

PART A	
Report of: DEVELOPMENT MANAGEMENT SECTION HEAD	
Date of Committee	10th December 2015
Site address:	81 Cecil Street
Reference Number :	15/01447/FUL
Description of Development:	Removal of existing garage/utility extension and construction of a new one bedroom property.
Applicant:	Mr M Hussain and Mrs H Bibi
Date received:	8th October 2015
8 week date:	3rd December 2015
Agreed extended deadline:	3rd January 2015
Ward:	Callowland

SUMMARY

Full planning permission is sought for the removal of the existing side extension and garage and the construction of a new one bedroom property. This application follows two previous applications submitted earlier this year which sought permission for the creation of a new two storey dwelling. Both of these previous applications were refused planning permission given the impact that the development would have on the amount of natural light entering the neighbouring property to the east of the site (79 Cecil Street).

The current scheme differs from those submitted earlier in the year in that it proposes a single storey building rather than a two storey structure. Consequently, the roof height of the proposed property is significantly lower than that previously applied for. The reduced mass of the building allows a greater amount of natural light to enter the neighbouring property as demonstrated by the Daylight and Sunlight Study which accompanies the application. It is considered that the current scheme would have no significant detrimental impact on the living conditions of the occupiers of the neighbouring property. In this

respect, the current proposal has addressed the reasons for refusal that were applied to the applications submitted earlier this year.

The development relies on the removal of an existing garage and side extension at the side of the house. Neither of these structures contribute positively to the appearance of the site or the wider visual amenity of the area. The building containing the new dwelling will not be as wide as the existing side additions. It will also be set back from the front elevation of the main house and set in from the side boundary. These measures will help ensure that the new structure remains subordinate to the main house and does not appear unduly prominent when viewed from the street. The existing garage is not setback from the main front building line and is not separated from the boundary and it is considered that the new building will offer an improved appearance when compared to the existing situation.

The proposed new dwelling will provide a suitable living environment for its future occupiers without compromising the amenities of neighbours. The design of the building is sympathetic to the host building and the works will not result in any harm to the character of the area.

Both the existing and proposed property will not benefit from any on-site parking provision. However, the site is located close to bus stops and Watford Junction Station, and is within walking distance of the town centre and the shops and services located along St Albans Road. Within a sustainable location such as this, it is considered that a car free development is acceptable.

The Development Management Section Head recommends that planning permission be granted as set out in the report, subject to conditions.

BACKGROUND

Site and surroundings

The application relates to a two storey, semi-detached dwelling located within a primarily

residential area in North Watford. The property is situated on the southern side of Cecil Street approximately 140m southeast of the junction with Leavesden Road.

The property features a single garage which is located to the east of the house. This garage is linked to the house by a flat-roofed single storey extension which comprises a utility room. The rear of the property features a two storey projecting element with a pitched roof and beyond this a single storey flat-roofed addition exists.

A vehicular crossover in front of the house provides access to the garage. The property currently benefits from one on-site parking space provided by the garage.

The property is not listed and is not located within a Conservation Area.

Proposed development

Full planning permission is sought for the construction of a new one bedroom dwellinghouse. In order to facilitate the works the existing garage and single storey side extension which comprises a utility room will be removed.

The proposed new dwelling will be single storey and will comprise an open plan living, dining and kitchen area, a bathroom and bedroom. The existing property will be retained as a three bedroom house.

A new access arrangement will be provided for the existing house through the creation of a new entrance on the side elevation of the building. Access to the new dwelling will be provided through the creation of an entrance on its side elevation also.

The existing garden will be subdivided to allow each of the properties their own private amenity space.

Cycle and bin storage for both properties will be constructed to the rear of the garden for the new house. This will be accessed via a pathway that will be created along the eastern side of the new property.

Relevant planning history

Ref. 964 – Erection of house, stables and sheds – Approved in 1897.

Ref. 14824 – Use of building (rear) – Refused Planning Permission in 1951.

Ref. 9/174/81 – Outline application for the erection of a dwellinghouse on land at 81 Cecil Street – Refused Outline Permission in June 1981 for the following reasons:

- 1. The proposed development, if permitted, would not comply with the requirements of Policy H25 of the Watford District Plan (Sunlight and Daylight) in that the proposed development would not maintain a satisfactory level of sunlight and daylight to existing houses on either side of the proposed dwelling.*
- 2. The proposed, if permitted, would result in the provision of an inadequate area of private open space for the occupiers of both the existing property, No. 81 Cecil Street, and the proposed dwelling and, as such, the development would not accord with Policy H27 (Gardens) of the Watford District Plan.*
- 3. Irrespective of reasons 1 and 2 above no details have been submitted to indicate that a satisfactory dwelling can be designed to provide reasonable levels of sunlight and daylight to all habitable rooms to accord with the standards of the Local Planning Authority.*
- 4. In the opinion of the Local Planning Authority the provision of vehicular access to and the formation of a parking/garaging area at the rear of the site is unacceptable due to the loss of visual and aural amenities to the existing and proposed occupiers of the houses on the application site.*

Ref. 15/00229/FUL – Removal of existing garage/utility extension and construction of a new two bedroom property – Refused Planning Permission in April 2015 for the following reason:

- 1. The application fails to demonstrate that the proposal would result in no significant loss of natural light to habitable rooms within the neighbouring property to the east. It has not been demonstrated that due consideration has been made to the potential impacts of the development upon levels of natural light currently enjoyed at this neighbouring property. No reference has been made to the guidance contained within the Building Research Establishment Report entitled "Site layout planning for daylight and sunlight; A guide to good practice" which sets out tests such as the "no-sky line" which can be used to determine the impact of development on daylighting distribution in a room. The Council is not satisfied that the proposed development would cause no significant loss of light to the neighbouring property, contrary to the objectives of the Residential Design Guide (RDG) and Policies UD1 and SS1 of the Watford Local Plan Core Strategy 2006-31.*

Ref. 15/00782/FUL – Removal of existing garage/utility extension and construction of a new two bedroom property – Refused Planning Permission in July 2015 for the following reason:

- 1. The application is accompanied by a Daylight and Sunlight Study which establishes that a significant reduction in natural light will be caused to a habitable room window within the neighbouring property to the east. The Study wrongly identifies this window, which it refers to as 'window 7', as being secondary when in fact it is the only window providing natural light to a habitable room. The Study itself shows that window 7 will experience a significant reduction in natural light to a level which is below that recommended by the guidance contained within the Building Research Establishment (BRE) publication Site Layout Planning for Daylight and Sunlight: a guide to good practice. Consequently, the scheme would result in harm to the amenities of the occupiers of this neighbouring property due to the reduction of daylight to a habitable room, contrary to the provisions of the Residential Design Guide (RDG), Policies UD1 and SS1 of the Watford Local Plan Core Strategy 2006-31 and the objectives of paragraph 17 of the National Planning Policy*

Framework (NPPF) which seek to ensure that a good standard of amenity for all existing and future occupants of land and buildings is achieved.

Relevant Policies

National Planning Policy Framework (NPPF)

Paragraph 17 Core planning principles

Section 4 – Promoting sustainable transport

Section 6 – Delivering a wide choice of high quality homes

Section 7 – Requiring good design

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

Hertfordshire Waste Core Strategy and Development Management Policies

Document 2011-2026

No relevant policies.

Hertfordshire Minerals Local Plan Review 2002-2016

No relevant policies.

Watford Local Plan: Core Strategy 2006-31

SS1 Spatial Strategy

SD1 Sustainable Design

SD2 Water and Wastewater

SD3 Climate Change

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

Watford District Plan 2000 (saved policies)

SE7 Waste Storage, Recovery and Recycling in New Development

SE22 Noise

T10 Cycle Parking Standards

T21 Access and Servicing

T22 Car Parking Standards

T24 Residential Development

T26 Car Free Residential Development

L8 Open Space Provision in Housing Development

L9 Children's Play Space

H10 Planning Agreements for Educational and Community Facilities

Supplementary Planning Guidance Notes

A revised Watford Residential Design Guide (RDG) was adopted as a Supplementary Planning Document by Watford Borough Council's Cabinet on 23rd July 2014 following public consultation between 4th November and 16th December 2013. This supersedes the Residential Design Guides: Volume 1: Building New Homes & Volume 2: Extending Your Home (2008) and Supplementary Planning Guidance 6 (SPG6): Internal Space Standards (2004).

CONSULTATIONS

Neighbour consultations

Letters were sent to a total of 34 addresses that lie within close proximity of the site.

Seven representations have been received citing the following objections.

- No car parking in an area where on-street parking is already insufficient and at capacity. It will increase the deficit of available parking.
- Overdevelopment.
- Dwelling would not fit in with the current street scene.

- Would make area even more dense than it already is.
- Detrimental affect to quality of life of the occupants of the neighbouring property.
- Loss of light to neighbouring property.
- Loss of privacy to neighbouring property.
- Planning process for area is flawed as nearly all of the nearby properties are rented and tenants have no interest regarding planning and even if they pass it onto their landlord, why would they object?
- Clearly a money making exercise.
- Reduced outlook at neighbouring property.
- Eventually bins will replace plants in front garden.
- Reduce width of driveway of neighbouring property.
- The agent has indicated that the numbering of the houses in the street appear to indicate the gap is intended to accommodate an additional property (as number 79 is missing). However, this is incorrect.
- Dwelling is inconsistent with the other houses in the street.
- There are sewage pipes that would be built on top of.

Statutory consultations

Local Highway Authority (Hertfordshire County Council Highways)

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Conditions

1. The application should provide a drawing to show that no wall /landscaping to be provided along the site frontage shall exceed a height of 600mm on both sides of the access

Reason: to provide adequate visibility for drivers for no. 79 entering or leaving the site.

2. Prior to the commencement of the site works details of on-site parking for all contractors, sub-contractors, visitors and delivery vehicles shall be approved in writing by the Local Planning Authority in conjunction with the Highway Authority and that area shall be maintained available for use at all times during the period of site works.

Reason;- To minimise danger, obstruction and inconvenience to users of the highway.

3. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highway Authority prior to commencement of the development.

Reason: In the interest of highway safety and the free and safe flow of traffic.

4. Upon completion of the development and the/alterd access brought into use, all other existing crossover point not incorporated in the development hereby permitted shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and detail as the adjoining footway, verge and highway boundary.

Reason: To limit the width of existing crossover points along the site boundary for the safety and convenience of the highway user.

Comments

The proposal is to remove existing garage/utility extension and construct of a new one bedroom property at 81 Cecil Street, Watford.

ACCESS

The proposed site will be located between no 79 and no 81 Cecil Street.. It is an unclassified road and with a speed limit of 30 mph.

The applicant states that this is altered the existing garage vehicle crossover for the proposed development. Which it shall be stopped up by raising the existing dropped kerb and reinstating the footway and highway boundary to the same line, level and details as the adjoining footway.

PARKING

The applicant states that the proposed would result in any parking spaces being provided in association with the proposed development.

CONCLUSION

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

APPRAISAL

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

- (a) *Watford Local Plan: Core Strategy 2006-31 (adopted January 2013);*
- (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.*

Principle of development

Policy HS1 of the Watford Local Plan Core Strategy 2006-31 advises that factors that will support residential allocation in the site allocations document, and which will also be considered in determining applications on windfall sites, will include, inter alia: consistency with the spatial strategy; previously developed land; close to good public transport, walking and cycle network routes; location within the town centre or at other strategically located sites. The Policy further advises that factors that will go against residential allocation will include: not previously developed land; land at risk of flooding; existing employment land, open space or other community facilities for which there is still an identified need; land with high biodiversity, landscape or cultural heritage significance; no access to reliable integrated public transport links.

The proposal complies with the provisions of Policy HS1 in that the site occupies land which is close to good public transport routes, is not in an area at risk of flooding, is not existing employment land, open space or a community facility and does not have high biodiversity, landscape or cultural heritage significance. The new building will be attached to the side of the main building and will replace the existing side extension and garage. It is considered that the principle of residential development in this location is acceptable as the site lies within a primarily residential area and because the proposed new dwelling would not occupy a position behind the main building frontage.

Amendments

Amended plans have been received during the course of the application. These have included the following revisions:

- Detail has been added to show that the new walls and gate to the front of the property will not be higher than 0.6m so as to improve visibility for motorists using the adjacent driveway, in accordance with the recommendations of the Local Highway Authority (see 'Consultations' section above).
- The internal layout of the proposed dwelling has been altered so that the living, kitchen and dining area occupies the front portion of the house with the bedroom occupying the rear part of the building. This allows a better relationship between the existing house and the new dwelling, in terms of noise transmission. For example, the living area for the proposed dwelling is now shown to be sited adjacent to the living area of the existing house. The bedroom is now also shown to be separated from the existing house – reducing any potential noise disturbance for its future occupiers.
- The two windows originally proposed on the front elevation of the new dwelling have been replaced with a bay window. This bay window will feature obscure-glazed panes on its side which faces the entrance to the existing house. This will help reduce overlooking from persons entering the existing house into the bay

window of the new house. This is required to ensure that the occupiers of the new dwelling benefit from suitable levels of privacy.

Design and impact on street-scene

Paragraph 58 of the NPPF advises that planning policies and decisions should aim to ensure that developments will function well and add to the overall quality of the area, respond to local character and history, and reflect the identity of local surroundings and materials. Section 7 (paragraph 64) of the NPPF further advises that “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”.

Policy UD1 states that “new development should respect and enhance the local character of the area in which it is located”. This is supported by Policy SS1 of the Watford Local Plan Core Strategy 2006-31 which states that “Outside of the areas covered by specific policies, the emphasis will be on making sure that new development protects residential amenity, protects and enhances the character of the area, maintains and enhances the quality of our open spaces and green infrastructure and protects our built heritage”.

The proposal relies on the removal of the flat-roofed garage and utility room extension that exist on the eastern side of the house and their replacement with a new single storey structure that will incorporate a pitched roof. The garage building and interlinking side extension do not make a positive contribution to the appearance of the property in themselves and it is considered that the proposal provides the opportunity for the appearance of the site to be enhanced.

The combined width of both the existing utility room extension and the existing attached garage is 5.3m. At present, the garage element abuts the boundary shared with the neighbouring property to the southeast. In contrast, the proposed extension that will accommodate the new dwelling will be set in 1 metre from the side boundary and will measure 4.3m wide. While the proposed extension will be wider than the existing house, it will be less wide and provide more separation to the side boundary than the existing structure. Additionally, the proposed extension will be setback from the front elevation of

the existing house whereas the front of the existing garage projects to the same building line as the main house with only the utility room extension being set back. This setback will help ensure that the extension has a subordinate relationship with the main building and does not appear unduly prominent when viewed from the street.

The new dwelling would feature a bay window on its front elevation. This will be of a size and type that will remain compatible with the host property. The roof above the front portion of the new extension will feature a dual-pitch with a side-facing gable. The gable will be pitched to reflect that of the main house. The entrance to the new property will be created on the side elevation and will not be readily visible from the street. It is considered that this will help to ensure that the new building does not have the appearance of a separate bungalow attached to the side of the house and instead is made to be more akin to an extension. It is considered that the new building will have a suitable relationship with the street and will cause no harm to the character of the area or the streetscene.

The submitted drawings provide details of the materials to be used for the exterior finishes of the building. It is considered that these materials, which reflect those of the existing house, will provide an acceptable finish that will remain in keeping with the area.

Layout

The proposed new dwelling will meet the minimum internal space standards. In addition, the floorspace of the existing dwelling will not be reduced as a result of the works. All habitable rooms within the proposed dwelling will benefit from suitable levels of natural light and outlook.

The proposed extension will project beyond part of the rear elevation of the existing house. The extension has the potential to affect the light and outlook for the kitchen and dining rooms within the host property. However, the kitchen within the host property cannot be regarded as a habitable room given that it does not provide space for sitting or eating over and above that required for the preparation of food (as per the definition of 'habitable room' provided within the Glossary of the Watford District Plan 2000).

Furthermore, the submitted drawings show that an internal wall will be removed to create

an open plan living/dining area which will be served by the existing window on the rear elevation and large bay window on the front elevation. These windows will help ensure that natural light penetrates the living area and it is considered that levels of light and outlook within the host property will not be reduced to an extent that will cause an unacceptable living environment for the occupiers of this house.

Section 7.3.22 of the RDG sets out the minimum areas for private amenity space for new residential development. It advises that a minimum garden area of 50 square metres be provided for a 1 bedroom house and a minimum of 65 square metres for a three bedroom house. At present, the garden attached to 81 Cecil Street is relatively large compared to many other gardens at nearby properties, measuring approximately 140 square metres in area. The existing garden will be subdivided to create private gardens for both the existing and proposed properties. The gardens provided for each property will fail to meet the minimum garden areas, contrary to the advice contained within the RDG. The garden for the proposed dwelling will cover an area of only 45 square metres and the garden for the existing house will be reduced to 38 square metres. Whilst the gardens provided for both houses will be below the minimum standards, it is apparent that they will remain larger than many of the gardens of other properties within the area. Regard has to be paid to the context of the site and it is considered that in this case, the proposed gardens will remain in keeping with the character of the area. Both gardens will provide a usable space and will benefit from adequate amounts of sunlight offering reasonable private amenity areas.

The submitted drawings show that refuse, recycling and cycle storage for both the existing property and the new property will be provided close to the rear boundary of the site, accessed by a pathway running along the southeastern boundary. Such provision will allow the occupiers of the dwellings to be able to store their bins and cycles in an area that will have no strong visual presence on the street. It is considered that adequate storage could be provided in this location to meet the demands of the development and without compromising visual amenity, in accordance with Policy SE7 of the Watford District Plan 2000 and Policy SD4 of the Watford Local Plan Core Strategy 2006-31 and the advice contained within Sections 7.3.26 – 7.3.27 of the RDG.

Impact on neighbouring properties

The neighbouring property located immediately to the east of the site (79 Cecil Street) features a number of windows on its northwest-facing elevation at both ground and first floor levels. These serve both habitable and non-habitable rooms. There are ground floor level windows serving a reception room, kitchen, WC and bathroom on the northwest-facing elevation of this neighbouring property. At first floor level, there are two windows serving bedrooms. It is acknowledged that a 25 degree line taken from the ground floor reception room window on the northwest-facing elevation of this property is already infringed by the existing building. The new building would also infringe a 25 degree line taken from this window. The new building would be sited further from the neighbouring property to the east when compared to the existing situation but will rise higher than the existing structure and, as such, the development has the potential to result in a loss of natural light to this habitable room.

The previous applications, which had both proposed a new two storey dwelling, had failed to demonstrate that no significant loss of natural light to habitable rooms within the neighbouring property to the east would have been caused were the development to have taken place. It had not been demonstrated that due consideration had been made to the potential impacts of the development upon levels of natural light currently enjoyed at this neighbouring property.

The current application, which now proposes a single storey dwelling, is accompanied by a Daylight and Sunlight Study which is based on the various numerical tests laid down in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice' by P J Littlefair.

The BRE guidance advises that diffuse daylight may be adversely affected if after a development the Vertical Sky Component (VSC) is both less than 27% and less than 0.8 times its former value. The Study demonstrates that the windows on the neighbouring properties will not experience a significant reduction in natural light to a level which is below that recommended by the BRE guidance. The submitted report indicates that the VSCs for the neighbouring windows will either continue to remain in excess of 27% or will

not be subjected to a loss of more than 0.8 times their former value. Consequently, no noticeable reduction in daylight should be expected at these windows as a result of the works being carried out. The Report further demonstrates that there would be no noticeable reduction to the levels of sunlight reaching neighbouring windows and no significant overshadowing to surrounding gardens.

It is acknowledged that the new building will be clearly visible from the neighbouring property to the east. However, given the separation between the flank elevation of the neighbouring property to the east and the new building it is considered that any impact on outlook will not be to an extent that warrants a reason for refusal. The neighbouring property will continue to benefit from suitable levels of outlook.

The proposed development will not result in any significant privacy issues. The southeast elevation of the new dwelling will feature no windows, other than those contained within a ground floor door. Any windows in this door will not allow significant views to be afforded towards the neighbours because of the boundary screening and therefore there will be no direct overlooking from the new property towards the property to the east.

Access, parking and transportation

The property currently benefits from one on-site parking space by way of a single garage. This is accessed by a dropped kerb vehicular crossover on Cecil Street. The proposal seeks to remove the garage and also the crossover by reinstating the kerb and footway to the same line, level and detail as the adjoining footway, verge and highway boundary. Neither the existing property nor the proposed dwelling will benefit from any on-site parking should the development be implemented.

Policy T26 of the Watford District Plan 2000 advises that “Car free residential development will be considered in suitable locations which are highly accessible by passenger transport, close to amenities and services, subject to the provision of satisfactory site covenants, on-street parking controls and measures to control displaced parking in adjacent areas”. In this case, the site lies within close proximity to the St Albans Road shopping area, Watford Junction and bus stops on Leavesden Road and St Albans

Road. It is also within walking distance of the town centre. It is considered that in a sustainable location such as this, a car free development will be acceptable. The removal of the existing dropped kerb has the potential to allow some additional on-street parking space.

The Local Highway Authority has been consulted and has raised no objection to the proposal on highways grounds subject to conditions being imposed (see “Consultations” section of the report above). The Local Highway Authority has recommended that a drawing be submitted to show that no wall/landscaping along the site frontage shall exceed a height of 600mm on both sides of the access drive for No. 79 so as to provide adequate visibility for drivers entering or leaving the neighbouring property. In light of this recommendation, the agent has submitted an amended plan which shows that no walls, gates or planting along the site frontage will be higher than 0.6m.

Community Infrastructure Levy (CIL)

The Council’s CIL charging schedule was implemented on 1st April 2015 and, as such, the proposed scheme will be liable for CIL charges. The CIL charge covers a wide range of infrastructure and community facilities including education, childcare, libraries, youth facilities, open space, children’s playspace, transport and healthcare. Under the Community Infrastructure Levy Regulations 2010, payments towards infrastructure and facilities covered by CIL can no longer be sought by section 106 planning obligations unless there are site specific requirements which are necessary to make the development acceptable. CIL is charged on the relevant net additional floorspace created by the development. The charge for residential floorspace is £120 per square metre. The CIL charge is non-negotiable and is calculated at the time planning permission is granted. As the proposal involves a net additional increase in floorspace, the development is CIL liable.

Consideration of objections received

Six objections have been received and these are summarised in the ‘Consultations’ section of the report above. Most of the issues raised have been discussed in the

'Appraisal' section. However, those issues that have not already been referred to, or which require further discussion, are outlined in the table below.

Objections	Officer's response
Impact on the access to the drive at the neighbouring property immediately to the east of the site.	A new section of wall is proposed in front of the new dwelling. However, the height of this is shown to be a maximum of 0.6m to ensure that suitable visibility is maintained for motorists entering and leaving the neighbours' drive. It is considered that the removal of the existing dropped kerb will not render the driveway to the east inaccessible. The Local Highway Authority has raised no objections to the works on highways grounds.
Overdevelopment and money-making exercise.	In terms of overdevelopment, it is considered that the house will sit comfortably within this part of the street and will integrate with the pattern of development which is largely made up of fairly dense, terraced housing. As with most development, the developer would seek to make some financial gain and this would not warrant a reason for refusal of the application.
Planning process for area is flawed as nearly all of the nearby properties are rented and tenants have no interest regarding planning and even if they pass it	This is not a material planning consideration.

<p>onto their landlord, why would they object?</p>	
<p>The agent has indicated that the numbering of the houses in the street appear to indicate the gap is intended to accommodate an additional property (as number 79 is missing). However, this is incorrect.</p>	<p>The Ordnance Survey shows the neighbouring property to the east of the site numbered as 77. However, this neighbouring property is in fact No. 79. This confusion has come from the inaccuracy on the Ordnance Survey map extract, however, it does not affect the planning merits of the scheme.</p>
<p>There are sewage pipes that would be built on.</p>	<p>This is not a material planning consideration. Should the development be reliant upon building over sewers then the applicant will be required to have the works authorised by Thames Water.</p>

Conclusion

It is considered that the development will provide a suitable standard of living for its future occupiers and will not compromise the amenities of the occupiers of the neighbouring properties. The development will have no detrimental impact on the streetscene or the character or appearance of the host property or the wider area. Taking into account the sustainable location of the site, it is considered that the scheme will not result in any significant increase to on-street parking.

Human rights implications

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

RECOMMENDATION

That planning permission be granted subject to the following conditions:

Time Limit

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.

Approved Drawings

2. The development hereby permitted shall be carried out in accordance with the following approved drawings: SHT. No. 1 and SHT. No. 2 (amended plan received 18.11.15).

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

Hours of Construction

3. Demolition of the existing buildings and construction of the development hereby permitted shall not take place before 8am or after 6pm Mondays to Fridays, before 8am or after 1pm on Saturdays and not at all on Sundays and Public Holidays.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties during the time that the development is being constructed, pursuant to Policy SE22 of the Watford District Plan 2000.

External Materials

4. The materials used for the external finishes of the building shall be as per the details shown on the drawing numbered SHT. No. 2 (amended plan received 18.11.15) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development responds to the site's context and makes a positive contribution to the character and appearance of the area, in accordance with Policies UD1 and SS1 of the Watford Local Plan Core Strategy 2006-31.

Construction Environmental Management Plan

5. No development shall commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This Plan shall include details of contractors' parking, the delivery and storage of materials, wheel washing facilities, measures to mitigate noise and dust and a contact procedure for complaints. The Plan as approved shall be implemented throughout the construction period.

Reason: To safeguard the amenities and quiet enjoyment of neighbouring properties and to minimise any obstruction of the adjoining highway during the time that the development is being constructed, pursuant to Policies T24 and SE22 of the Watford District Plan 2000.

Stopping up of Access

6. The new dwelling hereby approved shall not be occupied until the existing crossover point has been stopped up through the raising of the existing dropped kerb and reinstatement of the footway and highway boundary to the same line, level and detail as the adjoining footway, verge and highway boundary.

Reason: In the interests of highway safety, pursuant to the provisions of Policies T21 and T26 of the Watford District Plan 2000 and paragraph 35 of the National Planning Policy Framework.

Removal of Permitted Development Rights

7. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any modifications 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 existing dwelling or the dwelling 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 site and its surroundings and will not prove detrimental to the amenities of residents in accordance with Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

Refuse, Recycling and Cycle Storage

8. Notwithstanding the information already submitted, the new dwelling hereby approved shall not be occupied until details of the siting, size, type and finish of refuse, recycling and cycle storage have been submitted to and approved in writing by the Local Planning Authority. The storage shall be installed and made available for use prior to the occupation of the new dwelling and shall be maintained as such at all times thereafter.

Reason: In the interests of the visual appearance of the site, to ensure that adequate waste and cycle storage facilities are provided and to ensure that a suitable living environment is achieved, in accordance with Policies T10 and SE7 of the Watford District Plan 2000 and Policies UD1 and SD4 of the Watford Local Plan Core Strategy 2006-31.

Means of Enclosure

9. The new dwelling hereby approved shall not be occupied until all the gates, walls, and fencing, as detailed on the drawing numbered SHT. No. 2 (amended plan received 18.11.15), have been provided unless otherwise agreed in writing by the Local Planning Authority. The approved means of enclosure shall be maintained as such at all times thereafter.

Reason: In the interests of privacy, visual amenity, highway safety and to ensure that the site suitably addresses the street, in accordance with the provisions of the Residential Design Guide (RDG), Policy T21 of the Watford District Plan 2000 and Policies SS1 and UD1 of the Watford Local Plan Core Strategy 2006-31.

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. The proposed development is liable for contributions under the Community Infrastructure Levy (CIL). Please contact the Planning Support Team at Watford Borough Council (telephone number: 01923 278327) if you have any queries about the CIL procedure and how CIL payments are collected.
3. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the Hertfordshire County Council website at <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
4. Before commencing the development the applicant shall contact Hertfordshire County Council Highways (0300 123 4047) to obtain i) their permission/ requirements regarding access for vehicles involved in the construction of the

development; ii) a condition survey of any adjacent highways which may be affected by construction vehicles together with an agreement with the highway authority that the developer will bear all costs in reinstating any damage to the highway.

Drawing Numbers

Site Location Plan (unnumbered)

SHT. No. 1

SHT. No. 2 (amended plan received 18.11.15)

Other documents

Design and Access Statement

Daylight and Sunlight Study

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