

<b>Committee date</b>	Tuesday 6 December 2022
<b>Application reference</b> <b>Site address</b>	22/00983/FUL - 91-93 King Georges Avenue, Watford, WD18 7QE
<b>Proposal</b>	Proposed demolition of no.91 and no.93 and the erection of an apartment block consisting of 9 flats and associated car parking and landscaping
<b>Applicant</b>	Mr Andy Dhruva
<b>Agent</b>	Boyer
<b>Type of Application</b>	Full Planning Permission
<b>Reason for committee Item</b>	Number of Objections
<b>Target decision date</b>	Wednesday 7 December 2022
<b>Statutory publicity</b>	Neighbour Letters and Site Notice
<b>Case officer</b>	Andrew Clarke, andrew.clarke@watford.gov.uk
<b>Ward</b>	Holywell

## 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 measures approximately 0.28 hectares in area and contains a pair of semi-detached dwelling houses. To the south, Hanover Court, a twenty-first century, three storey, development comprised of thirteen flats to the north and a row of six garages in front of Hanover Court. Hard and soft landscaping surround the buildings and garages.
- 2.2 The application site is located in a well-established residential area in west Watford. A local centre is located in proximity to the site on Whippendell Road to the southwest, with amenities including a convenience store, health centre, nursery and pre-school facilities.
- 2.3 The application site is not located within a conservation area and there are no statutory or locally listed buildings either on the site or within close proximity. The site is not subject to any specific planning designations. The site falls within the Environment Agency's flood zone 1, the zone with the lowest probability of flooding.

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

#### **3.1 Proposal**

This application seeks to demolish the pair of semi-detached houses (numbers 91 and 93 King Georges Avenue) and redevelop this part of the site to create a three storey building comprised of 9 dwellings. Hanover Court to the north would remain. The row of six garages would also be demolished and the land to the front of the buildings would be reconfigured.

#### **3.2 Conclusions**

The principal of demolishing the semi-detached houses and optimising the residential use of the site with a residential development which includes five, three bedroom units suitable for families is considered acceptable in principle. Hanover Court, the adjacent flatted development within the site replaced a pair of semi-detached houses in around 2005.

3.3 The proposed building would sit comfortably within the street scene of King Georges Avenue, and its external appearance would enhance the character and appearance of the area.

3.4 The scale and massing of the proposal, which was further reduced by amendments sought by the case officer ensure that the development does not have an overbearing impact or cause loss of outlook and privacy to neighbouring residential dwellings. These amenity matters were the reasons an earlier proposal was dismissed by the planning inspectorate in 2022.

3.5 It is therefore concluded that the proposed development accords with the development plan as a whole and so it is recommended for approval, subject to conditions.

### **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.

4.2 Paragraph 11 d) of the National Planning Policy Framework 2021 (NPPF) establishes the 'presumption in favour of sustainable development' and the principles of the 'tilted balance' that apply where a local planning authority cannot demonstrate a 5 year housing supply or have failed to deliver at least 75% of their housing requirement as part of the Housing Delivery Test. Where the tilted balance applies, decision makers should grant permission unless

NPPF policies on protected areas or assets of particular importance provide a clear reason for refusing development or, any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, assessed against NPPF policies taken as a whole. The tilted balance has the effect of shifting the weight in the planning balance away from local policies and towards the NPPF.

- 4.3 The Council scored below 75% in the most recent Housing Delivery Test results and therefore the 'tilted balance' applies to the determination of this planning application.

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

- 5.1 Hanover Court, the three storey, development comprised of thirteen flats to the north of the site was granted planning permission at appeal in May 2005 (reference: 04/00750/FULM). This site originally contained a pair of semi-detached houses numbered 87 to 89 King George Avenue. This building was constructed soon after planning permission was granted.
- 5.2 The owner of Hanover Court has acquired numbers 91 and 93 King Georges Avenue and has submitted four previous applications for this site within the last three years. One of these applications was appealed following refusal. A pre application submission was made prior to the four applications and the appeal. The application history is explained in chronological order below.
- 5.3 Pre application advice was sought for the demolition of two dwellings and erection of apartment block was received in March 2019 (reference: 19/00310/PREAPP). A written response was issued on 14<sup>th</sup> May 2019.
- 5.4 An application for the demolition of two dwellings and the erection of an apartment block containing fourteen dwellings was received in September 2020 (reference: 20/00969/FULM). Following officer feedback the application was withdrawn by the applicant on 14<sup>th</sup> November 2020.
- 5.5 An application for the demolition of two dwellings and the erection of an apartment block containing nine dwellings was received in February 2021 (reference: 21/00218/FUL). Planning permission was refused at the Development Management Committee on 27<sup>th</sup> July 2021. The application was refused for the following two reasons:
- The design of the development was out of keeping with the character and appearance of the area.

- Harm to the amenity of 95 King Georges Avenue and numbers 12 to 28 (evens) Cassiobridge Road.

5.6 The above refusal of planning permission was appealed to the planning inspectorate (planning inspectorate reference: APP/Y1945/W/21/3281536). The planning inspectorate concluded that the proposal would not cause unacceptable harm to the character or appearance of the area, though agreed that it would cause unacceptable harm to the living conditions of 95 King Georges Avenue and numbers 12 to 28 (evens) Cassiobridge Road. The appeal was dismissed on the harm to neighbouring amenity in January 2022.

5.7 An application for the demolition of two dwellings and the erection of an apartment block containing nine dwellings was received in November 2021 (reference: 21/01563/FUL). This application was refused by officers for the following four reasons:

- The design of the development was out of keeping with the character and appearance of the area.
- Harm to the amenity numbers 12 to 28 (evens) Cassiobridge Road.
- The poor quality of accommodation.
- The positioning of the refuse store adjacent to the highway.

5.8 An application for the demolition of two dwellings and the erection of an apartment block containing eight dwellings was received in April 2022 (reference: 22/00486/FUL). The plans submitted were considered to be inadequate containing inconsistencies which meant an accurate assessment could not be made. The application was returned to the applicant on 12<sup>th</sup> July 2022.

5.9 The applicant selected a different architect and this application was received in August 2022. Following officer feedback the plans were amended. The second floor rear dwelling removed and ground floor front dwelling subdivided into two dwellings. A public re consultation was undertaken on the amended plans. The re consultation closed on 11<sup>th</sup> November 2022.

## **6. Main considerations**

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

- (a) Principle of residential development
- (b) Impact on the character and appearance of the area
- (c) Impact on the living conditions of neighbouring properties
- (d) Standard of amenity for existing and future occupiers

- (e) Access, parking and highway matters
- (f) Environment and biodiversity

6.2 (a) Principle of a residential development

Strategic Policy HO3.1 states that proposals for residential development will be supported where they contribute positively towards meeting local housing needs and achieving sustainable development. Developments should make optimal use of land and provide a mix of homes. In this case, the proposal provides 5 x 3 bed family homes within an established residential area.

6.3 In respect of density and optimising the use of land, the site is outside the Core development Area and the minimum density to be achieved is 45 dwellings per hectare. In this case, when accounting for Hanover Court which is with the site boundary a density of 79 dwellings per hectare is achieved.

6.4 Optimal density for individual sites should be established through careful consideration of local character, context and access to amenities and public transport. These matters are considered further below.

6.5 Policy HO3.3 requires developments of 10 dwellings or more to provide at least 35% affordable housing. At 9 dwellings, there is no requirement to provide affordable housing in this case. Given the density achieved, which significantly exceeds the minimum, the site has been optimised and the provision of 9 dwellings is accepted.

6.6 (b) Impact on the character and appearance of the area

Strategic Policy QD6.1 seeks to deliver high quality design across the borough. The borough is divided into 3 distinct areas – Core Development Area, Established Areas and Protected Areas - with a separate approach for each area. The application site is within an Established Area where the degree of change will be more limited than in the Core Development Area but is expected to result in a gentle uplift in the density of the area. Proposals should be led by the existing characteristics of the local area and should reinforce and where appropriate enhance the character of the area.

6.7 Policy QD6.2 gives more detailed design principles for new development including sustainable design, character and identity, built form, active frontages, connectivity and views. Policy QD6.3 seeks safe, accessible, inclusive and attractive public realm. Policy QD6.4 builds on these policies and gives detailed design guidance on how these design principles can be achieved. Policy QD6.5 concerns building height and gives base building heights for the 3 Strategic Development Areas (which make up the Core Development Area) and those areas outside the Core Development Area. For

areas outside the Core Development Area the base building height is 4 storeys.

- 6.8 This application seeks to demolish the pair of semi-detached properties (numbers 91 and 93 King Georges Avenue) and redevelop this part of the site to create a three storey building comprised of 9 dwellings. Hanover Court to the north would remain. The row of six garages would also be demolished and the land to the front of the buildings would be reconfigured.
- 6.9 The principle of demolishing the pair of semi-detached and constructing a flatted development has been accepted by the previous applications and at appeal. The planning inspector noted that the central section of King Georges Avenue is comprised of two-storey dwellings of a generally similar scale though three storey flatted development exist nearby at Alwin Place, Argyle Court and Hanover Court which is within the site. These three nearby developments are all readily appreciable King Georges Avenue.
- 6.10 The proposed building would have a greater width, depth and height than the nearby two-storey dwellings and the pair of semi-detached dwellings it would replace. This increase in scale is considered appropriate relating to the local context in accordance with Local Plan Policy QD6.2. The proposed building would be comprised three storeys to the front and two storeys to the rear, with the rear part of the building having a lower floor level. These is the same heights as neighbouring Hanover Court. The lower building height to the rear relates well with the two storey dwellings on Cassiobridge Road.
- 6.11 Externally the building would have projecting gables with recessed elements including balconies, panels and window openings. The ground floor level of the building would be finished in grey brick, with red brick used on upper levels. The design and access statement asserts that the windows would be timber and the plans indicate these would be grey. The facades and their detailing appear to have a positive relationship with the street enhancing the character and appearance of the area in accordance with Local Plan Policy QD6.4. In order to ensure the building has a high quality external appearance detailed drawings and details of all materials used externally on the building will be secured by condition.
- 6.12 The demolition of the row of garages and the reconfigured frontage creates a more legible and permeable open environment to between the proposed building, Hanover Court and the public highway.

6.13 (c) Impact on the living conditions of neighbouring properties

The nearest properties to the application site are Hanover Court, number 95 King George's Avenue and the rear gardens of two-storey terraced dwellinghouses at 12 to 40 (evens) Cassiobridge Road to the west.

6.14 *Hanover Court*

The proposed building would be positioned 2.7 metres from Hanover Court. The dwellings within Hanover Court face the front (east) or the rear (west) of the site. The southern side elevation facing the proposed building contains only bathroom windows. The proposed building would be positioned forward of Hanover Court, though the impact to neighbouring amenity would be low.

6.15 *95 King Georges Avenue*

The proposed flatted building would reduce in width to the rear of the building with the deepest element having two storeys and being set in 10.2 metres from the common boundary. The front, three storey element would be positioned 5 metres from the common boundary with 95 King Georges Avenue and extend 3.4 metres beyond its rear elevation.

6.16 Compared to the previous proposal considered at appeal, the front, three storey element would be 0.5 metres further away and 0.6 metres shallower. The rear part of the building has been reduced in height from three storeys to two. The reduction in bulk and massing to this (southern) side of the building makes the proposal significantly less visible from the rear windows of this neighbouring property. In addition the building would no longer breach the 45 degree line, as it did previously. It is considered that the overbearing impact of the development and the loss of outlook considered harmful by the planning inspector have been successfully mitigated by the reduction in the scale and massing of the proposal, particularly to the southern side.

6.17 The side facing windows from the communal staircase would be obscure glazed to ensure no overlooking.

6.18 *12 to 40 (evens) Cassiobridge Road*

The rear of the proposed building would be 25.4 metres from the nearest property on Cassiobridge Road. This nearest property is the single storey rear extension on number 16 Cassiobridge Road. The closest point measurement from an original rear outrigger is 28.2 metres. Some of these neighbouring properties have single storey rear extensions, other do not, so the separation distances vary. Section 7.3.16 of Watford's Residential Design Guide (RDG) states that 27.5 metres should be achieved between rear elevations of new houses and existing houses.

- 6.19 The building would also be 15 metres from the rear boundary. Section 7.3.16 of the RDG states also states that a minimum direct distance between upper level habitable rooms on a rear elevation and property boundaries of 11 metres should be achieved in order to minimise overlooking.
- 6.20 Compared to the proposal considered at appeal, the rear wall of the building would be 2.8 metres shorter and one storey lower. This is 2.4 metres behind the rear building line of neighbouring Hanover Court. In addition to this the rear part of the proposed building would be stepped down addressing the ground levels which slope slightly downwards towards the rear.
- 6.21 The planning inspector considered the three storey height to the rear of the previous proposal and the separation distances involved harmful. It is considered that the loss of privacy considered harmful by the planning inspector has been successfully overcome in this submission by the lower building height and the increased separation distances.
- 6.22 (d) Standard of amenity for existing and future occupiers  
The development would create:
- 5 x 3 bedroom dwellings; and
  - 4 x 1 bedroom dwellings.
- 6.23 All of the proposed dwellings meet or exceed the nationally described space standards and have private amenity space in accordance with Policy HO3.11 of the Local Plan. Communal amenity space is also provided to the rear of the building. Within Hanover Court the dwellings on the ground floor have private garden areas, though dwellings on the upper levels do not. The communal amenity space for existing residents of Hanover Court would remain.
- 6.24 All of the three bedroom dwellings proposed are dual aspect and all of the one bedroom units are single aspect. A daylight sunlight assessment has been submitted with the application which demonstrates compliance with the latest guidance from the BRE 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (3rd Edition, 2022).
- 6.25 The existing cycle store for Hanover Court would be demolished and relocated to the rear of the site. A further cycle store for occupants of the proposed building would be positioned to the south side of the site. The quantity of cycle spaces provided for the proposed dwellings accords with provision required by Local Plan Policy ST11.4. The existing timber refuse store would be demolished and a larger refuse store constructed with sufficient waste capacity for existing residents of Hanover Court and prospective occupants of

the proposed building. Conditions would be applied which require details of these structures and continued cycle and refuse provision for existing residents whilst the new building is constructed.

- 6.26 Policy HO3.10 requires all new homes to meet or exceed the nationally described space standard and to comply with M4(2) of the Building Regulations relating to accessibility. The applicant has explained that two of the one bedroom units would only comply with M4(1) with the other seven complying with M4(2). Given that this application was submitted prior to this policy being adopted, this is considered acceptable.
- 6.27 (e) Access, parking and highway matters  
The site is located within walking distance of a supermarket, health centre, nursery and pre-school facilities on Whippendell Road. Watford Town Centre approximately 1.2 miles from the site. Bus route 321 stops nearby on Whippendell Road and has a weekday daytime frequency of 3 buses per hour. The site is considered to have an accessible location.
- 6.28 Policy ST11.5 sets car parking standards for new development. For dwellings outside the Core Development Area, the maximum provision is 1 space per dwelling. The proposed development would provide 1 space per dwelling, in a reconfigured parking area. The existing 13 parking spaces for Hanover Court, which also equates to 1 space per dwelling would be re provided in a reconfigured parking area. This policy also requires 20% of parking spaces to have active charging points for electric vehicles. However, this is now a requirement for all new houses under the Building Regulations 2022, therefore 9 active charging points for electric vehicles would have to be provided.
- 6.29 The existing vehicle crossover into the site and a lamp post require repositioning. These works would require agreement with Hertfordshire County Council as the Highway Authority under the Highways Act 1980. The additional number of dwellings and the associated number of vehicle trips generated would not result in any adverse highways impacts.
- 6.30 (f) Environment and biodiversity  
Strategic Policy CC8.1 states that the Council will support proposals that help combat climate change and new development will need to demonstrate how it contributes positively towards this. Policy CC8.3 seeks to minimise the impact of new housing on the environment through energy and water efficiency measures. This includes a 19% improvement in carbon emissions over the target emission rate in the Building Regulations 2013 and a standard of 110 litres of water use per person per day. The applicant has confirmed the

water efficiency measures will be achieved and this can be secured by condition. No details have been submitted with the application regarding sustainable construction or energy efficiency and no renewable energy systems are currently proposed. However, under the new Building Regulations 2022 (effective from June 2022) all new residential development must achieve an improvement of 40% in carbon emissions over the target emission rate in the Building Regulations 2013. This exceeds the policy requirement.

- 6.31 Strategic Policy NE9.1 states that new development will be expected to demonstrate a positive impact on the natural environment. Appropriate measures include, inter alia, minimising the impacts on biodiversity and achieving a net gain, reducing the risk of flooding including surface water flood risk, protecting trees and encouraging native planting. Policy NE9.4 seeks to avoid and mitigate all forms of flood risk. Policy NE9.5 seeks to reduce the risk of surface water flooding through the use of effective sustainable drainage systems. Policy NE9.8 seeks a biodiversity net gain of 10% or more through the use of the Defra Biodiversity Metric.
- 6.32 In respect of biodiversity, no biodiversity assessment was submitted with the application (at the time of submission in August 2022 there was no requirement for this). The site and surroundings do not contain any trees protected by a Tree Preservation Order (TPO) and there are none close to the perimeter of the site. The proposal does show that trees which were planted in front of Hanover Court in around 2005 would be felled. These trees would be replaced by additional planting to the front of the buildings and within the parking area. The trees to the rear of the site would be retained. To ensure the development provides suitable replacement biodiversity a condition requiring details of soft landscaping is imposed on the decision.
- 6.33 The application includes a Preliminary Roost Assessment for bats. The existing two houses and the row of six garages were surveyed. The report concludes that the potential to support roosting bats is low and does not recommend any further surveys.
- 6.34 The site is not within a flood risk area (Flood Zone 1) and also incorporates a surface water drainage system to manage surface water runoff and minimise the potential for flooding. This will result in a betterment in surface water runoff and is acceptable. This can be secured by condition. Page 13

## 7 Consultation responses received

### 7.1 Statutory consultees and other organisations

<b>Name of Statutory Consultee / Other Organisation</b>	<b>Comment</b>	<b>Response</b>
Hertfordshire County Council Highways	Clarifications were sought, though no objection in principle.	Noted.

### 7.2 Internal Consultees

<b>Name of Statutory Consultee / Other Organisation</b>	<b>Comment</b>	<b>Response</b>
Watford Borough Council Arboricultural Officer	No response received.	N/A
Watford Borough Council Waste and Recycling	No objection.	Noted.

### 7.3 Interested Parties

Letters were sent to 118 properties in the surrounding area. This includes properties within Hanover Court. These properties were all re consulted when the proposal was amended. Objections were received from 37 addresses. One response was received in support. The main comments are summarised below, the full letters are available to view online:

<b>Comments</b>	<b>Officer response</b>
Insufficient parking / increase in traffic	Parking provision is considered acceptable and the impact on the highway network is considered negligible. See section (e) the report which addresses parking and highway matters.
Overdevelopment of area	The development makes effective use of a brownfield site and contributes to housing need in Watford. See section (a) of this report which relates to the principal of a residential development.
Design and layout of proposal	The development is considered to respond well to the context. See section (b) of the report which considers the impact of the character and

	appearance of the development.
Loss of existing houses	The existing two houses are not subject to any protection which would justify their retention.
Overlooking / overshadowing / loss of light and loss of privacy.	The development would cause no significant harm to neighbouring amenity. See section (c) of the report which considers the living conditions of neighbouring properties.
Pressure on local services	The development is CIL (Community Infrastructure Levy) liable. This levy is used to help the local authority to deliver the infrastructure needed to support development in the area.
Housing Mix	The development does provides five, three bedroom units. See section (d) which considers housing mix.
Disruption from construction	The Environmental Protection Act, the Control of Pollution Act and the Highway Act also control the matters of disruption raised.
Bat activity on Site	A bat survey was undertaken which concludes the potential for bat roosting is low. See section (f) which considers this matter.

## 8 Recommendation

### Conditions

#### 1. Time Limit

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. Approved Drawings and Documents

The development hereby permitted shall be carried out in accordance with the following approved drawings and documents:

- 0169-KLA-00-XX-DR-18 001 P02
- 0169-KLA-00-XX-DR-18 002 P02
- 0169-KLA-00-GF-DR-19 001 P02
- 0169-KLA-00-01-DR-19 001 P02
- 0169-KLA-00-02-DR-19 001 P02

- 0169-KLA-00-RF-DR-19 001 P02
- 0169-KLA-00-20-DR-19 001 P02
- 0169-KLA-00-20-DR-19 002 P02
- 0169-KLA-00-20-DR-19 003 P02
- 0169-KLA-00-20-DR-19 004 P02
- 0169-KLA-00-30-DR-19 001 P02
- 0169-KLA-00-30-DR-19 002 P02
- 0169-KLA-00-XX-DR-18 003 P02
- 0169-KLA-00-XX-DR-18 004 P03
- 0169-KLA-00-GF-DR-10 001 P03
- 0169-KLA-00-01-DR-10 001 P03
- 0169-KLA-00-02-DR-10 001 P03
- 0169-KLA-00-RF-DR-10 001 P03
- 0169-KLA-00-20-DR-10 001 P02
- 0169-KLA-00-20-DR-10 002 P02
- 0169-KLA-00-20-DR-10 003 P02
- 0169-KLA-00-30-DR-10 001 P03
- 0169-KLA-00-30-DR-10 002 P03

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

### 3. Materials

No development shall commence above the level of the damp course until details of the materials to be used for all the external finishes of the development hereby approved, including external walls, roofs, porch, balconies, doors, windows, and rainwater 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 proposed development applies high quality materials that makes a positive contribution to the character and appearance of the area, in accordance with Policies QD6.2 and QD6.4 of the Watford Local Plan 2022-2038.

### 4. Detailed Drawings

No development shall commence above the level of the damp course until detailed section drawings of the inset balconies, brick detailing, door and window reveals, cills, lintels and gable edges 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 proposed development applies high quality materials that makes a positive contribution to the character and appearance of the area, in accordance with Policies QD6.2 and QD6.4 of the Watford Local Plan 2022-2038.

## 5. Landscaping

The development hereby approved shall not be occupied until full details of both hard and soft landscaping works, based on the approved drawings, including:

- trees and soft landscaping to be planted (including location, species, density and planting size)
- materials for all pathways, parking spaces, and hard surfacing
- all boundary treatments

have been submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme, with the exception of the planting, shall be completed prior to any occupation of the development. The proposed planting shall be completed not later than the first available planting and seeding season after completion of the development. Any new trees or plants which within a period of five years, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, or in accordance with details approved by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site and to ensure that enhancements to biodiversity are provided in accordance with paragraphs 8c), 174d) and 180d) of the Framework and Policy NE9.1 of the Watford Local Plan 2021-2038.

## 6. Highway Works

The dwellings hereby approved shall not be occupied until the modified access and egress arrangements from King Georges Avenue as shown in principle on the approved drawings have been completed in full.

Reason: In the interests of the safe operation of the site and the surrounding highway, in accordance with Policies ST11.4 and ST11.5 of the Local Plan.

## 7. Parking Spaces

The dwellings hereby approved shall not be occupied until the parking spaces have been laid out and constructed in accordance with the approved drawings. The parking spaces shall be retained at all times thereafter.

Reason: To ensure that adequate parking and manoeuvring space is provided for the future occupiers, in accordance with Policy ST11.5 of the Watford Local Plan 2021-2038.

## 8. Electric Vehicle Charging

The dwellings hereby approved shall not be occupied until one active electric vehicle charging point has been provided to each dwelling. The electric charging infrastructure shall be retained at all times thereafter.

Reason: To ensure that the proposed development achieves high levels of sustainability in accordance with Policy ST11.5 of the Watford Local Plan 2021-2038.

## 9. Cycle and Refuse Stores

The dwellings hereby approved shall not be occupied until details of both cycles stores and the refuse store 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.

Reason: To ensure adequate facilities are provided for the future occupiers, in accordance with Policies QD6.4 and ST11.4 of the Watford Local Plan 2021-2038.

## 10. Water Efficiency

The dwellings hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to confirm that the dwelling has been completed to meet the water efficiency optional requirement of 110 litres of water per person per day, as set out in the Building Regulations (2010) Approved Document G Requirement G2 and Regulation 36.

Reason: To minimise the impact of the development on the environment, in accordance with Policy CC8.3 of the Watford Local Plan 2021-2038.

## 11. Aerials and Satellite Dishes

The dwellings hereby approved shall not be occupied until details of any communal terrestrial television aerial(s) or satellite dish(es) have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the buildings, in accordance with Policy QD6.1 of the Local Plan.

## 12. Lighting

The dwellings hereby approved shall not be occupied until a detailed external lighting scheme for the development has been submitted to and approved in writing by the Local Planning Authority and the lighting scheme has been installed in accordance with the approved details.

Reason: In the interests of the visual appearance of the site, in accordance with Policy QD6.3 of the Local Plan.

## 13. M4(2) of the Building Regulations

The development hereby approved shall not be occupied until details have been submitted to and approved in writing by the Local Planning Authority to confirm that seven of the nine dwellings hereby approved have been built to the Building Regulations (2010) Access to and use of Buildings, Approved Document M (2015 as amended), Volume 1: Dwellings, M4 (2): Accessible and adaptable dwellings.

Reason: To provide accessible housing, in accordance with Policy HO3.10 of the Watford Local Plan 2021-2038.

## 14. Obscure Glazing

The stairwell windows on the south elevation above ground floor level shall be obscure glazed. The obscured glazing should be retained in perpetuity.

Reason: To protect the amenity of adjoining gardens on King Georges Avenue.

## 15. Communications Equipment

For the avoidance of doubt, no communications development permitted by Classes A, B or C of Part 16 of Schedule 2 of the Town and Country Planning

(General Permitted Development) (England) Order 2015 (as amended) shall be undertaken on any of the buildings hereby approved unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of the character and appearance of the buildings, in accordance with Policy QD6.2 of the Local Plan.

### Informatives

1. IN907 – Positive and proactive statement
2. IN909 – Street naming and numbering
3. IN910 – Building Regulations
4. IN911 – Party Wall Act
5. IN912 – Hours of Construction
6. IN913 – Community Infrastructure Levy Liability
7. IN915 – Highway Works – HCC agreement required