

Committee Date	Tuesday 18 May 2021
Application Reference	21/00303/FUL
Site Address	Land to the rear of 4-6 Lower Paddock Road, Watford, WD19 4DS
Proposal	Erection of four new dwellinghouses
Applicant	Mr Sean Sharkey
Agent	As above
Type of Application	Full Planning Permission
Reason for Committee Item	Number of received objections
Target Decision Date	Friday 21 May 2021 (extended by agreement)
Statutory Publicity	Neighbour letters, Site Notice, Press Notice in Watford Observer
Case Officer	Helen Harris; helen.harris@watford.gov.uk
Ward	Oxhey

1. Recommendation

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

2. Site and Surroundings

- 2.1 The application site is located on the northern side of Lower Paddock Road, to the east of the junction with Villiers Road. The site is a backland site and comprises of the large rear gardens of 4-6 Lower Paddock Road, a pair of semi-detached houses fronting Lower Paddock Road. The western boundary abuts the rear gardens of those properties in Villiers Road, the northern boundary abuts the rear gardens of properties in Warneford Place and the eastern boundary adjoins Keyser Hall.
- 2.2 Nos. 4-6 Lower Paddock Road are not statutory or locally listed but the site is located within the Oxhey Conservation Area.

3. Summary of the Proposal

3.1 Proposal

- 3.2 Full planning permission is sought for the construction of four, three-storey terraced dwellinghouses, each with three bedrooms, together with associated refuse/recycling store and cycle store and a total of 12no. car parking spaces.

- 3.3 A previous proposal to construct three, three-storey, three-bedroom dwellinghouses was granted planning permission in February 2018 (reference: 17/01686/FUL).
- 3.4 The design follows a traditional approach incorporating full pitched roofs with gable ends to the front and rear. The design maintains a contemporary feel but is reflective of the properties in the surrounding area. The proposed materials remain unchanged from the previous permission utilising buff multi brick, natural slate roof tiles, grey aluminium windows and timber entrance doors.
- 3.5 The proposed layout of each dwelling is such that the ground floor would comprise of a living room, WC, utility area and kitchen/dining room, the first floor would comprise of two double-sized bedrooms, study, family bathroom, and separate shower room and the second floor would comprise a further double-sized bedroom, bathroom and storage.
- 3.6 A total of 12no. car parking spaces are shown accessed via Lower Paddock Road. 2no. spaces are proposed to serve each of the four dwellinghouses, and a further 2no. spaces are provided for each of No's 4 and 6 Lower Paddock Road. Additional landscaping is also proposed to the front of each dwelling in the form of small front garden areas, rear gardens as well as a further communal garden area retaining existing trees on site with additional shrubs and planting to the boundaries of the site.
- 3.7 Each dwelling is shown to have a private rear garden, ranging between 65sqm to 69sqm in total area. An area of communal garden space of approximately 108sqm is also provided to the northern end of the site, which is proposed to be enclosed with close-boarded timber fencing with gated access for residents' use.
- 3.8 **Conclusion**
- 3.9 The existing houses at No's 4-6 Lower Paddock Road are to be retained as part of the planning application and will continue to make a positive contribution to the streetscene and the character and appearance of the Conservation Area. The proposed new dwellings will have limited visibility from Lower Paddock Road.
- 3.10 The proposed scheme utilises the same built footprint, residential floorspace and ridge height as the previously consented scheme. The proposals seek 1no. additional dwelling to create 4no. terraced dwellinghouses. The proposals are considered to make an efficient use of the site, contributing to the supply of residential accommodation in the Borough.

- 3.11 The proposed four dwellinghouses sit comfortably within the site, without giving rise to any significant or unacceptable loss of amenity to the surrounding properties, in accordance with the Development Plan. The dwellings would provide high-quality, good-sized accommodation and amenity areas in accordance with space standards. On-site parking using the existing vehicle access is acceptable to the Highway Authority.

4 Relevant Policies

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

5 Relevant Site History / Background Information

- 5.1 17/01686/FUL - Erection of three dwellings with access, parking and landscaping and associated works to properties at 4-6 Lower Paddock Road. Planning permission was granted on 1 February 2018, following Committee. This permission was implemented with conditions discharged in relation to bat dusk emergence/dawn re-entry survey, hard and soft landscaping, tree protection measures and external materials.
- 5.2 17/00721/FUL – Erection of 3no. dwellings with access, parking, landscaping and associated works. Planning permission was refused on 6 September 2017 by the Committee for the following reason:

By reason of the height, bulk and design of the proposed new houses, the development will fail to conserve or enhance the character and appearance of the Oxhey Conservation Area and will have an unacceptably harmful effect on the surrounding area. As such, it is contrary to saved Policies U18 and U19 of the Watford District Plan 2000 and Policies SS1, UD1 and UD2 of the Watford Local Plan Core Strategy 2006-2031 and requirements in the National Planning Policy Framework for good design.

- 5.3 The agent sought pre-application advice from Watford Borough Council in 2019 for proposals to redevelop the site to provide 4no. dwellings. A written response was provided to the agent on 26 April 2019.

6 Main Considerations

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

- (a) Principle of Development;
- (b) Scale and Design;
- (c) Impact upon Conservation Area;
- (d) Proposed Layout and Quality of Living Accommodation (including Amenity Space);
- (e) Impact upon Neighbouring Residential Amenity;
- (f) Highways, Refuse & Recycling Provision; and
- (g) Trees and Landscaping

6.2 (a) Principle of Development

6.3 Section 11 of the NPPF establishes the requirement to make effective use of land. Paragraph 117 establishes that “Planning policies and decisions should promote effective use of land in meeting the need for homes and other uses while safeguarding and improving the environment and ensuring safe and healthy living conditions”. Paragraph 118 (d) states that “Planning policies and decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively”.

6.4 The application proposals would provide for four, three-bedroom dwellings on a plot of underutilised, former garden land. Policy HS2 of the Core Strategy gives guidance on the mix of housing units sought across the borough in order to provide for the needs of the whole community. Policy SS1 acknowledges that in suburban areas a significant provision should be made for family sized units. Given the location of the site within an established suburban area, the majority of the units should be 2 bed or larger. The proposal would provide family-sized dwellings which are considered to comply with Policy HS2 of the Core Strategy which encourages family-sized accommodation.

6.5 Sustainable development underpins planning policy from a local to national level, which includes the creation of residential accommodation and it is considered that the proposed development would align with, and support, these policy objectives.

6.6 (b) Scale and Design

6.7 The proposed new dwellings are set over three storeys with a traditional, pitched roof with front and rear gable ends. The design of the proposed dwellings is traditional, with limited detailing and retains a contemporary feel, in that it does not seek, for example, to use Victorian style sash windows or incorporate traditional bay windows or brick detailing. It is proposed to use materials that will reflect the existing houses and the wider conservation area, in particular, a buff multi stock brick and natural slate roof tiles. The positioning, scale and design reflect the wider character of the Conservation Area and would sit comfortably within the plot. The proposed houses will sit comfortably behind the existing houses and will not appear visually dominant when viewed from Lower Paddock Road. Appropriate materials and design details will be secured by way of condition.

6.8 The scale of the proposed 4no. 3-bedroom terrace dwellings would also be in keeping with the general scale of neighbouring dwellings within the residential area. The proposed dwellings would occupy the same built footprint and combined residential floorspace as those previously granted planning permission at this site under ref: 17/01686/FUL, with a total width of 20m and a depth of 11.6m, creating 513sqm of residential accommodation. The proposed ridge height of the dwellings is also the same as the previously consented scheme at 8.7m. Each dwelling has been reduced in width from 6.7m as approved under the previous permission, to now each be 5m wide.

6.9 The proposed scheme would provide a functional layout and the design and appearance of the proposed terraced dwellings are considered to be acceptable in the context of the site's residential setting.

6.10 Overall, the proposed dwellinghouses are considered to complement the scale, design and appearance of the surrounding houses.

6.11 (c) Impact upon Conservation Area

6.12 The Oxhey Conservation Area Character Appraisal summarises the conservation area as follows:

The area is distinct from other later Victorian areas of the town for its varied architectural character with terraced housing interspersed with detached and semidetached villas, as well as being pepper potted with a variety of public houses and shops. The strong small scale streetscapes and roofscapes are an important feature emphasised by the topography, as are the spaces created at the junctions of the roads where a variety of land uses prevail. The semirural

character of the Conservation Area at its eastern edge is also a valuable feature in the transition from the built up part of the Borough to the rural hinterland.

- 6.13 This summary highlights the variety within the conservation area which is part of its character. It is not a uniform area in terms of plot sizes, building typology or appearance, despite its relatively rapid growth during the mid-late half of the 19th century. The appraisal continues:

The majority of the Conservation Area is heavily built up and has a strong sense of enclosure created by the tight formation of terraced properties along the streets. The key historic spaces here are found at road junctions, where feature buildings punctuate the townscape and the most interesting street relationships are found. At the junctions of Villiers Road with both Upper Paddock Road and Lower Paddock Road the space opens out and the character is defined by the commercial buildings, of varying styles and scales, which enclose the space and generate activity.

The south-eastern corner of the Conservation Area is notably different in terms of spatial form, as the urban edge of the Borough meets the rural hinterland. The Paddock Road Recreation Ground marks the transition from urban to rural with what is quite a formal green space, with managed grassland and feature trees on its road boundary. This part of the Conservation Area has a much more open character, which is further accentuated by the lower density of the housing that borders the open space.

- 6.14 The application site is located within the main part of the Conservation Area where there is generally a strong sense of enclosure from the relatively high density of development. Although the plots of Nos. 4-6 Lower Paddock Road are relatively large and wide in comparison to many other plots within the Conservation Area, they are not distinctive in the character of the area other than contributing to the wide variety of plots found within the area. The houses themselves are typical of the development of the area and remain good examples of Victorian housing but, like all the dwellings within the Conservation Area, are of no exceptional merit in their own right. There are 7no. properties within the Conservation Area which are locally listed and only one of these is a dwelling (Belvedere House). Keyser Hall is not statutory or locally listed, yet, is identified as an 'unlisted building of significance that contributes positively to the character of the area', although this has no legal definition or status. There are no statutory listed buildings.
- 6.15 The proposed development is considered within this context. The existing houses at Nos. 4-6 Lower Paddock Road are to be retained as part of the application proposals and will continue to make a positive contribution to the

streetscene and the overall character and appearance of the Conservation Area. The proposed new dwellings will have limited visibility from Lower Paddock Road, principally from the gap in built form serving the access road. Keyser Hall is sited to the east of the site and Lower Paddock Road falls in level to the west. The site falls in level to the north and the proposed houses have an eaves level and ridge level lower than that of Nos. 4 and 6 (as shown in figure 1, below). In street views towards the site from the east (see figures 2a and 2b, below), the top of the chimney on the rear outrigger is just visible behind the two chimneys on the main roof. The proposed houses are sited further to the right (north) beyond the outriggers and their ridge level is at the same level as the top of this chimney. As such, the proposed houses would not be visible above the roof of Keyser Hall in views from Lower Paddock Road.



Figure 1 – Proposed Elevations and Roof Heights in relationship to No's 4 and 6 Lower Paddock Road



Figure 2a – Google Streetview Image looking west towards the site. Red arrow highlighting the top of the chimney on the rear outrigger of No 4 Lower Paddock Road.



Figure 2b – Google Streetview Image looking north-west towards the site. Red arrow highlighting the top of the chimney on the rear outrigger of No 4 Lower Paddock Road.

- 6.16 Saved Policy U19 of the District Plan relates to small scale development within Conservation Areas. It seeks to resist small scale development that could lead to a number of similar applications and which in turn could lead to a cumulative detrimental effect on the character and appearance of the conservation area. The supporting text does not exclude new development in conservation areas nor does it exclude modern design. It states that high standards of design are expected as well as the use of appropriate new materials sympathetic to existing surrounding buildings. It continues *“In general, traditional materials and craftsmanship will be needed to harmonise new development with the existing buildings and proposals involving new materials and innovative techniques will especially need to demonstrate a positive contribution to the enhancement of the area.”* This policy clearly indicates such developments may be acceptable if they are of an appropriate quality. As discussed above, it is considered that the proposal is of a suitably high quality in its overall scale, design, layout and appearance.
- 6.17 The Listed Buildings and Conservations Areas Act 1990 requires a development to either preserve (have a neutral impact) or enhance (have a positive impact) the character and appearance of a Conservation Area. Planning permission should only be refused where a development has a negative or harmful impact.
- 6.18 The previous scheme granted consent on this site under reference 17/01686/FUL established acceptability of the principle, scale, design, layout and appearance of three dwellings. This application closely follows that of the previously consented scheme, with the difference of one additional dwelling.
- 6.19 The proposed dwellings are considered to be of an appropriate scale, design and appearance and of a high quality for this location within the Conservation

Area. They are not, therefore, considered to result in any detrimental or harmful impact upon the character and appearance of the Conservation Area.

6.20 (d) Proposed Layout & Quality of Living Accommodation (including Amenity Space)

6.21 The Nationally Described Space Standards (March 2015) prescribe the minimum internal space standards for new residential development which provide as follows:

- Bedrooms of 11.5sqm and over are considered to be double (2 person) rooms, whereas bedrooms under 11.5sqm are considered to be single (1 person) rooms; and
- Dwellings should provide flexibility by providing at least one bedroom capable of being used and furnished as either a double or a twin room.

6.22 The Nationally Described Space Standards, March 2015 (DCLG) further prescribe minimum unit sizes. The minimum internal space standard set for 3-bedroom, 6-person dwellinghouses arranged over 3 storeys is 108sqm, with an additional 2.5sqm requirement given over to built-in storage.

6.23 Each of the houses will have an internal floor area of 127sqm. This exceeds the minimum floor area set out in the nationally described space standards. Storage space is provided under the stairs at ground level and within cupboard area at second floor level. At ground floor level, the internal arrangement provides the living room with a front facing aspect, and the open plan kitchen and dining room to face onto the rear garden. At first floor level the bedrooms and study room face to the front and rear, with the second floor afforded a front facing bedroom. As such, it is considered that all of the main habitable room windows will be afforded with good levels of outlook, natural light ingress and ventilation.

6.24 In respect of privacy, the rear facing windows of the houses are over 40m from the rear windows of properties in Villiers Road, which exceeds the minimum guideline of 27.2m for distances between proposed and existing dwellings and will ensure acceptable levels of privacy. The proposed layout affords each proposed dwelling with an approximate east-west orientation. Each house will have private front and rear garden areas totalling between 65-69sqm. The Residential Design Guide prescribes a minimum area of 65sqm of amenity space for new three bedroom dwellinghouses. All of the proposed dwellings would therefore comply with these amenity space standards. A further enclosed landscaped area of approximately 108sqm, retaining the existing trees, is proposed to the northern end of the site for use as communal amenity space.

It is also acknowledged that the application site is within close proximity to a number of open green spaces, including Oxhey Green and Attenborough Fields which would serve as supplementary recreational and wellbeing spaces for future residents.

6.25 Overall, it is considered that the proposed dwellinghouses will provide good quality accommodation for future occupiers.

6.26 (e) Impact upon Neighbouring Residential Amenity

6.27 Development is expected to be cognizant of the impacts that it may generate so as to avoid reducing the level of amenity available to either the application site itself or its surroundings.

6.28 (i) No. 2 Lower Paddock Road

The southernmost proposed dwelling (i.e. Unit 1) will give rise to some degree of overlooking of the rear section of the garden area of this property. However, the view from the rear-facing windows would be at an oblique angle to this property and only of the far corner of the garden. Additionally, there are no side windows proposed to the southern side elevation of Unit 1, preventing any direct overlooking or loss of privacy to the windows or rear amenity space. The degree of overlooking to the rear garden area is not considered to be materially harmful and is relatively typical in urban areas.

6.29 (ii) Properties fronting Villiers Road

The built form of the proposed dwellings are set at a distance of between 9.4m and 12m from the rear garden boundaries of those properties fronting Villiers Road. Some overlooking of the rear part of the garden areas of these properties will result from the proposals. However, this is typical in urban areas and is not considered to be materially harmful. No overlooking of the windows of these properties will occur, given the 40m and above separation distances between the existing and proposed dwellings.

6.30 (iii) Properties fronting Warneford Place

The properties in Warneford Place comprise of 8no. dwellinghouses arranged over three storeys (incorporating accommodation within a mansard roof). Their rear garden areas adjoin the rear (northern) boundary of the site. The flank elevation of Unit 4 is sited at a distance of 20.8m from the rear elevation of No. 11 Warneford Place and 21.8m from the rear elevation of No. 15 Warneford Place (please note, No.13 does not exist). These distances are unchanged from the previously consented scheme. The eaves and ridge heights of the proposed terrace correspond with that of those properties fronting Warneford Place.

6.31 (iv) Keyser Hall

This is a single storey building occupied by the Oxhey Conservative Club and does not comprise of any self-contained residential accommodation. The proposals will not have any harmful impacts upon this building.

6.32 There are no side-facing windows proposed at any level to the proposed dwellings. The application proposals here maintain the same built footprint and roof ridge height of the previously consented scheme. As such, there would be no resultant direct overlooking, loss of privacy/amenity or loss of light to the living accommodation or external amenity spaces of neighbouring properties, and the siting of the dwellings is similarly not considered to be visually oppressive or harmful in terms of outlook to neighbouring properties.

6.33 (f) Highways, Refuse & Recycling Provision

6.34 Pedestrian and vehicular access to the proposed development would be via Lower Paddock Road, adjacent to No. 6. The existing crossover to No.6 is to be modified to form an improved access to serve the proposed dwellings. This includes the provision of 2m by 2m visibility splays to ensure adequate visibility between vehicles and pedestrians and a permeable paved shared access road 4.8m wide, to allow two cars to pass safely. This remains unchanged from the previous scheme and is supported by Herts County Council as the Highway Authority. A prior to occupation condition is in Section 8 relating to the visibility splays.

6.35 Although no turning facilities are provided for servicing vehicles, smaller transit size vehicles will be able to reverse into the site. Larger vehicles will need to service the houses from Lower Paddock Road, which is the existing situation for all of the existing properties along the road. This is acceptable.

6.36 The proposal incorporates 12no. parking spaces for the existing and proposed dwellings. This accords with the maximum number of spaces for the proposed development based upon the Council's adopted standards. Lower Paddock Road experiences heavy parking congestion and the proposed level of on-site parking provision will minimise any likelihood of overspill parking taking place on nearby streets.

6.37 Hertfordshire County Council has been consulted and has raised no objection to the scheme. Whilst acknowledging that the proposed development is an intensification of the use of the existing site, given the site's sustainable location, highways officers consider that the scheme will generate low vehicular trip rate and traffic levels to be generated by the proposed development would not result in a significant impact upon the local road network.

6.38 Plans depict a communal cycle store to the northern end of the site, with 4no. individual compartments to serve the dwellings. The store accommodates a total of 8no. cycle stands (i.e. 2no spaces per dwelling), which conforms with the Council’s standards. The enclosure is metal framed with oak cladding and a slate roof to match the proposed dwellings.

6.39 A communal bin store is provided for the new dwellings which is shown to the southern end of the site, nearest the access. The enclosure would accommodate a total of 4 x 140l and 5 x 240l bins to serve the development. The refuse/recycling provision is acceptable in terms of siting and capacity.

6.40 (g) Trees and Landscaping

6.41 There are 4no. significant trees within the site considered worthy of retention. These include:

- a magnolia sited within the front garden area of No.6; and
- a yew, cypress and Norway spruce located on the western boundary.

6.42 All of these trees are to be retained. Also to be retained is a blue cypress located on the northern boundary and a 30m section of the existing laurel hedge along the eastern and northern boundaries. These are the most significant landscape elements and their retention is welcomed.

6.43 The Council’s arboricultural officer has assessed the proposals, and requested that all of the trees be retained, including one of the cypress trees (T6). The applicant has confirmed that this tree will be retained and is in agreement to the preparation and submission of an Arboricultural Impact Assessment and Arboricultural Method Statement by way of pre-commencement condition to ensure that construction methods do not harm the root protection area of this tree and others to be retained. In addition, a condition is recommended relating to details of a soft landscaping scheme prior to occupation of the development.

7 Consultation Responses Received

7.1 Statutory Consultees and Other Organisations

Name	Officer’s Comment
Hertfordshire County Council Highways Authority	No objections to the scheme, subject to the imposition of a number of conditions and informatives relating to a construction management plan, pedestrian visibility splays and suitable permeability of surfacing for the access road and parking areas.

7.2 Internal Consultees

Name	Officer's Comment
Waste Officer	Confirmation of bin store capacity requirements. Need for bins to be presented on public highway on collection day.
Arboricultural Officer	No objection to the proposals, subject to the attachment of pre-commencement and pre-occupation conditions relating to requirement for submission of an Arboricultural Impact Assessment and an Arboricultural Method Statement and details of the soft landscaping scheme.

7.3 Interested Parties

Letters were sent to 489no. properties in the surrounding area. Responses have been received from 42no. properties. The main comments are summarised below (the full comments/letters are available to view online):

Comments	Officer's Response
Exacerbation of car parking pressures and highways concerns to access road in terms of safety and capacity to serve the proposed development	<p>The Highway Authority has not raised concerns or objections in relation to traffic generation or road safety.</p> <p>The proposed 4no. new houses will generate a negligible level of additional traffic.</p> <p>The proposal provides for 12no. spaces for the proposed 4no. houses (including re-provision of parking for the two existing houses), which is considered an acceptable level of parking provision.</p> <p>See paragraphs 6.34-6.37, above, relating to access, servicing and parking provision.</p>
Overdevelopment	The scheme proposes 4no. houses and utilises the same built footprint as that previously granted permission under ref: 17/01686/FUL.

	<p>Each of the proposed dwellinghouses continue to meet the relevant space requirements for new development.</p>
<p>Inappropriate design and scale in relation to Conservation Area setting</p>	<p>Design, scale and layout largely remains unchanged from the previous planning permission granted under ref: 17/01686/FUL.</p> <p>The main difference is the reduction in the widths of each house in order to create 1no. additional terraced dwelling.</p> <p>See paragraphs 6.6-6.19, above, relating to design and scale and assessment of impact to Conservation Area.</p>
<p>Loss of sunlight/daylight to neighbouring garden areas and loss of privacy</p>	<p>The proposal has been designed to not give rise to any significant or unacceptable loss of amenity to the surrounding properties. There are no windows proposed on either side flank elevation.</p> <p>The garden areas to Nos. 4-6 Lower Paddock Road remain as previously proposed. The proposed houses will not overshadow or overlook these gardens. The proposed development would be sited to the north of these garden areas.</p> <p>Separation distances from properties along Warneford Place and Villiers Road would ensure no unacceptable loss of amenity.</p> <p>See paragraphs 6.26-6.32, above, relating to impacts on surrounding properties.</p>
<p>Noise and disturbance resulting from construction activity</p>	<p>The Environmental Protection Act, the Control of Pollution Act and the Highways Act control the matters of disruption raised and an informative is attached to this effect.</p>

	Any disruption during construction works would be temporary and a construction management plan would be secured by way of condition.
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8 Recommendation

That planning permission be granted, subject to the below listed conditions and informatives.

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:

PGA00_01_Rev A – Proposed Ground Floor Plan / Site Layout Plan

PGA00_02_Rev A – Proposed General Arrangement

EGA00_03_Rev A – Proposed Front and Rear Elevations

EGA00_04_Rev A – Proposed Entrance Elevation (showing side elevations)

PGA00_07_Rev A – Proposed Roof Plan

PGA00_08_Rev A – Proposed First Floor Plan

PGA00_09_Rev A – Proposed Second Floor Plan

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

3. No development shall commence until a construction management plan setting out details of any demolition works, removal of materials from site, parking for all contractors, subcontractors, visitors and delivery vehicles, storage of materials has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented throughout the development works.

Reason: To minimise danger, obstruction and inconvenience to users of the highway, and for the free and safe movement of vehicles. This is a pre-commencement condition to ensure that the proposed measures during construction are satisfactory and are agreed with the Local Planning Authority before construction commences.

4. No development shall commence until details of the external materials to be used for the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved materials.

Reason: In the interests of the visual appearance of the buildings, 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 agreed with the Local Planning Authority before construction commences.

5. No development shall commence until an Arboricultural Impact Assessment and an Arboricultural Method Statement in respect of tree protection measures (including ground protection) relating to trees located within the site have been submitted to and approved in writing by the Local Planning Authority. The tree protection measures approved under this condition shall be implemented prior to the commencement of any works and shall be maintained as such at all times whilst the construction works take place.

Reason: To ensure the existing trees which make a positive contribution to the visual amenity of the area are retained and not harmed by the development in accordance with saved Policy SE37 of the Watford District Plan 2000. This is a pre-commencement condition as the tree protection measures need to be agreed with the Local Planning Authority and implemented before construction commences.

6. No removal of trees, scrub or hedges shall be carried out on the site between 1st March and 31st August in any year unless a suitably qualified ecologist has previously searched the trees, scrub or hedges and certified in writing to the Local Planning Authority that such works of removal may proceed.

Reason: In order to avoid harm to nesting birds which are protected.

7. No dwelling shall be occupied until full details of a soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. 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, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

8. No dwelling shall be occupied until details of the cycle stores and refuse stores have been submitted to and approved in writing by the Local Planning Authority and have been constructed in accordance with the approved drawings. The stores shall be retained as approved at all times thereafter.

Reason: To ensure adequate facilities are provided for the future occupiers, 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.

9. Prior to occupation of the proposed dwellings, a 2mx2m pedestrian visibility sight splay, free from obstruction between a height of 600mm and 2.0m and relative to the back of the footway shall be provided on both sides of the vehicular access, and retained thereafter.

Reason: To ensure a satisfactory standard of the development in the interest of highway safety.

10. Prior to occupation of the dwellings, the new access road and the parking areas hereby approved shall be surfaced in hard surfacing being made of porous materials or tarmacadam or similar durable bound material and arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of extraneous material surface water from the site into the highway so as to safeguard the interest of highway safety.

11. The two roof level conservation-type velux windows to each flank side elevation (as annotated on plan ref: EGA00_04_Rev A) shall be installed and retained with obscure-glazing prior to first occupation and retained for the lifetime of the development.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises pursuant to Policy UD1 of the Watford Local Plan Core Strategy 2006-31 and the Residential Design Guide 2016.

12. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any modification or re-enactment thereof), no development permitted under Schedule 2, Part 1,

Classes A, B, C or D of the Order shall be carried out to the new houses 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 neighbouring amenity or the character and appearance of the area.

Informatives

1. IN907 - Positive and proactive statement - GRANT
2. IN910 - Building Regulations
3. IN912 - Hours of Construction
4. IN909 - Street Name and Numbering
5. IN913 - Community Infrastructure Level Liability
6. IN808 – Vehicular Crossover
7. HIGH – Storage of Materials – Highway
8. OBSHIG – Obstruction of the Highway
9. MUD – Mud on highway