by Haworth Tompkins showing horizontal detailing creating depth.



Above. Grey brick with red brick detailing and banding pattern on a nearby Holywell Road house. **Below.** Precedent image showing horizontal detailing created with double soldier course.



2.10 Planning History

Records show that there have been 5 planning applications made in relation to this specific site (Brightwell Court, Brightwell Road, Watford, WD18 0HP) on Watford Borough Council's planning portal. Included in this is the application for the construction of the existing building (19 flats for temporary accommodation together with a wardens flat).

2.11 Planning Policy

The site, located in Watford, is under the jurisdiction of Watford Borough Council (WBC)

The current planning policies for Watford are set out in the statutory development plan comprised by:

- National Planning Policy Framework, MHCLG (2019)
- Watford's Local Plan; Core Strategy (2013)
- Watford District Plan 2000
- Draft Watford Local Plan 2020-2036 (emerging)
- Waste And Recycling Bin Allocation, Storage and Collection Guidance, WBC 2017
- Watford Character of Area Study 2011;
- WBC Residential Design Guide Amended (2016)
- Cycle Parking Supplementary Planning Document (2017)
- MHCLG (2016) Technical Housing Standards - Nationally Prescribed Space Standards.

In addition to the formal policies The London Housing Design Guide serves as a supplementary design guidance documents detailing good practice internal space requirements.

2.12 Pre-application advice

After a preliminary design was developed, this was submitted for pre-application advice and registered on 24th January 2020 with the application number 20/00087/PREAPP.

An initial pre-application meeting was held with the planning officer Andrew Clarke on 20th April. Comments and guidance from the meeting regarding parking, amenity, design & more were crucial in helping to further the design and ensure it met the expectations of the planning authority.

A follow up meeting was held on 5th May following the implementation of design changes, with some further comments helping to shape the proposal that is now submitted for consideration.

2.13 Pre-application consultation

The client intended to hold a public consultation in spring 2020 with neighbouring residents. The design team produced consultation boards describing the proposals. However due to a national lockdown imposed due to covid-19, with strict social distancing measures, it was not possible to run the consultation.

It is the intention of the client to consult local residents, so in lieu of an in-person consultation event, Watford Community Housing are notifying the local community of the proposals with a postcard through their doors. Local residents will be invited to look at the scheme online, which will be uploaded to the WCH website with a link to the planning application.



■ 3.0 Evaluation & Concept Evolution

3.1 Site Evaluation

The site presents a good opportunity for redevelopment, but the design must consider the following constraints:

Constraints

- Proximity of neighbours' buildings and gardens;
- Rear access to adjacent property;
- Existing substation on site;
- Electrical and telecoms cables running through and near to site boundary;
- Proximity of existing tree along south-east boundary;
- Justification of demolishing the existing building on site;
- Suburban built form, with low rise buildings;
- Public footpath and access route running along north-east boundary.

Opportunities

- To regenerate the immediate area;
- To demolish the outdated and ill-fitting existing building;
- To create a cohesive street frontage along Hagden Lane;
- To provide up to date accommodation built to modern space and quality standards, with an emphasis on higher standards of energy efficiency;
- To introduce a new and invigorated built form;
- To make better use of an under utilised site;
- To introduce soft landscaping, planting and better drainage to the site;
- Improving vehicular access to the site and pedestrian safety along the site frontage.

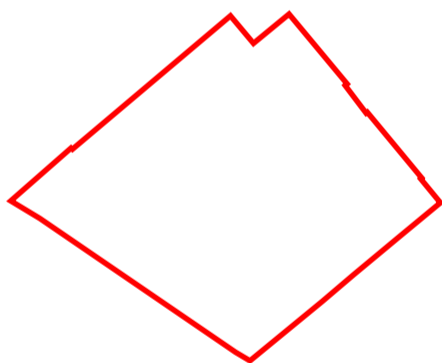


Right. Site plan illustrating

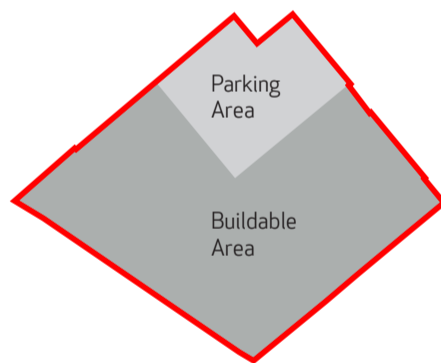
3.2 Layout

1. After the demolition of the existing block of flats and garages, the site will be empty except for the substation at the north corner.
2. A crude extrusion of the entire site represents the development potential without context.
3. To the rear, some private amenity space is added, improving the aesthetics, drainage and quality of the site.
4. Parking, to the rear, is accessed from Hagen Lane, retaining the existing point of vehicular access.
5. Understanding the boundary conditions, respecting adjacencies and potential overlooking, building lines are set back.
6. The corner block is opened out to align more closely with street frontages of the Hagden lane and Brightwell Road terraces.
7. The block is articulated so that, rather than appearing as one large mass, two smaller blocks are suggested, joined by a central entrance and stair core.
8. Heights have been adjusted to respond to adjacent building heights and proximity.
9. Lastly, a mixture of 3 and 4 person flats are positioned along an internal corridor at the rear of the block to maximise south facing and dual aspect dwellings, respecting potential overlooking. The rear parking is arranged more efficiently, to maximise amenity space.

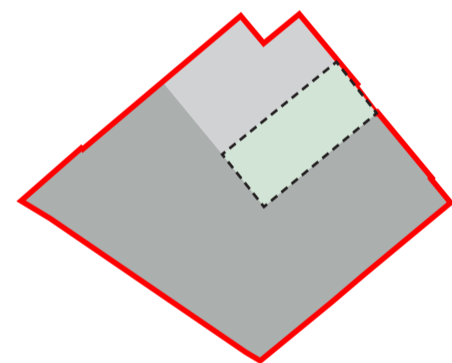
1_ Clear site



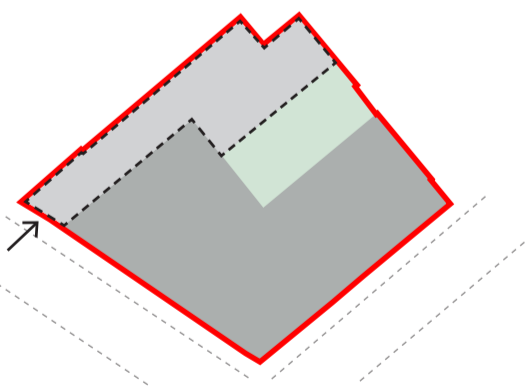
2_ Extrusion of the perimeter



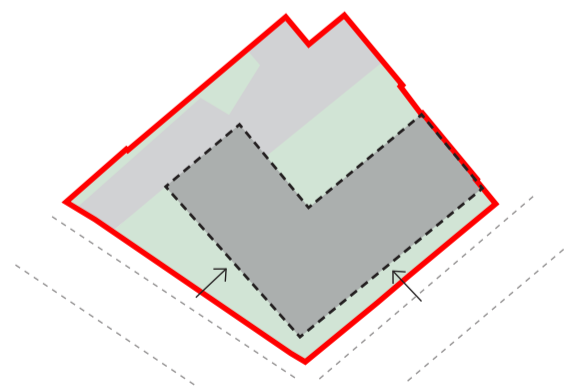
3_ Amenity space



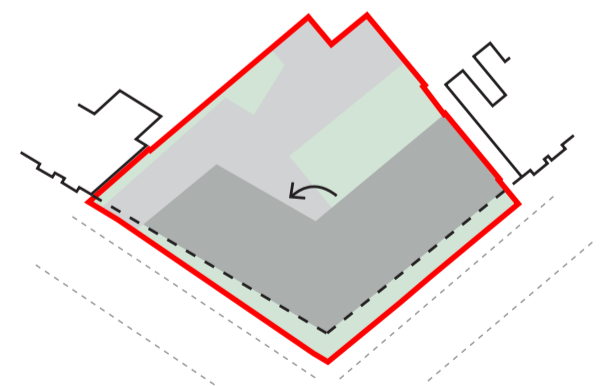
4_ Parking Access



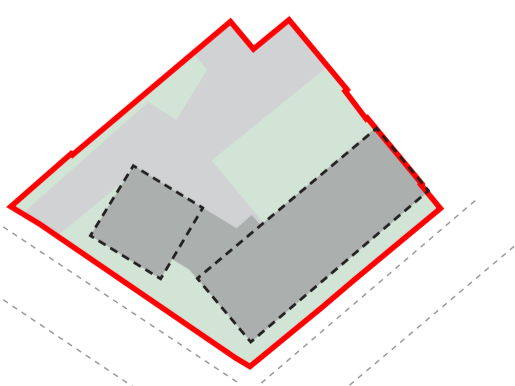
5_ Setting back from perimeter



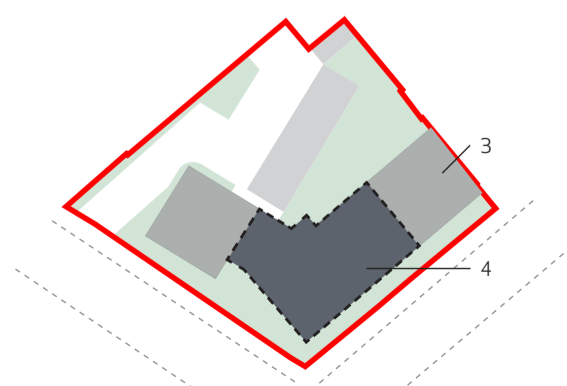
6_ Aligning with neighbouring buildings



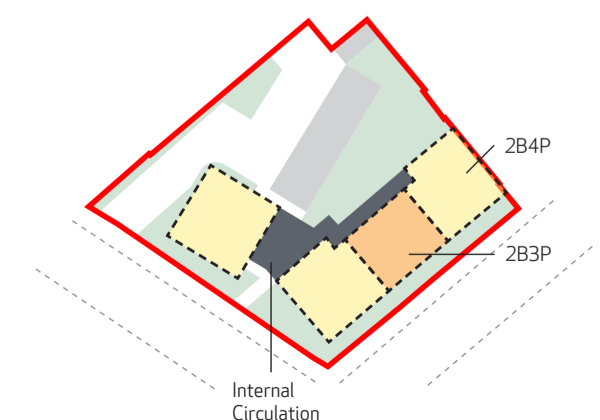
7_ Mass breakdown



8_ Heights 3-4 storey



9_ Building layout



3.3 Design Evolution

Since being appointed, the design has been through many different iterations.

A number of feasibility studies explored different unit mixes, with the client brief eventually settling on a scheme of two bedroom dwellings.

The massing of the block and the overall site layout has been through a number of iterations, responding to the context. A number of iterations are shown below.

Additionally, the heights of the block have been refined. Initially proposing an entirely 3 storey block, a fourth has been added in the more recent proposals to accommodate the larger flats. The proposed building steps down to 3 storeys where it approaches neighbouring property.

Materials and details have been chosen and designed to compliment the surrounding houses. Two brick colours will be used across the block, inspired by the richness of Brightwell Road and surrounding area.

The final design is considered to be the best option, making the most of the site, increasing the amenity space and off-street parking, whilst also respecting the context and potential overlooking or overshadowing. The proposed landscaping will greatly improve the look of the overall area and the sustainable drainage of the site.

OPTION 1 - Initial Design Option

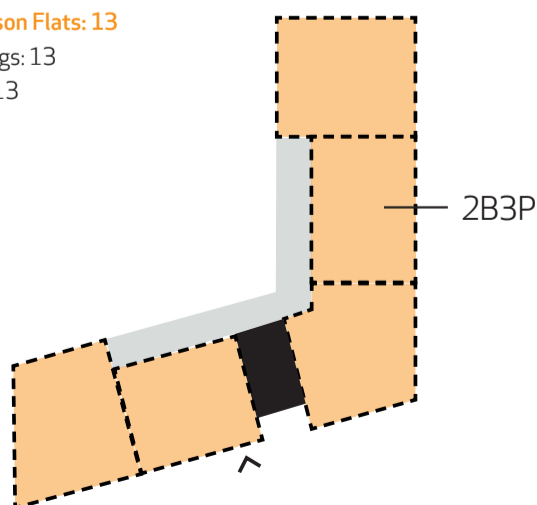
Three storey corner block with rear parking access underneath and amenity space to the rear.

Site Plan Evolution Key:

- Site Boundary
- - - Way leave
- Three Storeys
- Four Storeys



2 Bed, 3 Person Flats: 13
Total Dwellings: 13
Car Spaces: 13

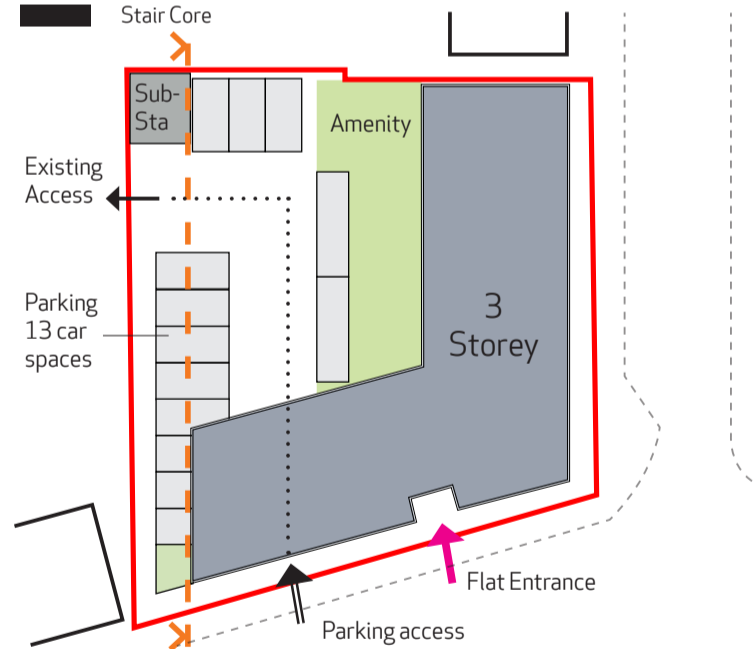


OPTION 2 - Early Design

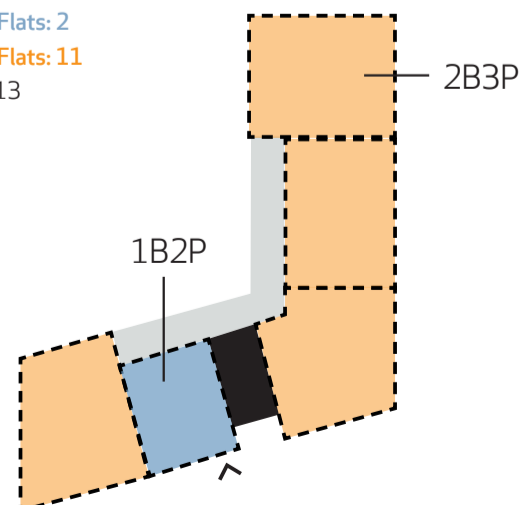
Three storey corner block with rear parking access and access to neighbouring property underneath. The western boundary of the block is set back away from the neighbouring terrace.

Flat Layout Evolution Key:

- 1B2P
- 2B3P
- 3B5P
- Circulation
- Stair Core



1 Bed, 2 Person Flats: 2
2 Bed, 3 Person Flats: 11
Total Dwellings: 13
Car Spaces: 13



OPTION 3 - Introduction of larger flats

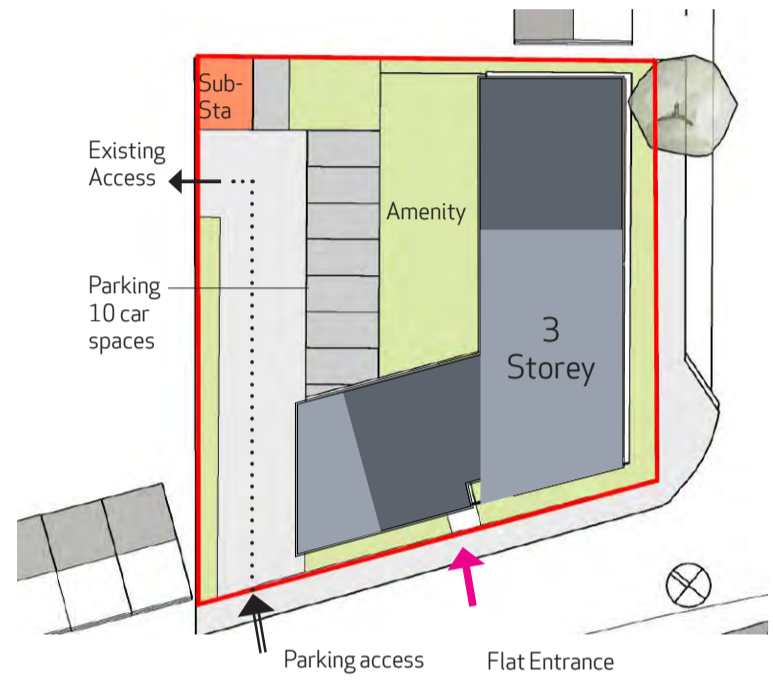
Corner block extends to four storeys at the centre (receding at both ends). The western boundary of the block is set further back, with rear parking and neighbouring property access maintained.



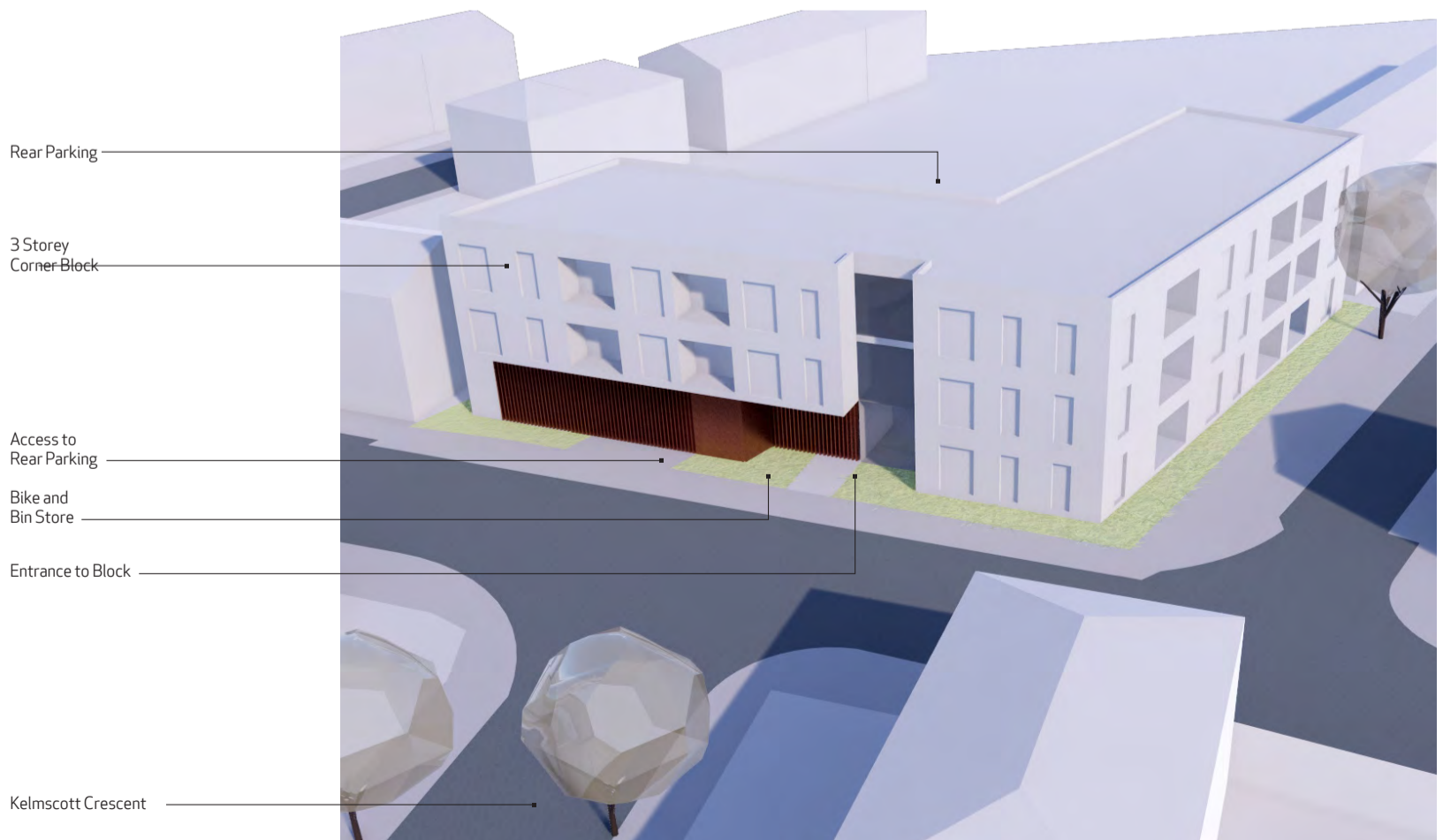
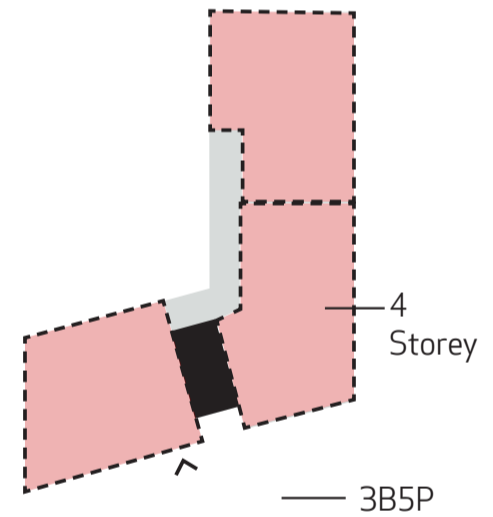
Initial design visualisations (Iteration 3)



Initial design visualisations (Iteration 3)

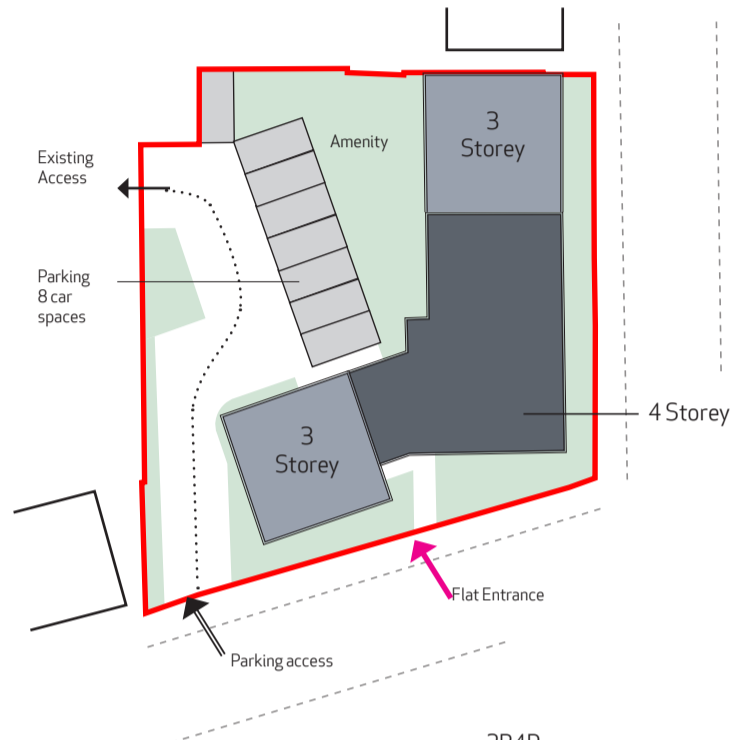


3 Bed, 5 Person Flats: 8
2 Bed, 3 Person Flats: 2
Total Dwellings: 10
Car Spaces: 10

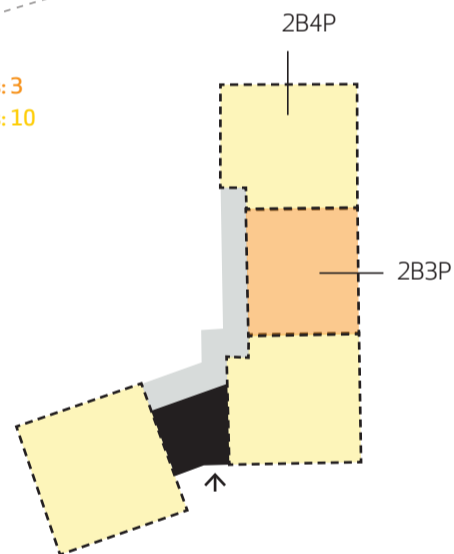


OPTION 4 - Pre-application submission

13no. two bedroom flats, maintaining parking access and access to neighbouring property. The mass is broken up into two distinct blocks, reducing its visual impact on the site.



2 Bed, 3 Person Flats: 3
 2 Bed, 4 Person Flats: 10
 Total Dwellings: 13
 Car Spaces: 8



■ 4.0 Design

4.1 Use

The proposed new homes fall within Use Class C3 defined under Town & Country Planning (Use Class) Order 1987.

4.2 Amount

The proposal is for 13 new flats, 7 car parking spaces and cycle parking spaces. The new flats comprise 3no. 2B3P flats and 10no. 2B4P flats. See Schedule of Accommodation -

4.3 Layout

The proposed site plan balances the need to protect the privacy of the neighbouring properties whilst maximising the site's potential.

Following the general layout of the existing Brightwell Court, the proposed new block of flats is arranged as a corner block. The proposal differs however, as it follows the building lines set by the neighbouring terraces, resulting in a layout that aligns more closely with the streetscape, following the corner of Hagden Lane and Brightwell Road. The proposal takes the form of a building with two 'wings' or 'blocks', separated by the main entrance and stair core.

The main entrance of the proposed block will be from the public footpath along Hagden Lane.

Replacing the existing garages, there will be 7no. car parking spaces provided in a parking court to the rear of the block

at the north corner of the site, for which there will be future provision for electrical vehicle charging points.

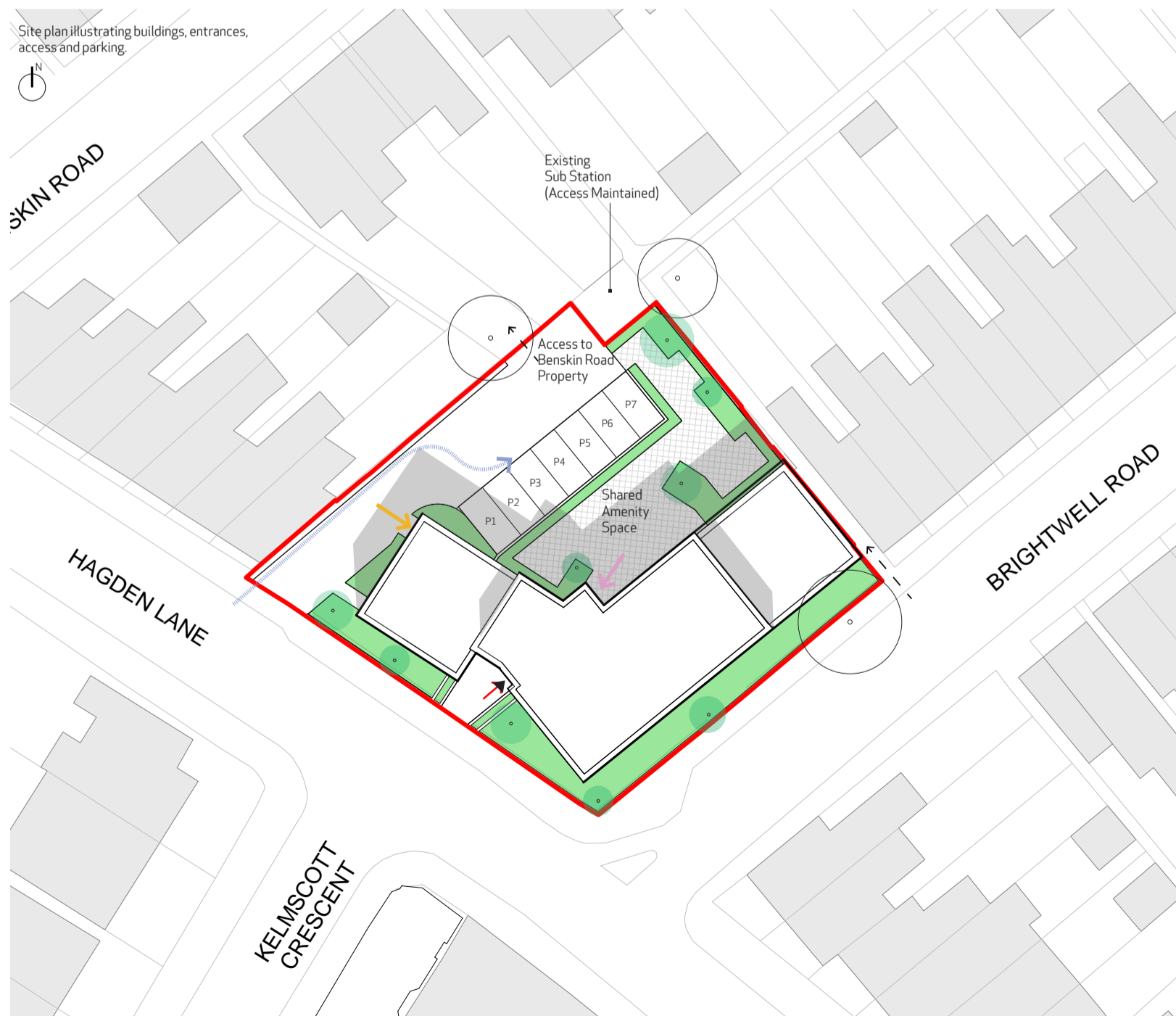
The proposal includes cycle parking at a ratio of one-to-one in the ground floor of the western wing of the block. A bin store and two plant rooms are also located here.

A communal garden is proposed to the rear of the block, which will be shared between the occupants of all 13 flats.

A rear entrance is provided for access to the garden and car park.

Key: Site and Block Plan

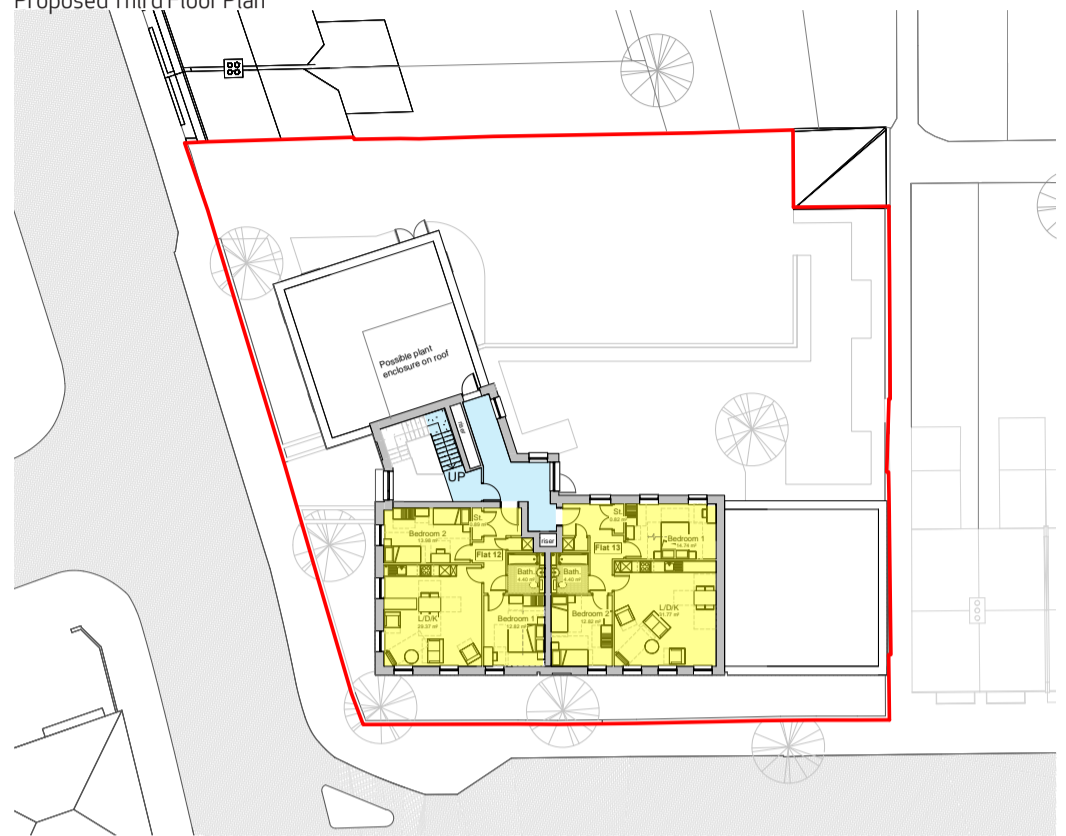
- Site boundary
- ▶ Building's main entrance
- Vehicular access
- Refuse storage access
- Rear access
- P1 Car Parking Space



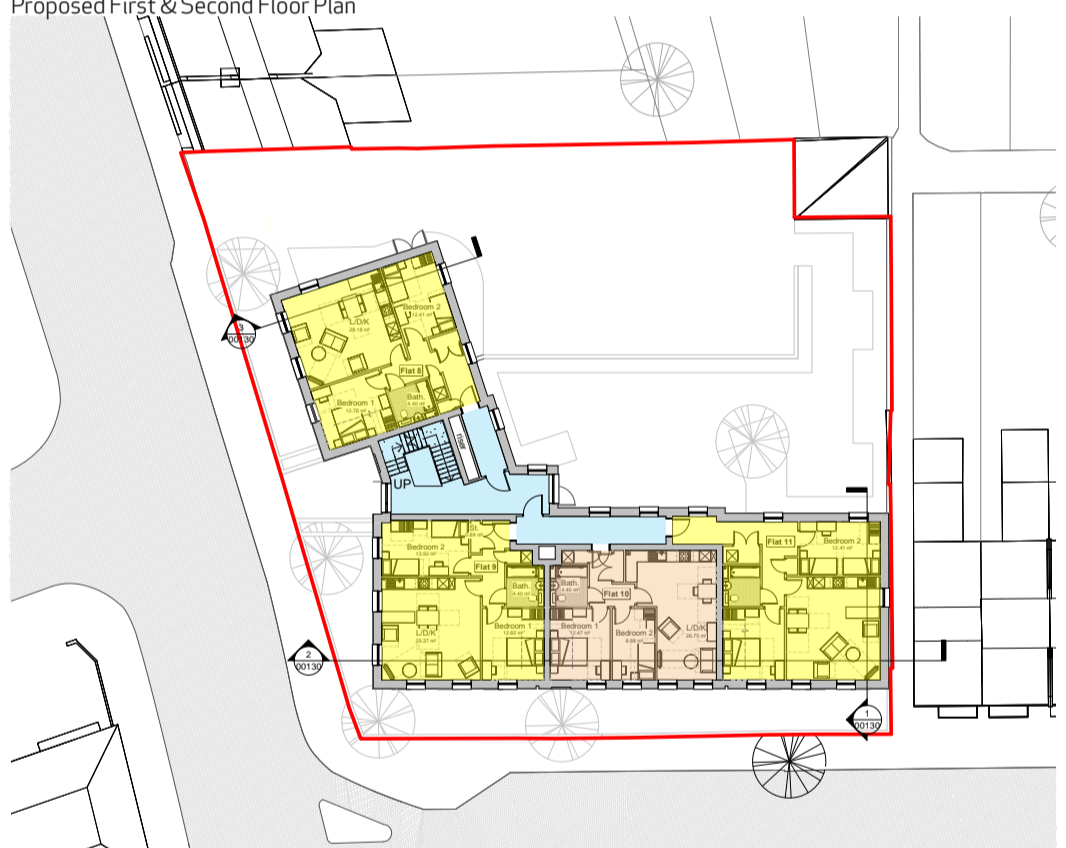
Key: Housing Mix

- Circulation
- Plant, Bin Store & Bike Store
- 2B3P dwelling
- 2B4P dwelling

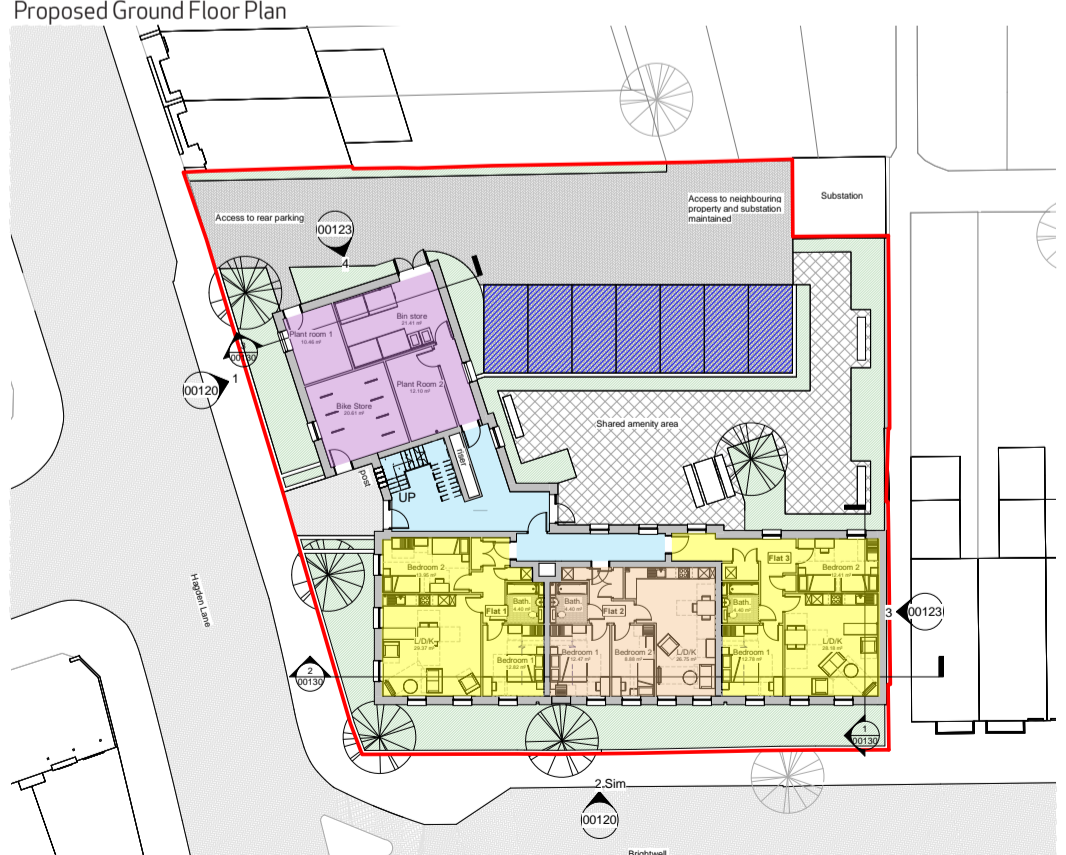
Proposed Third Floor Plan



Proposed First & Second Floor Plan



Proposed Ground Floor Plan



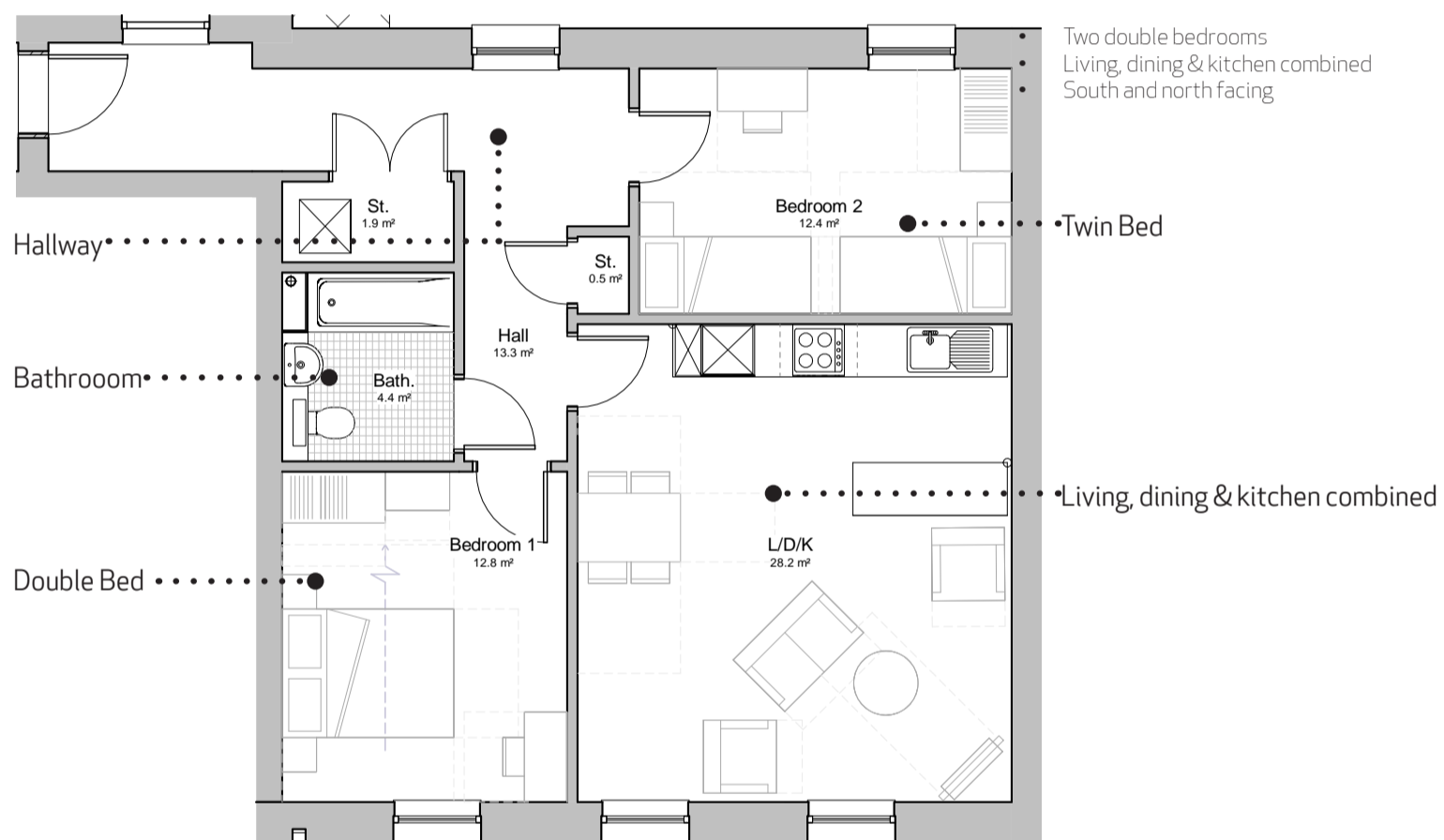
Right. Ground, first and second floor illustrating distribution of dwelling types according to building and level.

4.5 Accommodation

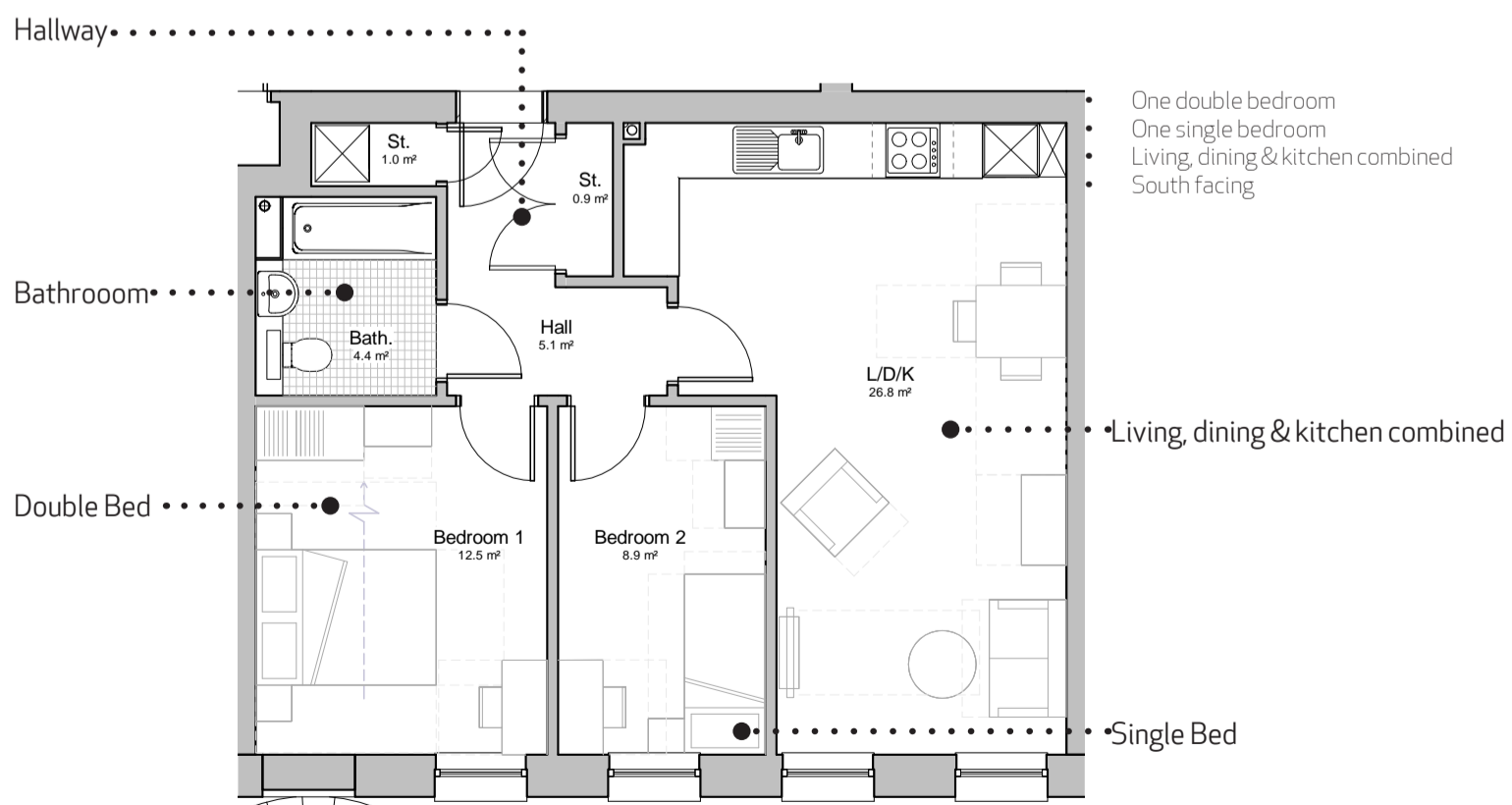
The proposal is part of a programme jointly funded by Watford Community Housing (WCH), Watford Borough Council (WBC) and Homes England to produce 55 two and three bedroom units to be let at Social Rent; WBC housing officers had confirmed that there is no demand for 1 bedroom dwellings for this purpose.

WCH's commitment is to provide more homes for social rent, which aligns with the WBC Elected Mayor's manifesto commitment to deliver this tenure. On this basis, a programme of fifty-five dwellings was drawn up and Brightwell Court now forms part of this programme. As such, the proposal is for a scheme of two bedroom dwellings, with a mix of bedroom sizes, as shown in typical floor plans below.

All accommodation is above technical standards in the Nationally Described Space Standards. Most habitable rooms face south west or south east, to maximise the amount of daylight into these spaces.



Typical Flat Plan 2B4P - 71m²+



Typical Flat Plan 2B3P - 61m²+

4.4 Scale, form and massing

The proposal aims to create a built form that responds to the neighbouring properties and that introduces variety and articulation to the area, without imposing on it.

The building varies from three storeys to four storeys; four storeys at the corner, allowing for an additional two dwellings on the upper floor. The height of the block considers the neighbouring properties and steps down to three storeys to relate to the existing condition and limit the impact on the surrounding buildings.

The design of the elevations uses the combination of vertical separations (recesses, brick colours and details) and horizontally aligned windows and brick banding to create balanced and considered elevations that continue the proportions seen in the neighbouring terraces.

Below. Aerial overview of the proposal (view looking north)



4.5 Appearance

The project is greatly inspired by the existing Victorian terraces surrounding the site and the expressive horizontal brickwork of terraces along Brightwell Road.

The block of flats is broken up into smaller segments and forms which reference the patchwork of materials present in the surrounding neighbourhood. Brick recesses, colour changes and roof forms help articulate the block. The use of brickwork hints at the street's past but the building remains modern in its detailing. Detailing such as horizontal brick protrusions and soldier courses across the length of the façades also help emphasise the horizontality of the block and firmly route it in its context.

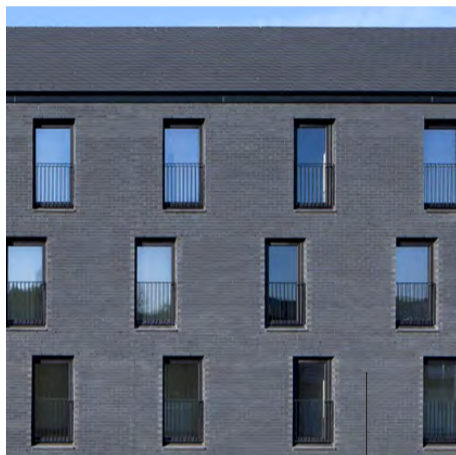
There are many local examples of grey and buff brick being used with horizontal red brick detailing. The proposed materiality is

for two types of brick to be used, to reference this context and to provide visual interest to the block.

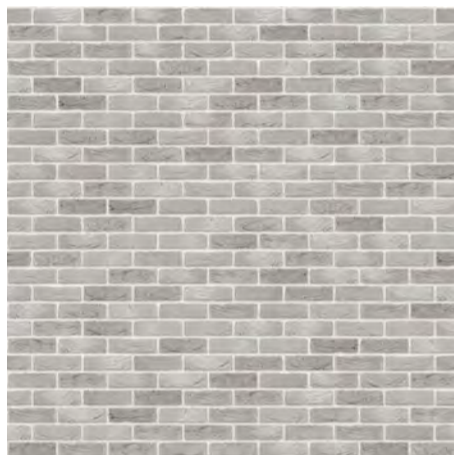
The material palette will be subject to planning conditions however the details below indicate the design intent:

Brickwork. A combination of buff and grey brickwork is proposed to articulate the block and to assist in animating the street scene.

Cornicing, coping and banding. A parapet detail with soldier coursing and cornicing is used to finish the tops of façades while concrete banding brings a subtle change to the façades texture and helps to create a well balanced elevation.



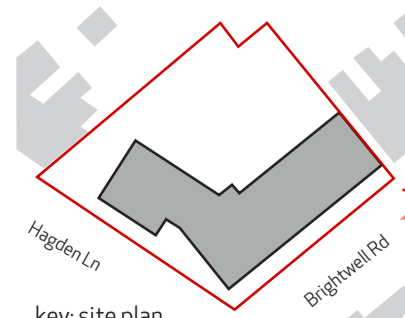
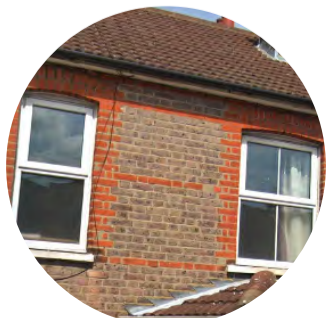
Precedent Staggered rows of windows



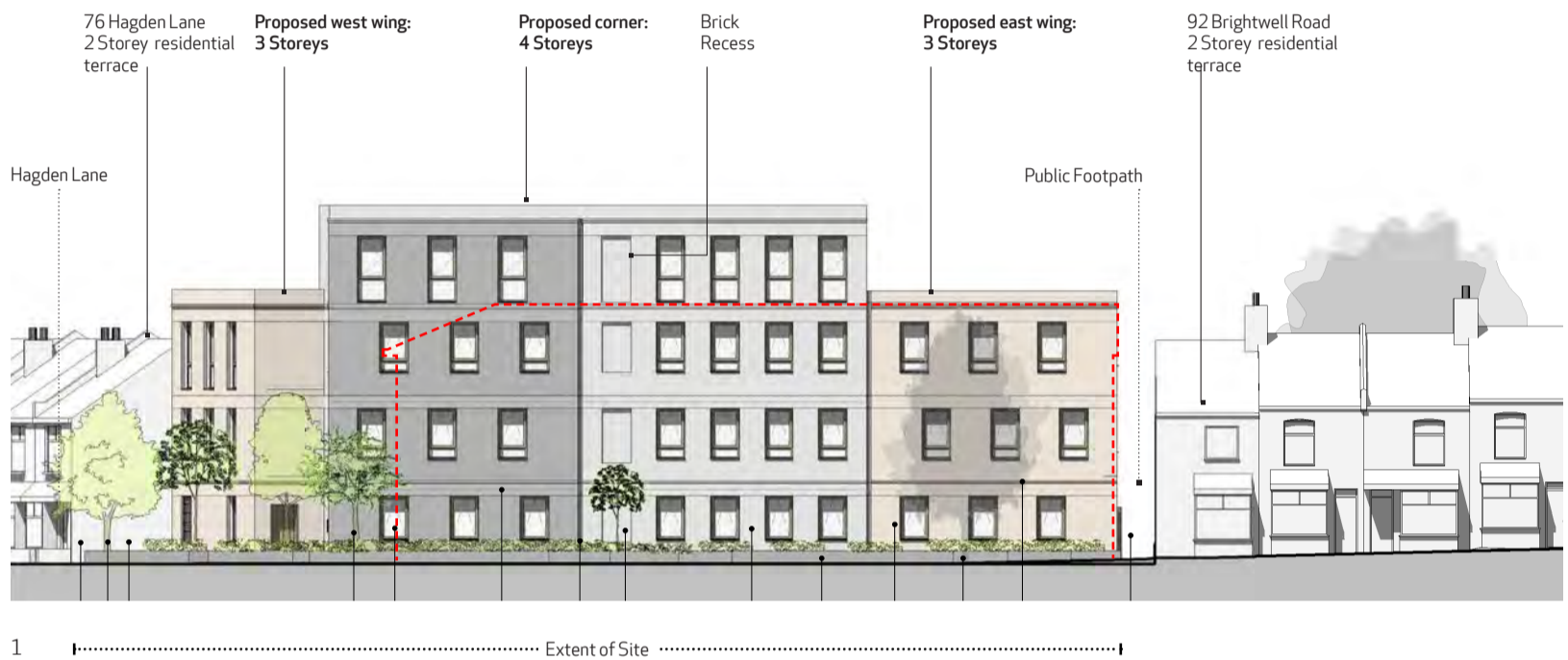
Grey Brick



Buff Brick



key: site plan

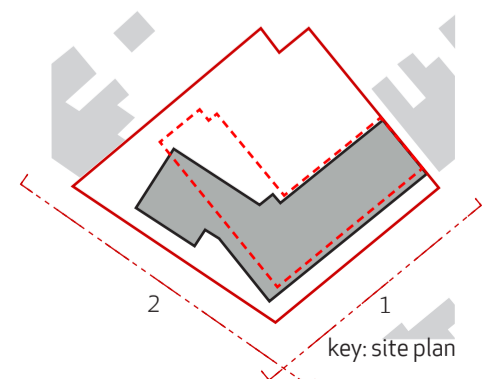


Top South-east elevation facing Brightwell Road. Illustrating the articulation of the roof and facade, to respond to the neighbouring properties.

Bottom South-west elevation facing Hagden Lane. Illustrating the articulation of the roof and facade, to respond to the neighbouring properties.

Key: Elevations

--- Existing Building Silhouette



4.6 Views

Precedent Images



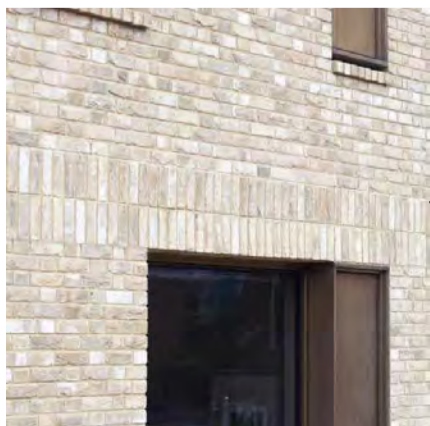
Protruding Brick Bands



Shrub Planting Around Base of Building



Horizontal Buff Brick Patterning (on grey brick)



Double Soldier Course (Buff Brick)

View of main entrance off Hagden Lane



View from Hagden Lane



2



Precedent image: Green Window Frame

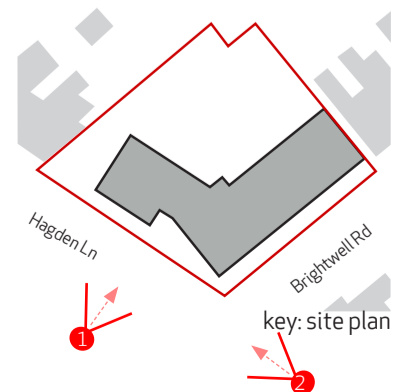


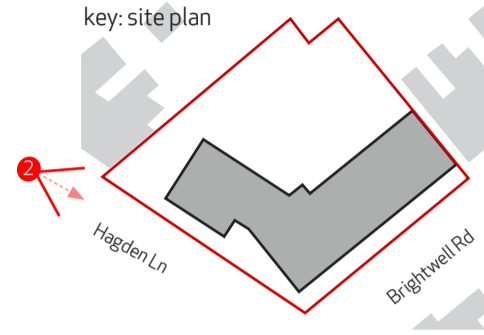
Precedent image: Brick detailing

View from Kelmscott Crescent



1





New Tree Planting

Double soldier course wraps around building

Grey Brick



Buff Brick

Shrub planting to the perimeter

1

Views from Hagden Lane



2

4.7 Landscape Design

The existing landscaping is minimal with all surfaces being grass, concrete and asphalt.

The proposed site is to incorporate as much greenery as possible; A private amenity space to the rear will be semi-paved for practical use, whilst also containing areas of grass and greenery.

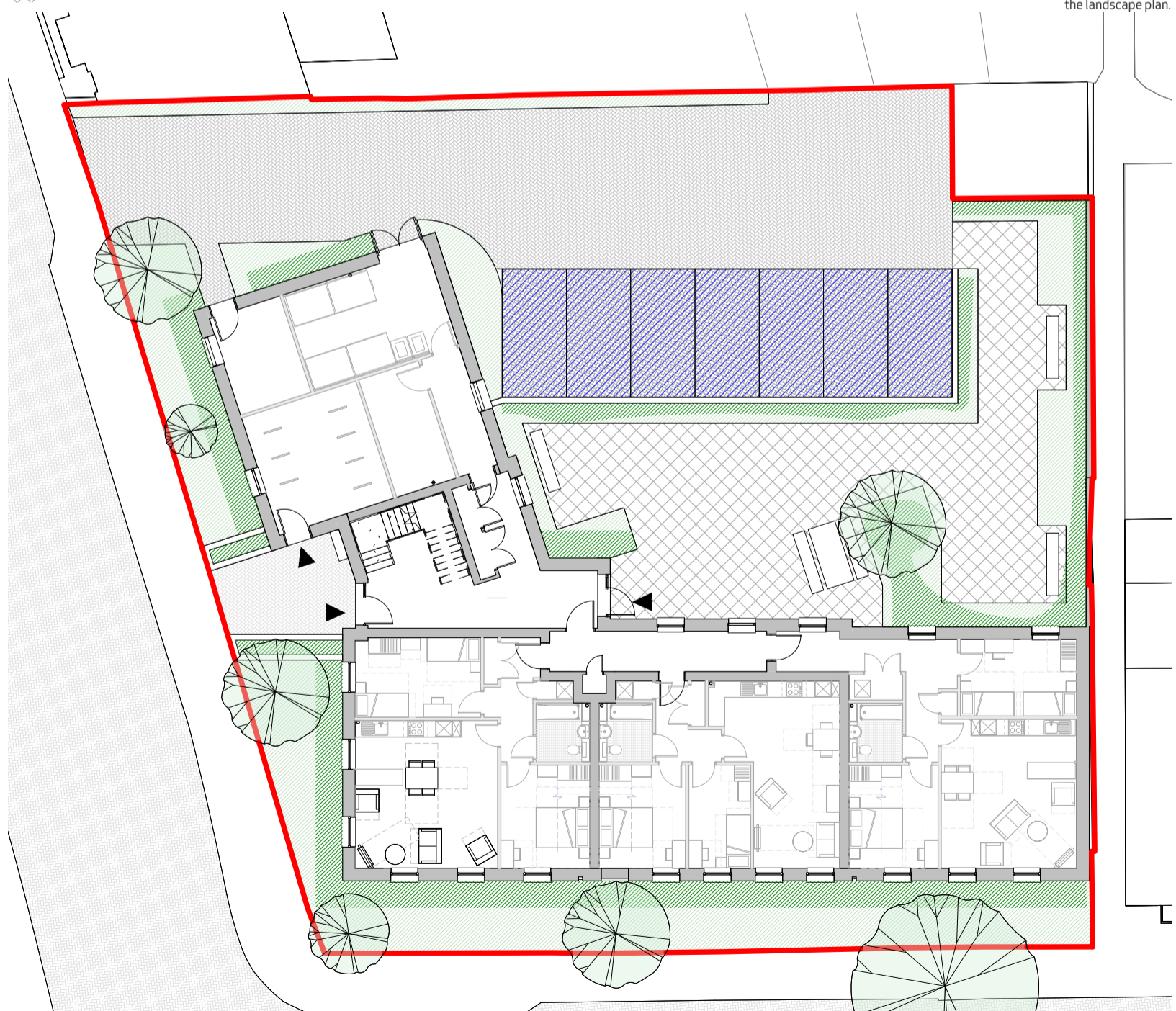
Additional planting along the street will improve the street scene and improve the outlook for residents, whilst new small trees will frame the entrance to the building.

The rear parking court will be permeable paving, to contribute towards a Sustainable Urban Drainage Strategy.



Key: Landscape

-  Site Boundary
-  Driveway paving
-  Permeable paving
-  Shrubs/small plants
-  Grass
-  Amenity space paving



4.7 Energy

It is the ambition of the client to look ahead to the adoption of the Future Home Standard 2025 and develop the site to improved environmental standards. The client has asked us to explore options to go 'gas-free' and look at improved fabric efficiency standards that go beyond the requirements of the current building regulations, to ensure that the fuel costs of the residents do not vastly increase as a result of this change. An Energy consultant has been brought on at an early stage in the process so that sustainability is considered from the outset, and the design team is considering modern methods of construction to further reduce the impact of construction.

- — Incoming services
- — Future provision for elec. vehicle charging
- - - Services to riser and to flats within ceiling void
- Plant room
- Riser
- Cupboards within flats



Key: Heating System Options

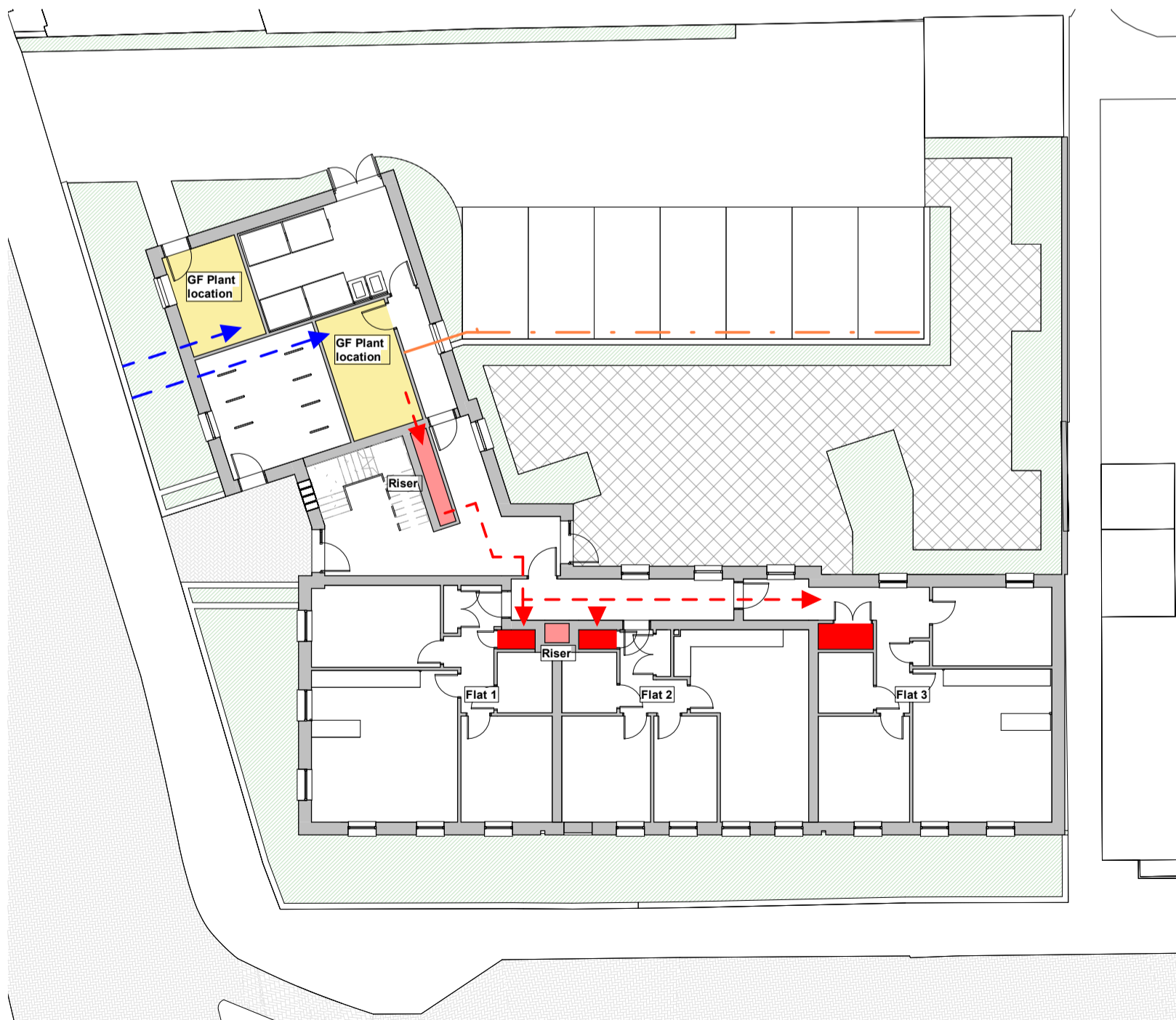
- 1 _ Air source heat pump
- 2 _ NIBE System



1



2



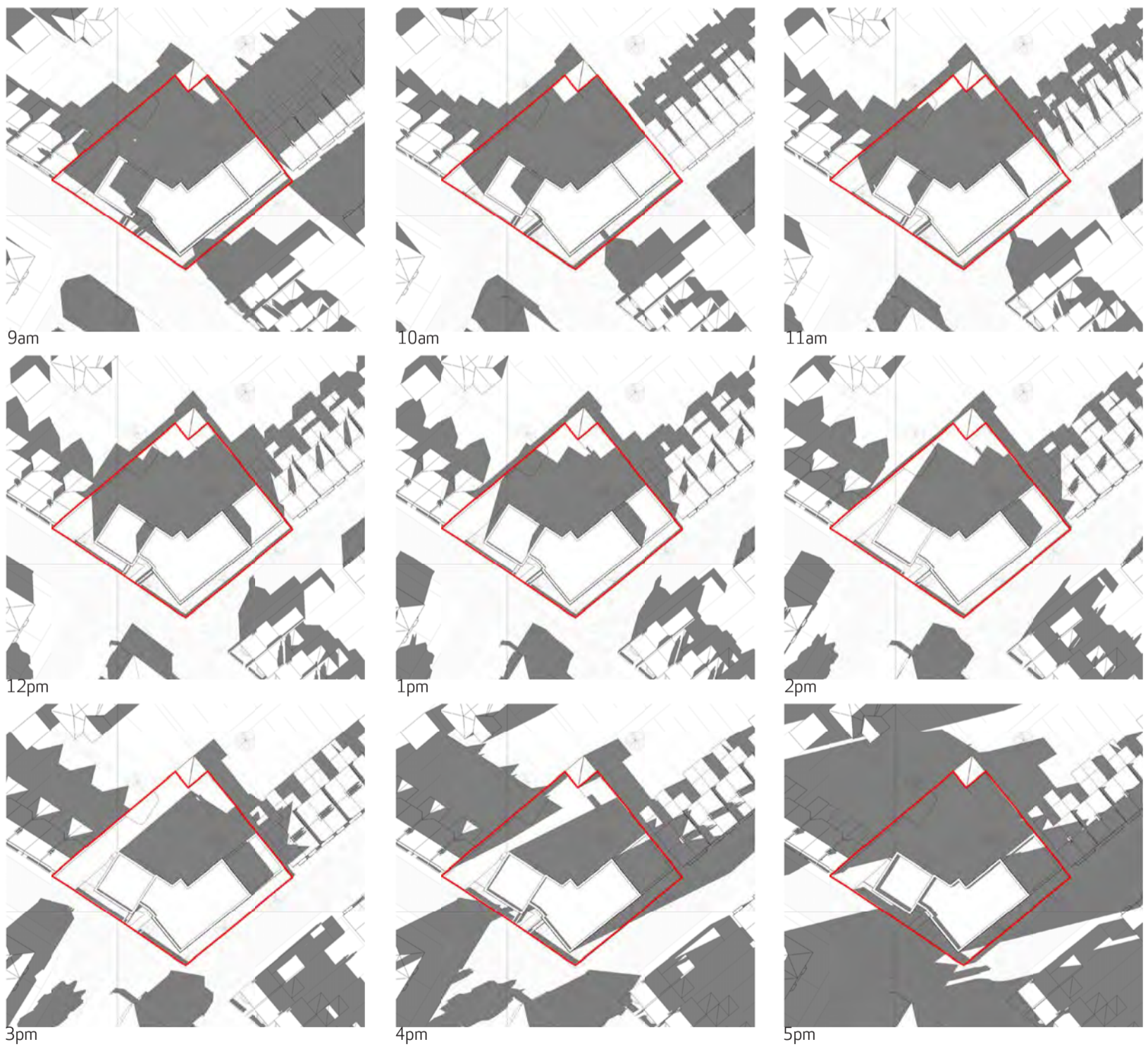
Energy Strategy Diagram

4.8 Shading Analysis

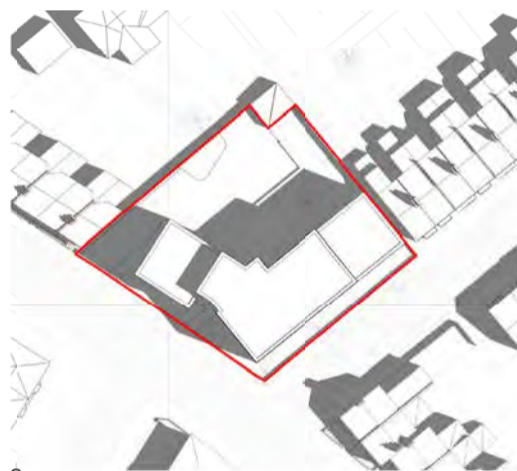
As part of our design process, Rock Townsend have undertaken sun path studies to understand and minimise any impact on neighbouring properties, particularly with the addition of a fourth storey.

Below are shading studies of the submitted proposal on the Spring and Autumn Equinox - March 21st & September 21st - that show minimal direct shading impact of the proposed building. On the following page the same study has been undertaken for the Summer Solstice, June 21st, showing no shading of the neighbouring gardens from the proposed building.

Spring & Autumn Equinox



Summer Solstice



9am



10am



11am



12pm



1pm



2pm



3pm



4pm



5pm



5.0 Access

5.1 Approach to the Buildings

The driveway into the site will be a shared surface, with material changes and small kerbs to imply pavement areas.

The proposed building has the main entrance door facing onto Hagden Road, the footpath leading up to this will be paved.

5.2 Points of Access

All primary and secondary entrances comply with Part M and K, as well as being protected from the elements and well lit.

Communal and private entrance doors are either recessed or protected by a projecting canopy. All doors are glazed to provide visibility for those inside and outside the buildings.

5.3 Horizontal and Vertical Circulation

All communal areas within the building are designed in accordance with ADM Category 1 – visitable dwellings. Stairs are designed to comply with part M and K for ease of access to upper floors. The building is circulated via the stair, there is no lift provided.

5.4 Access within the Dwellings

All circulation spaces within the flat comply with Part M of the Building Regulations, Category M4(1)

5.5 Car Parking & Cycle storage

Vehicular access to the rear will be provided in the same location, maintaining access to the substation and the rear gate to the Benskin Road property. The driveway will be widened to allow vehicles to safely join the highway.

Car Parking. Replacing the existing garages, there will be 7no. car parking spaces provided in a parking court to the rear of the block at the north corner of the site, for which there will be future provision for electrical vehicle charging points.

Cycle Storage. The proposal includes 14no. secure indoor cycle parking spaces in the ground floor of the western wing of the block.

5.6 Refuse Strategy

A refuse store is located on the ground floor of the main block adjacent to the driveway, where it meets Hagden Lane at the west corner of the site. This provides both residents and collection facilities with an easily accessible and conveniently located bin store.

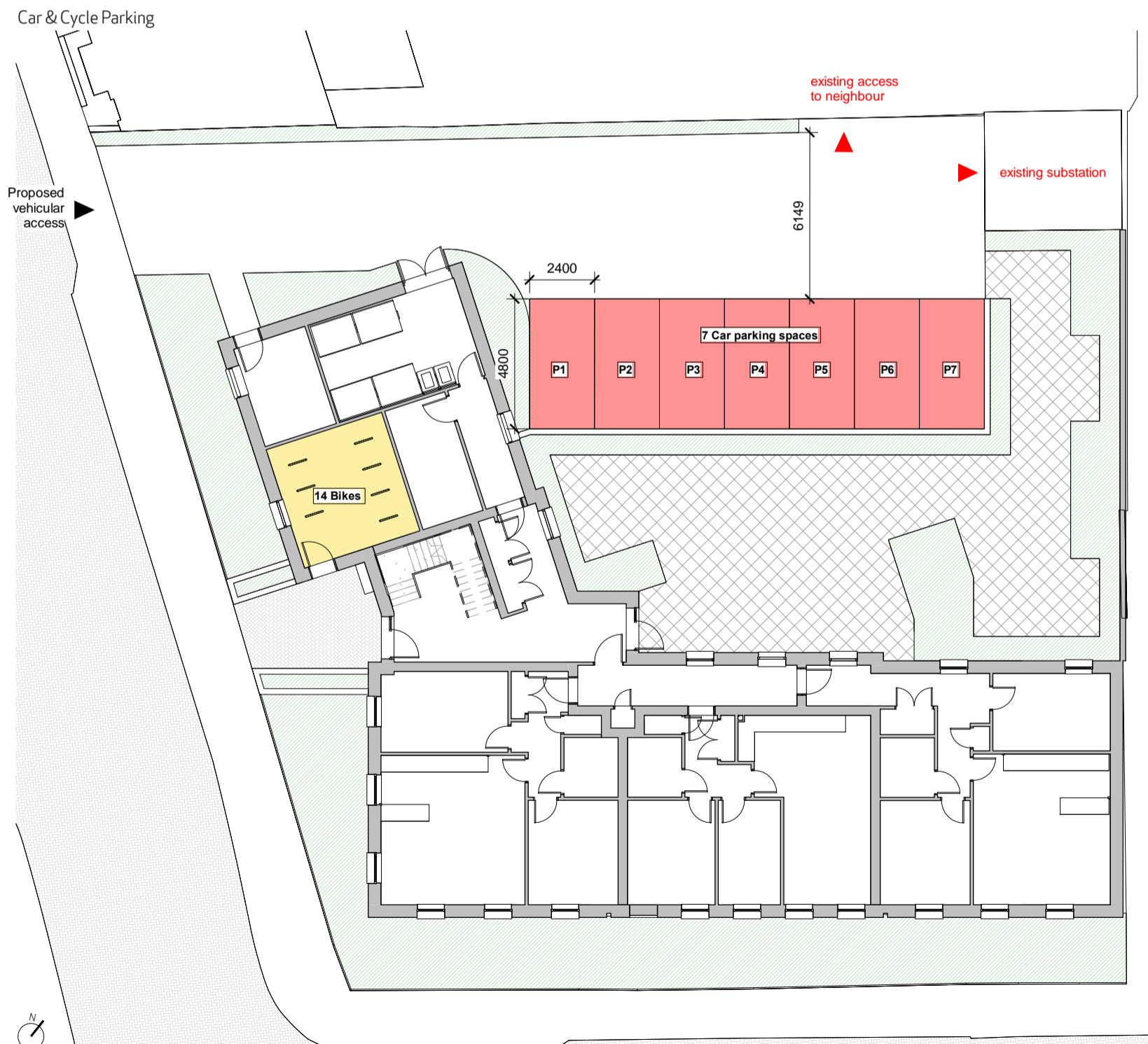
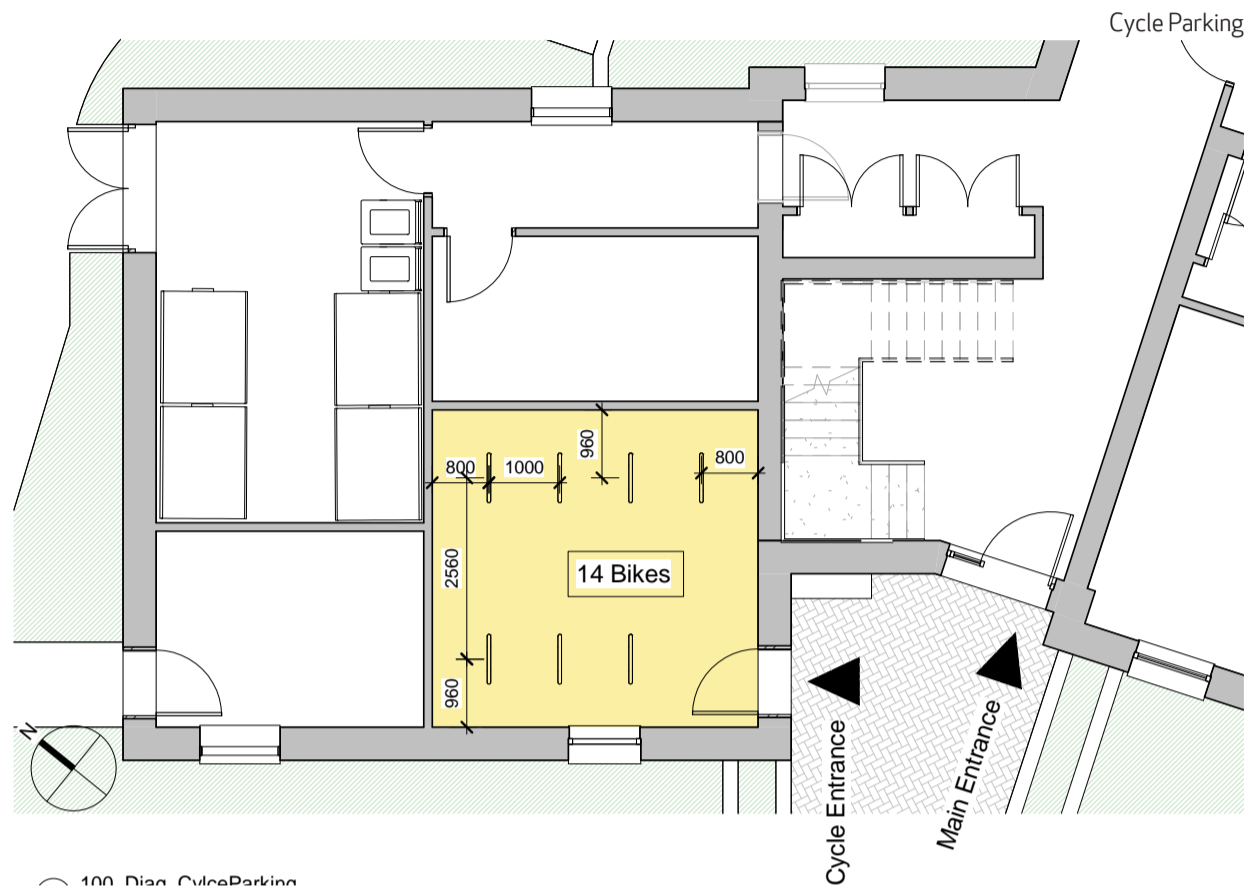
Enough space is provided in flats for separate storage of waste and recycling.

Waste and recycling will be collected on the respective days from the bin store. An external door is provided to the bin store to allow access for refuse collectors.

5.5 Car Parking & Cycle storage

Key: Parking Strategy

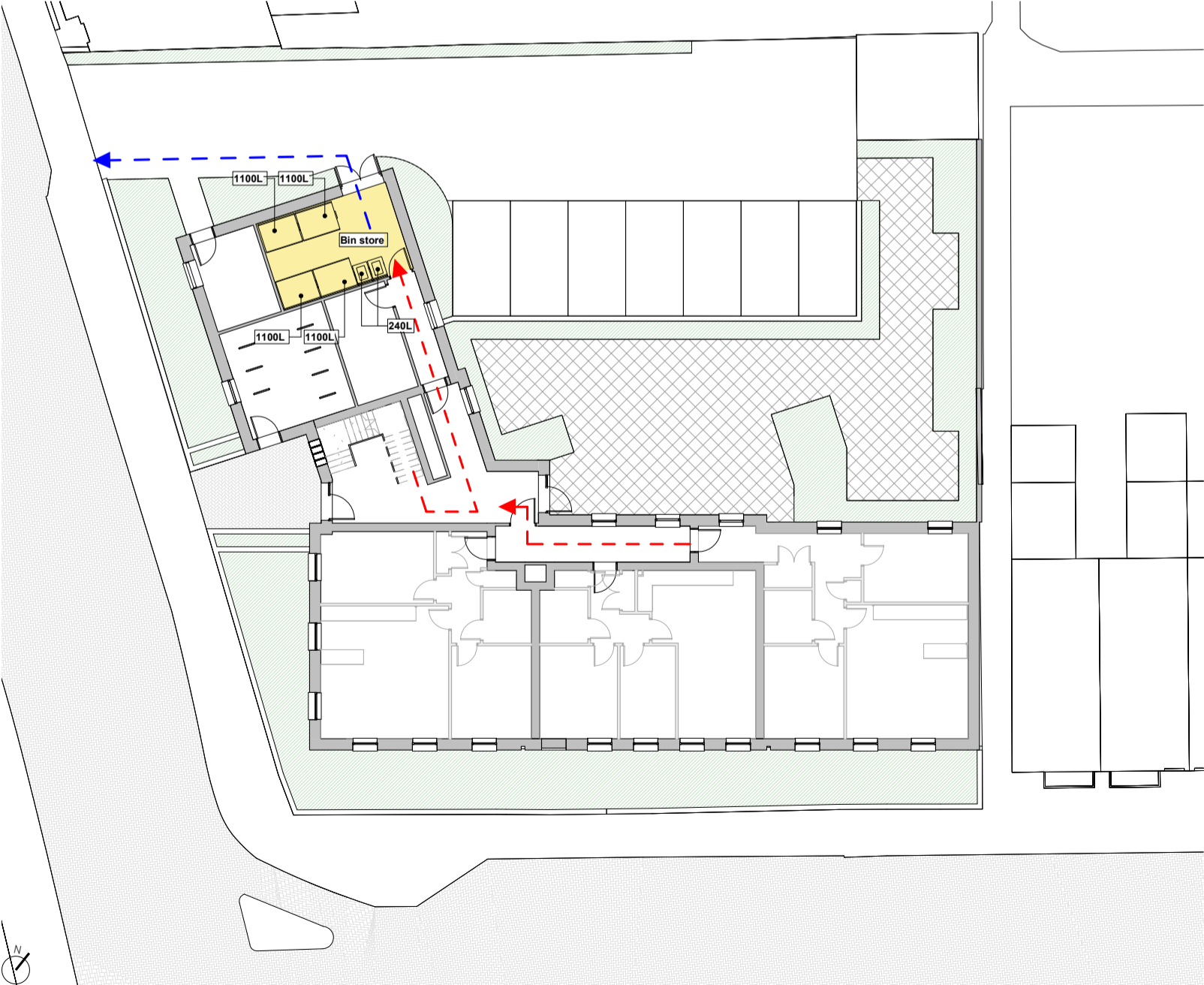
- Car parking spaces
- Cycle storage
- Building entrance



5.6 Refuse Strategy

Key: Refuse Strategy

- Bin Store
- Route from flats to bin store
- Refuse collection route





Brightwell Court, Watford

— Design & Access Statement

for
Watford Community Housing

