

	PART A	Item Number
Report of: <b>DEVELOPMENT MANAGEMENT SECTION HEAD</b>		
<b>To Committee/Delegated:</b>	Date of Committee: 12 October 2016	
Site address:	<b>Land To The Rear Of 177-187 Gammons Lane</b>	
Reference Number :	<b>16/00946/FUL</b>	
Description of Development:	<b>The demolition of the existing garages and the erection of 5no. houses (2no. 3 bed and 3no. 4 bed) with associated car parking spaces, integrated garages and the provision for vehicular access and landscaping.</b>	
Applicant	<b>Rice Brothers Builders Limited</b>	
date received:	<b>4th July 2016</b>	
8wk date(minor):	<b>31st August 2016</b>	
Ward:	<b>Leggatts</b>	

## **1.0 Site and surroundings**

- 1.1 The application site encompasses an area of 2180m<sup>2</sup>, and is formed by amalgamating part of the rear garden areas of numbers 177 to 187 Gammons Lane.
- 1.2 The site contains some single storey buildings of ancillary garages and sheds which are proposed to be removed to allow for the development. The site benefits from an existing dropped kerb and vehicular access from Leaford Crescent sited between Nos 70 and 76. At the entrance to the access way there are two single storey garages, with a paved area to the front providing car parking spaces for two cars.
- 1.3 As well as the Gammon Lane properties, the site is enclosed by the rear gardens of 64, 66, 68, 70, 76 and 'Elestra' Leaford Crescent and No171 Gammons Lane.
- 1.4 The site and surrounding area contain no buildings that are listed or locally listed and the site is not located in a designated conservation area. The site is not within a Controlled Parking Zone and there are no Tree Preservation Orders to trees on the site or immediately around the site.

- 1.5 The area is generally characterized by residential buildings, although there is a school nearby. The built environment is suburban in character, containing two storey detached and semi detached houses, however there are some groups of maisonettes and two storey flats and adjacent to the site is a bungalow at 'Elestra'.
- 1.6 Leaford Crescent was built in early 1960s as back land development to the rear gardens of Nos 101-203 (odd) Gammons Lane (58/20150/FUL). Within Leaford Crescent there are also groups of more recent developments creating back land developments at Leaford Crescent and creating Leaford Court, Howard Court, Ashwell Place and Damson Close.

## **2.0 Proposed Development**

- 2.1 The application proposes the erection of 5no. dwellings consisting of:
- 1no. detached 4 bed house (unit 1),
  - 2no. semi detached 3 bed houses (units 2 and 3) and
  - 2no. semi detached 4 bed houses (units 4 and 5).
- 2.2 The development includes the demolition of the existing garages and garden buildings within the application site and the loss of trees and shrubs within the site.
- 2.3 The garages at the entrance to the accessway will be demolished to widen the entire length of the access which will be transformed into a 4.8m wide carriageway. The development includes single garages and a parking space for each dwelling at unit 1, unit 2 and unit 3. There are 3 car spaces at the front of units 4 and 5 and 4 additional spaces along the proposed vehicular access-way.

## **3.0 Relevant Planning History**

In 2014, a pre-application request (Ref; 14/01473/PREAPP) was submitted enquiring the development of the site for the provision of five four bedroom houses.

Summary of officer advice of letter 5<sup>th</sup> November 2014

- Infill or backland development needs to respect the recognised character and urban grain of the area.

- The scale, height and roof pitches of the building proposed was excessively large and bulky in the context.
- The siting and height of unit 1, behind the bungalow at 'Elestra' would appear unduly dominant and cramped.
- Hertfordshire County Council as Highway Authority have provided advice direct to applicant regarding the access.

## **4.0 Planning Policies**

### **4.1 Development Plan**

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

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

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

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

- WBC1 Presumption in favour of sustainable development
- SS1 Spatial Strategy
- SD1 Sustainable Design
- SD2 Water and Wastewater
- SD3 Climate Change
- SD4 Waste
- HS1 Housing Supply and Residential Site Selection
- HS2 Housing Mix
- T2 Location of New Development
- T3 Improving Accessibility
- T4 Transport Assessments
- T5 Providing New Infrastructure

INF1 Infrastructure Delivery and Planning Obligations  
UD1 Delivering High Quality Design

**4.4 Watford District Plan 2000**

SE7 Waste Storage, Recovery and Recycling in New Development  
H9 Back Garden development  
T10 Cycle Parking Standards  
T21 Access and Servicing  
T22 Car Parking Standards  
T24 Residential Development

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

No relevant policies.

**4.6 Hertfordshire Minerals Local Plan Review 2002-2016**

No relevant policies.

**4.7 Supplementary Planning Documents**

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

**4.8 *Residential Design Guide***

The Residential Design Guide was adopted in July 2014 and amended in August 2016. It provides a robust set of design principles to assist in the creation and preservation of high quality residential environments in the Borough which will apply to proposals ranging from new individual dwellings to large-scale, mixed-use, town centre redevelopment schemes. The guide is a material consideration in the determination of relevant planning applications.

**4.9 *Watford Character of Area Study***

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

**4.10 National Planning Policy Framework**

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

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 8 Promoting healthy communities

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

Section 11 Conserving and enhancing the natural environment

Decision taking

#### 4.11 **Other National Documents**

DCLG Technical Housing Standards: Nationally Described Space Standards (March 2015)

The DCLG standards superseded the Internal Space Standards of the adopted RDG July 2014 (sections 7.3.6-7.3.9) by way of a ministerial statement (Eric Pickles MP written statement to Parliament 'Planning Update' 25 March 2015).

These have now been formally adopted by the Council under the Watford Residential Design Guide Amended - August 2016

## 5.0 **Consultations**

### 5.1 **Neighbour consultations**

Letters were sent to properties in Gammons Lane and Leaford Crescent.

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

received:

Number of original notifications:	50
Number of objections:	16
Number in support:	0
Number of representations:	1
<b>Total number of representations:</b>	<b>17</b>

The points that have been raised are summarised and considered in the table below.

Representations	Officer's response
Insufficient consultation has been carried out and for a considerable period of time the design and access statement was not on public view.	<p>The council has carried out the consultation in accordance to its "statement of community involvement" procedure and those directly affected have been notified. Design and Access Statements do not form part of an application they simply present the proposals in a different format, further this application is not one where a Design and Access Statement forms part of the information requirements for submission or consultation. It is acknowledged the statement was not originally visible on the Council's website, however at the time of this report being considered it will have been available on the Council's website for well over 21 days.</p> <p>All objections received to date are considered within this report, and any further submissions will be circulated to the members prior to the meeting and verbally reported at the committee meeting.</p>
Significant objections have been raised with respect to the loss of the garden	Whilst there is now stricter control over development of the garden land The

<p>area. The objectors explain that the gardens are considered to act as “lungs” for urban areas. The government position has sought to prevent garden grabbing and the NPPF no longer considers the garden areas as brown-field sites.</p>	<p>changes to government policy have simply removed such land from the definition of previously developed land, there is not a total ban for such development, and indeed the presumption in favour of sustainable development still applies where proposals on garden land comply with the Local Development Plan and such proposals should be approved. The development is considered against relevant policies within this report.</p>
<p>Significant numbers of objections have been received with regards to development exacerbating parking problems and the volume of traffic. It is also alleged that access-way is not safe and could potentially cause road hazard and accident. In particular it has been claimed the problem would be more serious for the school children using the road to access the nearby scheme. It has been also alleged that the highway officer has not visited the site.</p>	<p>The proposal will provide sufficient car parking spaces to meet the Council’s current standards. The proposed access way is quite wide and recognised to be safe. Sufficient manoeuvring space has been allowed for large vehicles to enter and egress the site in forward gear manner.</p> <p>The volume of the traffic will not increase to a degree which could warrant a refusal.</p> <p>Herts. Highway has raised no objection to the proposed vehicular arrangement.</p>
<p>The proposed houses will generate noise disturbance which will have an adverse impact upon the amenities of the occupiers of the neighbouring houses.</p>	<p>Whilst inevitably there will be some noise during and after construction, a residential use is not regarded as a noisy and incompatible use in a residential area.</p>
<p>The current local public infrastructure such as schools and doctors surgeries could not cope with the additional demand.</p>	<p>The proposal would generate only a small number of residents which would not have significant impacts on local public infrastructures. The impact is also mitigated by the contribution through CIL which is generated to pay for local public infrastructure.</p>
<p>The proposal will cause air pollution which will adversely affect the health of local neighbourhood.</p>	<p>The nature and scale of the proposed development is not such that it would have any significant impacts on local air</p>

	quality.
It is clear that the applicant will have the intention of acquiring the adjacent site for further development adding more dwellings.	The proposal must be considered on the basis of the proposed plans. Speculation about future proposals cannot form part of this consideration. Indeed, were a similar proposal to be submitted on another site this would have to be considered on its individual merits.
Loss of trees.	There will be loss of 8 trees, to be replaced by 16 new trees. Two trees will also be preserved. A landscaping condition will be recommended to ensure the new trees will be planted and the existing trees protected.
Over development and out of scale.	The proposed development in terms of its scale, bulk and height will be commensurate with its surroundings. This issue has been fully considered in the body of the report.
Overlooking and overbearing.	The proposed buildings are set sufficiently away from the existing houses to prevent loss of privacy in accordance to the council's standards. And by reason of their distance, height, scale and position will not have a dominant impact on them.
Garden areas are regarded as areas which help to maintain and improve bio-diversity.	While all garden land can contribute to bio-diversity, these gardens are not identified as sites which are safeguarded for bio-diversity reasons and refusal on these grounds could not be substantiated.
There is a sewage artery at the entrance of the site which will not withstand any heavy vehicle.	This issue is a matter for building control and cannot be regarded within planning remit. However, the applicant has provided some evidence which indicates that the proposed access way will not have an impact upon the



	sewerage facilities.
Car parking appears inadequate for units 4 & 5 with no dedicated parking or garage for these houses. This could result in anyone being able to use the access for parking purposes.	The car parking provision is in line with the council's adopted policies. The proposed access will remain in private ownership and anyone using the access would be considered to be trespassing.

### 5.3 **Technical consultations**

The following responses have been received from technical consultees:

#### **Hertfordshire County Council (Highway Authority)**

The highways department consider the proposed access arrangement acceptable and subject to condition, vis-à-vis the submission of construction management, storage of materials with the site and hard surface for the access.

#### **Arboricultural Officer, Watford Borough Council)**

The proposal indicates the loss of nine trees over 3 metres tall spread throughout the site, however the landscape plans indicate fifteen new/replacement trees to be planted. The proposal also indicates the retention of two trees within the site. Whilst the erection of the four new dwellings will further restrict the views of the retained trees, there will still be some visible from several viewpoints outside the site. Should the permission be granted conditions for the protection of the trees and to ensure new trees will be planted are recommended.

#### **Appraisal**

### 6 **Main issues**

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

- (a) Housing
- (b) The principle of back land development
- (c) Means of access
- (d) Design and integration with the character of the area
- (e) The quality of the new accommodation provided
- (f) Impact on amenity of adjoining residential properties

(g) Highways impacts and car parking provision.

**A) Housing**

- 6.1 The application site is located in a predominantly residential area, within which the proposed residential development would be compatible.
- 6.2 Policy SS1 of the Watford Local Plan Core Strategy 2006-31 states that the Council seeks to deliver a minimum of 6,500 additional homes by 2031. Policy SS1 also states that outside of the town centre and the recognised 'Special Policy Areas', "the focus will be on low to medium density residential development with a preference for family housing with gardens". The proposed development would contribute towards housing provision and would provide low density, family housing with gardens, consistent with the area and as sought by policy SS1.
- 6.3 The proposed development would provide less than 10 dwellings and the site area is less than 0.5ha, therefore affordable housing is not required.

**b) The principle of back land development**

- 6.4 'Saved' policy H9 of the Watford District Plan 2000, 'Back Garden Development', details that:

"Planning permission for back garden development will only be granted where:

- (i) a proper means of access which is convenient and safe for pedestrians, non-motorised and motorised highway users is provided, which keeps to a minimum any visual impact within the street scene; and
- (ii) the proposal complies with the criteria listed in Policy H8 (Residential Standards) and Policies U1, U2, U3 and U4."

- 6.5 The development proposes the use of the existing dropped kerb to Leaford Crescent, the demolition of a garage building adjacent to No76 and the forming of an access road into the site between Nos 76 and 70 Leaford Crescent. As advised by Hertfordshire Highways Authority and as is discussed in the following relevant sections of the report, this access is considered to provide a convenient and safe means of access to serve the

development. Given, there is an existing access point it is not considered the access has an unacceptable visual impact within the street.

- 6.6 The Watford District Plan 2000 policies cited in part (ii) of saved policy H9 relating to design and impact of developments are no longer applicable and have been superseded by policies of the Watford Local Plan Part 1- Core Strategy. The assessment of the development in accordance with these policies is discussed in the following relevant sections of the report and concludes that the scheme is of good design and in accordance with guidance of the Residential Design Guide (July 2014).
- 6.7 The development is considered to provide an appropriate means of access, by using an existing vehicular access which forms an established feature of the area. The proposed access is also compliant with the relevant design and detail policies. The principle of the back land development is therefore compliant with policy H9 'Back Garden Development' of the Watford District Plan 2000.

#### **c) Means of access**

- 6.8 The development proposes the use of the existing dropped kerb and access area between Nos70 and 76 Leaford Crescent. The access will be widened following the demolition of the garages adjacent to No76 to allow for the formation of a tarmacadam carriageway with a width of 4.8m.
- 6.9 The Highway Authority has no objection to the proposed access stating that the access is to the unclassified road of Leaford Crescent and that the 4.8m width carriageway is adequate for an HGV and a car to pass one another.
- 6.10 There is no dedicated footpath, however for the volume of traffic along the road to serve only 5 properties this is not considered to be unreasonable and does not raise any safety concerns.
- 6.11 The proposed access will have a road width of 4.8m with the addition of a minimum width of 1.8m of verge width to each side. The width and the verge landscaping of this access will create a visually well designed and legible access as seen from Leaford Crescent.

#### **d) Design and integration with the character of the area.**

- 6.12 The site is within Area 18C in the Watford Character of Area Study (adopted December 2011), which covers the largest residential area in the Borough. The principal character of the area derives from the fact that it is largely made up of streets of semi-detached housing that demonstrate a high degree of architectural uniformity as a result of many of the houses having been built to standard designs. Leaford Crescent was a development in the late 1950s/early 1960s on rear garden land to the Gammons Lane properties and was indeed originally a uniform development. Smaller infill developments have however subsequently occurred within Leaford Crescent creating many groups of new houses in Leaford Crescent as well as creating Leaford Court, Howard Court, Ashwell Place and Damson Close. Infill and back garden development is therefore considered to be a feature of Leaford Crescent. The pattern and grain of the development proposed is therefore in character with the surrounding area.
- 6.13 The development proposed is a more isolated 'pocket' of houses, accessed between the sides of two dwellings. This does not create a natural extension to the road, as is seen in some areas of the recent developments at Ashwell Place. However Damson Close was created with an access between two properties at Ashwell Place meaning that, although preferred, the continuation of roads into new developments is not always seen in the area. As such, although the development is introducing a new 'pocket' of houses, it is not harmful or incongruous to the layout and urban grain of the area. It is also considered that with the generous width of the access, the development would result in a safe, attractive and legible access from Leaford Crescent to the new properties.
- 6.14 The surrounding houses are predominantly family sized houses, of a modest two storey height, with hipped roofs and generous gardens. The scheme of houses proposed at pre-application stage was of a scale, height and bulk beyond that seen in the context. The heights of the houses now proposed has been reduced and the new dwellings would be of a scale, bulk, height, roof design and roof pitch comparable and consistent with the houses in the area. The development would therefore integrate well into the built form of the area and would not appear unduly large or dominant.

- 6.15 The exception to the predominantly two storey context is the bungalow 'Elestra' adjacent to the site to the north-west. Unit 1 would sit immediately behind this bungalow with hipped roof. At pre-application stage it was considered that the two storey house at unit 1 would be sited too close to 'Elestra' and would be visually overbearing and cramped comparative to the bungalow. The application scheme has seen the height and bulk of unit 1 reduced and also the main two storey element is set further away, at 5.5m, from the common boundary. This has created an acceptable and comfortable relationship between the two buildings.
- 6.16 Overall, within the new development and as seen from the streetscenes of Gammons Lane and Leaford Crescent, the houses would be of a pleasant design with an appropriate scale, form and roof design suitable for the area and context.

**e) The quality of the new accommodation provided**

- 6.17 The floor areas and room sizes of the proposed dwellings comply with the Nationally Described Space Standard. Furthermore, the habitable rooms would be served by windows that would provide sufficient levels of natural lighting and outlook. The proposal will also provide sufficient garden space for the proposed houses while maintaining sufficient amenity space for the existing occupiers of the Gammons Lane buildings.

**f) Impact on amenity of adjoining residential properties**

- 6.18 Within back land and infill development, minimum distances between the new and existing buildings are particularly important to ensure that the development does not result in loss of light and outlook and that privacy between the existing and new developments is maintained.
- 6.19 The Residential Design Guide (July 2014), (section 7.3.16) states that a minimum separation distance of 27.5m at first floor level should be achieved between rear elevations of new houses and existing houses to prevent loss of privacy. The distances between the upper floors of the proposed houses and all the upper floors of existing houses at Leaford Crescent and Gammons Lane exceed the 27.5m distance in all areas. The back to back distances of the development to 117-197 Gammons Lane ranges between 34.5m to 39.9m, well in excess of the 27.5m minimum. The front of the development to the rears of 64-70 Leaford Crescent are all

within a range of 39.5m and 42m, again all well in excess of the 27.5m minimum. These generous distances between the first floor windows of the proposed and existing houses demonstrate that the development would not result in loss of privacy to the existing dwellings.

- 6.20 The RDG also states that a minimum distance of 11m should be maintained from the upper level windows to a property boundary to minimise overlooking of private gardens. At the front of the development there is 11.7m between the first floor windows at the fronts of the houses and the boundaries to the rear garden 64-70 Leaford Crescent. This complies with the RDG and demonstrates that the development would not result in harmful overlooking to the rear gardens of these properties. To the rear, units 1, 2 and 3 would all exceed this 11m depth to the rear gardens with Gammon Lane properties. Units 4 and 5 are marginally below the guidance with 10.8m to the boundaries with 177 and 179 Gammons Lane however, as the total back to back distances are 35.7m and 7.1m, it is not considered that this 20cm shortfall would result in any harmful overlooking.
- 6.21 The first floor side windows of all units are shown to be obscurely glazed and condition 12 is recommended to ensure that these are maintained as obscurely glazed and fixed closed below 1.7m internal height to prevent any overlooking from the flank elevations.
- 6.22 Unit 1 would be sited to the rear (south-east) of the bungalow 'Elestra'. 'Elestra' does have high level windows to its rear elevation, positioned 1.8m from the rear boundary. The development of unit 1, with a two storey building sited 7m from the rear of 'Elestra' would result in loss of light to these windows, but 'Elestra' has its main gardens, windows and outlook to its front and side elevations. The light and outlook to these main windows would not be notably affected by the development and so the development would not result in any harmful loss of amenity to the occupiers.
- 6.23 In general terms, it is noted that the development would create increased activity along the existing access road between Nos70 and 76 Leaford Crescent and also increased activity at the site with the creation of new dwellings. This activity is however for a low-medium density residential development and the level of activity would not be out of keeping or at odds with those to be expected within the existing residential area. It is

not considered this activity would be unreasonable or harmful in this suburban residential context.

- 6.24 Taking the above into account, the proposed development would provide an acceptable standard of amenity for future occupiers.

#### **f) Highways impacts and car parking provision**

- 6.25 As discussed above the proposed access arrangement is considered acceptable. The proposed development would provide 10 parking spaces 2 per dwelling in accordance with the Council's requirement. In addition there are also 3 garages which could be used as parking for smaller cars.

- 6.26 Herts Highways requested a condition relating to construction with the intention of preventing obstruction of the adjoining highway during the time that the development is being constructed. However, such a condition would fail to meet the necessary tests. The placement of any construction materials or equipment on the public highway would require a licence from the highways authority and as such is controlled under separate legislation. Further, planning conditions cannot prevent the lawful use of the public highway by vehicles.

The proposal, subject to conditions, is therefore considered to have an acceptable impact upon the safe and free flow of traffic in the local area.

#### **7.0 Community Infrastructure Levy**

- 7.1 The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the Council's Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children's play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted.
- 7.2 In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance

consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

- 7.3 In this case, the proposal seeks to create new residential floorspace and is CIL liable. The CIL charge for new residential development is currently set at £120 per square metre.

### **Conclusion**

- 8.1 The proposal would contribute towards meeting the housing need in the Borough and would make effective use of a sustainable site. The layout of the proposed development would provide an acceptable standard of amenity for future occupiers and there would not be a significant loss of amenity to neighbouring properties. The design of the proposed building is acceptable and meets all policy guidance. Future occupiers of the development would have easy access to shops and public transport facilities.
- 8.2 As such, the proposal accords with the Development Plan and the National Planning Policy Framework and therefore constitutes 'sustainable development'. There are considered to be no material planning considerations that outweigh the benefits of the proposal, therefore it is recommended that the application should be approved.

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## **9.0 Human Rights Implications**

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

That planning permission be granted subject to the conditions listed below:

### 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 shall be carried out in accordance with the following drawings, unless otherwise approved in writing by the Local Planning Authority. The following drawings are hereby approved:  
GL8/15/LP01, GL8/15/PL01C, GL8/15/PL02, GL8/15/PL03, GL8/15/PL04, GL8/15/PL05, GL8/15/PL06, GL8/15/PL07, GL8/15/PL08, GL8/15/PL09, GL8/15/PL10, GL8/14/P01, LP/177187GLWH/020 A  
Topographical Survey Sheet No1 Rev 1  
Transport Statement, July 2016, prepared by Milestone Transport Planning Design, Access and Planning Statement, June 2016, prepared by Wakelin Associates

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

- 3 No development above damp proof course level shall commence until details and samples of the materials to be used for all the external finishes of the development hereby approved, including all external walls, all roofs, doors, windows, fascias, rainwater and foul drainage goods, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and samples.

Reason: To ensure that the development applies high quality materials that responds to the buildings context and makes a positive contribution to the character and appearance of the area.

- 4 No dwelling shall be occupied until refuse stores for all dwellings and secure and weatherproof cycle storage facilities for units 4 and 5 have been installed in accordance with details that have previously been submitted to, and approved in writing by, the Local Planning Authority. These facilities shall thereafter be retained for the life of the development.

Reason: In the interests of the visual amenity of the site and to ensure that satisfactory provision for waste and recycling storage and cycle parking for residents of the proposed development exists on the site, in accordance with the aims of 'saved' policies SE7 and T10 of the Watford District Plan 2000 and Policies UD1 and SD4 of the Watford Local Plan Core Strategy 2006-31.

- 5 No development shall commence until details of tree protection fencing and any special construction methods (e.g. no dig construction) within the root protection area of trees both on and off site has been submitted and approved in writing by the Local Planning Authority.

Reason: To maintain the health of the trees to be retained within and adjacent to the site, in the interests of visual appearance of the site.

- 6 No part of the development shall be occupied until 1.8m high close boarded timber fencing has been installed around and within the site as shown in approved drawing LP/177187GLWH/020 A.

Reason: In the interests of visual appearance of the site and for the privacy of existing and future residents.

- 7 No part of the development shall be occupied until the hard landscaping has been installed in accordance with the details of the approved drawing LP/177187GLWH/020 A. Provision shall be made to ensure that surface water from the hardstanding within the site shall be intercepted and disposed of within the site only and that no surface water should discharge into the highway.

Reason: In the interests of visual appearance of the site and to prevent surface water drainage from the site into the highway so as to safeguard the interest of highway safety.

- 8 The planting of the soft landscaping shall be carried out no later than the first available planting and seeding season after completion of the development. For the purposes of this condition a planting season is the period from 1 October in any one year to 31 March in the next following year. 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.

Reason: In the interests of visual appearance of the site.

- 9 No dwelling shall be occupied until the proposed access from Leaford Crescent, as well as the scheme for garaging, parking and manoeuvring indicated on the submitted drawing GL8/15/PL01C (or any subsequent amendment agreed in writing by the Local Planning Authority) has been laid out and made available for use and that area shall not thereafter be used for any other purpose.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and to enable vehicles to draw off, and trun clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highways.

- 10 The three parking spaces at the front of units 4 and 5, as shown on submitted drawing GL8/15/PL01C, shall be allocated for use to the two properties. One property shall be allocated 2 of the spaces and the other shall be allocated 1 of the spaces. These allocated spaces shall be made available and retained for use by the dwellings of units 4 and 5 unless any subsequent amendment is agreed in writing by the Local Planning Authority.

Reason: In order that the development provides suitable parking for all dwellings.

- 11 The first floor windows in the flank elevations of each house shall be installed and retained with obscure-glazed, and shall be non-opening other than in parts of the windows which are more than 1.7 metres above the floor of the room in which the window is installed.

Reason: To prevent overlooking and a loss of privacy to the adjoining properties.

- 12 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any modification or re-enactment thereof), no development permitted under Schedule 2, Part 1, Classes A, B, C, D, E, F and G of the Order shall be carried out to the dwellings hereby approved without the prior written permission of the Local Planning Authority.

Reason: To enable the Local Planning Authority to ensure that any such developments are carried out in a manner which will not be harmful to the character and appearance of the proposed development and will not prove detrimental to the amenities of adjoining occupiers and having regard to the availability of amenity space for the dwellings

- 13 No construction works shall commence until details of the existing and proposed ground levels and the finished ground floor levels of the building have been submitted to and approved in writing by the Local Planning Authority. The development shall only be constructed in accordance with the approved details.

Reason: This is a pre-commencement condition to ensure an acceptable relationship between the proposed building, the adjoining residential development and the adjoining highway is achieved.

Informatives:-

- 1 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 2015.

- 2 All new units granted planning permission and to be constructed require naming or numbering under the Public Health Act 1925. You must contact Watford Borough Council Street Naming and Numbering department as early as possible prior to commencement on [streetnamenumbers@watford.gov.uk](mailto:streetnamenumbers@watford.gov.uk) or 01923 278458. A numbering notification will be issued by the council, following which Royal Mail will assign a postcode which will make up the official address. It is also the responsibility of the developer to inform Street Naming and Numbering when properties are ready for occupancy.
- 3 This permission does not remove the need to obtain any separate consent, which may be required under the Buildings Act 1984 or other building control legislation. Nor does it override any private rights which any person may have relating to the land affected by this decision.

To find out more information and for advice as to whether a Building Regulations application will be required please visit [www.watfordbuildingcontrol.com](http://www.watfordbuildingcontrol.com).

- 4 This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/393927/Party\\_Wall\\_etc\\_\\_Act\\_1996\\_-\\_Explanatory\\_Booklet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc__Act_1996_-_Explanatory_Booklet.pdf)
- 5 You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and Safety at Work Act 1974, The Clean Air Act 1993 and The Environmental Protection Act 1990.

In order to minimise the impact of noise, any works associated with the development which are audible at the site boundary should be restricted to the following hours:

Monday to Friday 8am to 6pm

Saturdays 8am to 1pm

Noisy work is prohibited on Sundays and bank holidays

Instructions should be given to ensure that vehicles and plant entering and leaving the site comply with the stated hours of work.

Further details for both the applicant and those potentially affected by construction noise can be found on the Council's website at:  
[https://www.watford.gov.uk/info/20010/your\\_environment/188/neighbor\\_complaints\\_%E2%80%93\\_construction\\_noise](https://www.watford.gov.uk/info/20010/your_environment/188/neighbor_complaints_%E2%80%93_construction_noise)

- 6 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. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 7 Where works are required within the public highway to facilitate access, the highway authority require the construction of such works to be undertaken to their specification and by a contractor who is authorised to work in the public highway. In relation to the crossover the applicant is advised to see the attached website.

Vehicle crossover guidance

<http://www.hertsdirect.org/docs/pdf/d/vxo.pdf>

and to apply for vehicle crossover

<http://www.hertsdirect.org/services/transtreets/highways/hhonlineservices/vxo/> (The applicant must be aware that an access junction from Public Highway may require a S278 legal agreement. This agreement may take 14-16 weeks for completion.)

**Drawing numbers**

GL8/15/LP01

GL8/15/PL01C

GL8/15/PL02

GL8/15/PL03

GL8/15/PL04

GL8/15/PL05

GL8/15/PL06

GL8/15/PL07

GL8/15/PL08

GL8/15/PL09

GL8/15/PL10

GL8/14/P01

LP/177187GLWH/020 A

Topographical Survey Sheet No1 Rev 1

Transport Statement, July 2016, prepared by Milestone Transport Design, Access and Planning Statement, June 2016, prepared by Wakelin Associates

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