

PART A	
Report of: <b>Head of Development Management</b>	
Date of committee:	<b>23rd November 2016</b>
Site address:	<b>350 High Road Watford WD25 7EQ</b>
Reference Number:	<b>16/01274/FUL</b>
Description of Development:	<b>Demolition of existing dwelling and erection of 4no. 3-bed dwellings.</b>
Applicant:	<b>Base Developments Ltd</b>
Date Received:	<b>15<sup>th</sup> September 2016</b>
8 week date (minor):	<b>10<sup>th</sup> November 2016</b>
Ward:	<b>Woodside</b>

## **1.0 Site and Surroundings**

- 1.1 350 High Road is a detached bungalow located on a backland site to the rear of the row of two storey semi-detached houses in High Road. The site is served by a narrow vehicular access that runs between Nos. 348 and 352 High Road.
- 1.2 The surrounding area predominantly consists of two storey semi-detached houses, which are fairly simple in design. The dwellings have either hipped or gabled roofs. The western boundary borders the rear gardens of houses in High Road. Nos. 334 – 340 and 352 – 362 High Road were constructed in the 1960's. The dwellings have shallow pitched roofs with gables to the sides. The external walls of the houses are finished in brickwork and the front elevation is clad in hanging tiles at first floor level.
- 1.3 The original planning records of Nos. 342 – 348 High Road are not available, however they appear to have been constructed during the inter-war period. The dwellings are designed with hipped roofs and are taller than the adjacent 1960's houses. The external walls of Nos. 342 – 348 High Road are finished in render.
- 1.4 The southern boundary borders the rear gardens of Nos. 1 – 4 Long Barn Close. The properties in Long Barn Close were constructed in the 1960's and display similar characteristics to the 1960's houses in High Road.
- 1.5 The eastern boundary borders the rear gardens of Nos. 44 and 46 Blackthorne

Close. Blackthorne Close consists of terraced and semi-detached houses that were constructed in the 1970's as part of a municipal housing estate. The houses have pitched roofs with gables to the sides. The original planning records are not available, however it appears that the houses have similar ridge heights to the 1960's houses in Long Barn Close and High Road.

- 1.6 The northern boundary borders the rear gardens of Nos. 11 and 12 Kenford Close. Kenford Close is a cul-de-sac of semi-detached houses, which were constructed in the 1950's. The houses are designed with hipped roofs and are taller than the 1960's and 1970's housing. The properties are simple in appearance and the external walls are finished in brickwork.
- 1.7 The site is located in Zone 4 of the Car Parking Zones Map in Appendix 2 of the Watford District Plan 2000, therefore it is not a particularly sustainable location. On-site parking spaces would be necessary in a location such as this.
- 1.8 High Road is a Class C Classified Road. Most properties in this part of High Road have on-site parking spaces, however on-street parking is evident.
- 1.9 No trees on site are protected by a tree preservation order.
- 1.10 The property is not listed or located in a designated conservation area.



Fig. 1. Photograph of vehicular access between Nos. 348 and 352 High Road.



Fig. 2. Aerial view of the site.

## 2.0 Proposed Development

- 2.1 The application proposes demolition of the existing bungalow and erection of 4no. attached 3-bed houses that are stepped in siting. The proposed dwellings are contemporary in appearance and are designed with pitched roofs and asymmetric front and rear gables. Part of the first floor comprising the bathrooms would be set back from the gables to provide some visual separation and rhythm to the group of 4 houses. The rear elevations feature single storey rear projections. The external walls of the dwellings would be finished in brickwork and timber cladding. The rear elevations would include decorative brickwork and chimneys. The windows would have aluminium frames and the roof would be clad in slate tiles. The pitched roofs include 8no. side rooflights. The lowest rooflight would serve the ground floor dining room through a first floor void and the upper rooflights would serve a bedroom and en-suite in the roof space.
- 2.2 The depth of the proposed houses measured between the 5.25m wide front and rear gables would be 11.4m. The depth of the recessed section to the side would be 7.5m. The single storey rear projection would extend 3.2m further to the rear. The dwellings would have a ridge height of 8.74m. The pitched roofs would slope down to an eaves height of 5.0m on the north-western side and 5.8m on the south-eastern side.
- 2.3 The proposed development would be served by the existing vehicular access between Nos. 348 and 352 High Road. 8no. on-site parking spaces would be provided. There would be communal bin and bicycle storage areas adjacent to the

vehicular access.

2.4 The application follows a previous refused planning application (ref: 15/01663/FUL), which proposed the demolition of the existing bungalow and erection of 4no. semi-detached houses. The previous decision is a material consideration in determining this application and as such decision making should be consistent. The current scheme has made substantive amendments in order to address the reasons for refusal specified in the previous application, including:

- The layout has been altered to provide 4no. attached houses rather than 4no. semi-detached houses.
- A contemporary design approach rather than the rather non-descript design previously proposed.
- Alteration of roof form from bulky half-hipped roofs to asymmetric gables with shallow pitched roofs to the north-western side (the ridge of the roof is now further from the boundary with High Road).
- Reduction in ridge height from 9m to 8.74m.
- Reduction in eaves height of the north-western side elevation facing the boundary with neighbouring properties in High Road from 7.2m to 5.0m.
- Reduction in depth of the first floor section nearest to the boundary with High Road to 7.5m.
- Provision of communal bin and cycle storage areas adjacent to the vehicular access.
- Proposal to re-surface access road to reduce noise.

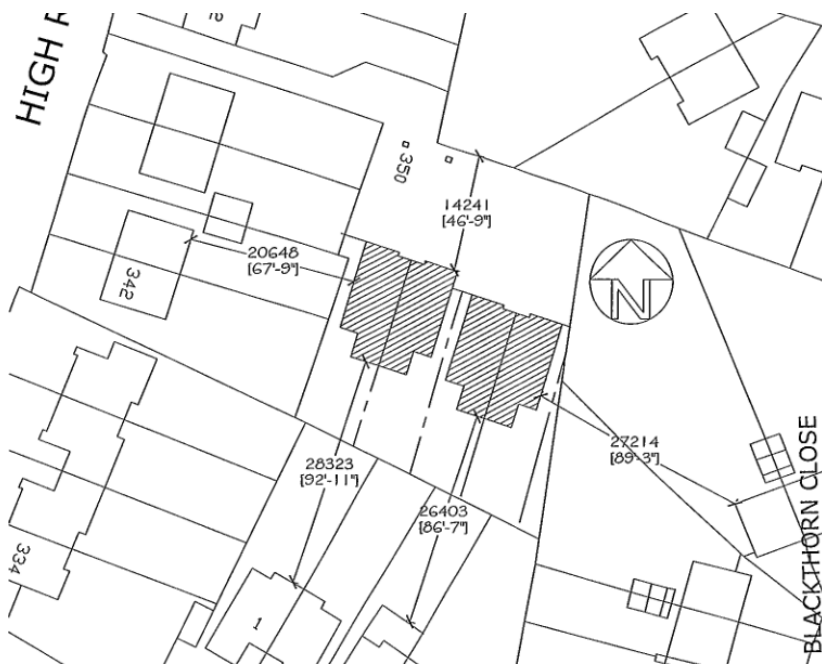


Fig. 3. Refused block plan for planning application 15/01663/FUL

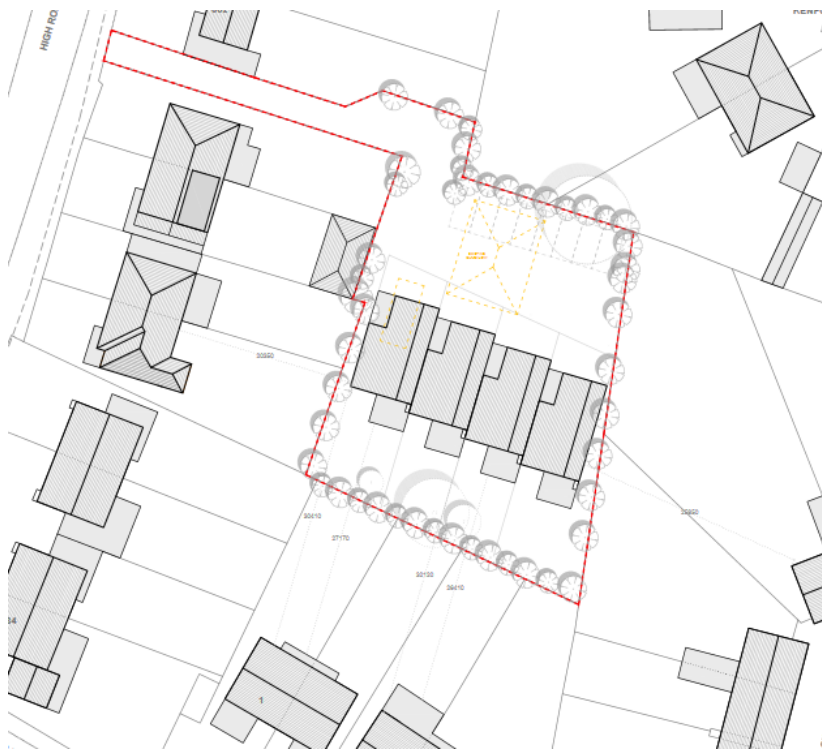


Fig. 4. Proposed block plan for current planning application.

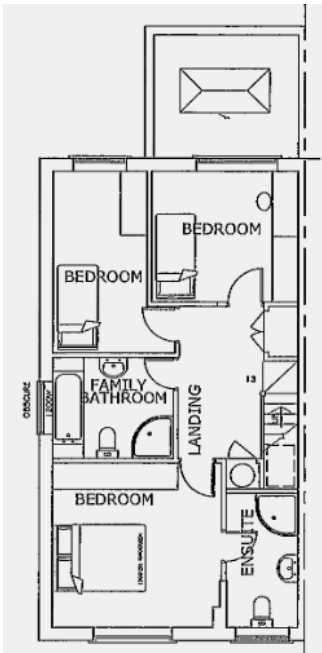


Fig. 5. Refused first floor plan for planning application 15/01663/FUL

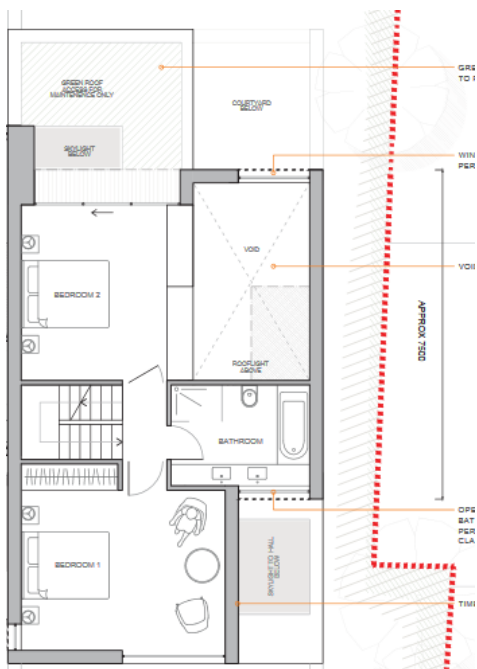


Fig. 6. First floor proposed in current application.



Fig. 7. Refused front elevation drawing for planning application 15/01663/FUL.

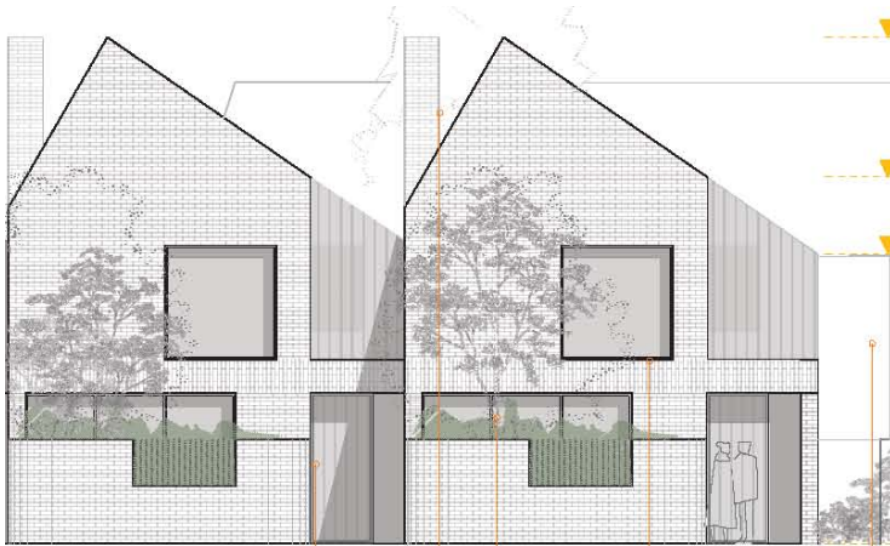


Fig. 8. Proposed front elevation for current planning application.

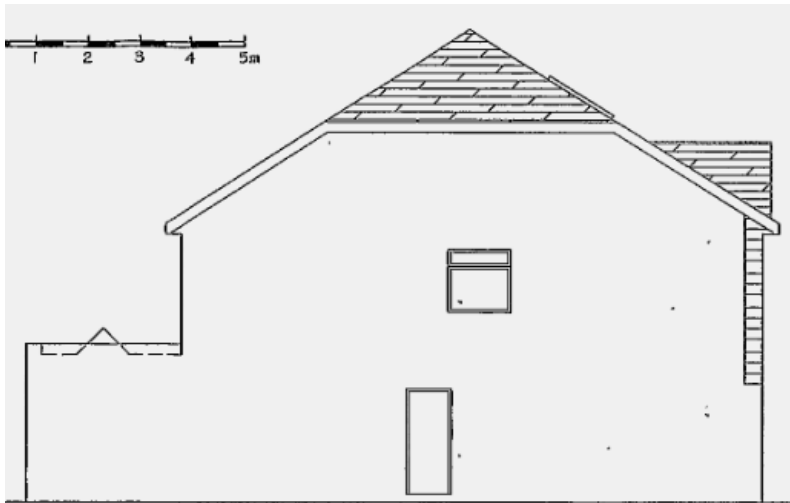


Fig. 9. Refused side elevation drawing for planning application 15/01663/FUL.

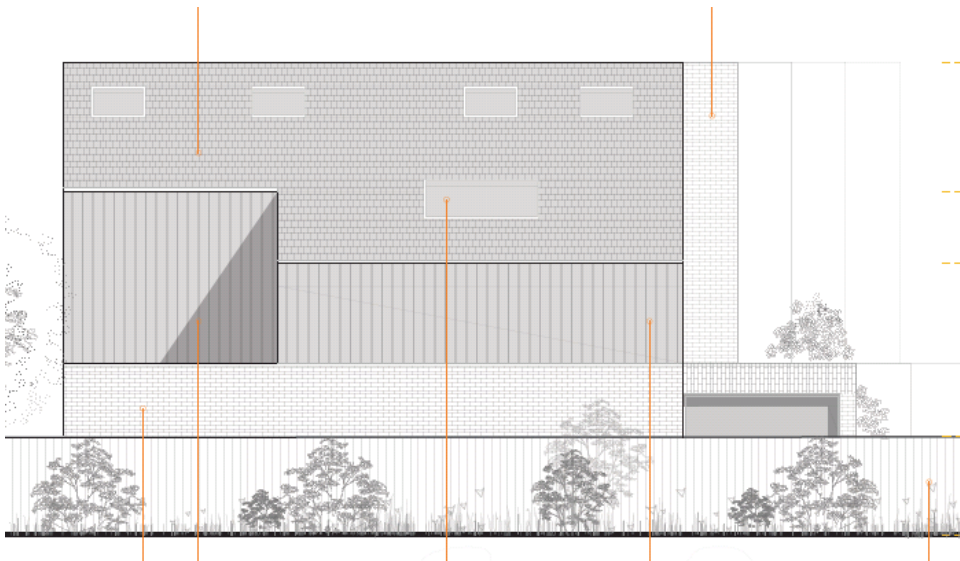


Fig. 10. Proposed side elevation drawing for current planning application.

### 3.0 Relevant Planning History

#### 3.1 The following planning history is relevant to this application:

15/01663/FUL - Demolition of existing dwelling and erection of four, semi-detached, three-bedroom dwellings. Refused planning permission. January 2016.

Reasons:

1. The height of the proposed dwellings would be higher than neighbouring properties in the surrounding area and the upper floor depth would be significantly greater. Consequently, the proposed development fails to respect the height and scale of neighbouring properties. The dwellings would appear unduly prominent and would have a harmful impact on the character and appearance of the area. Furthermore, the half-hipped roofs of the proposed dwellings would not respect



the roof forms of neighbouring buildings. The roofs would appear overly bulky because of their size and design and the elevations appear bland because of the lack of articulation. As such, the proposed development fails to achieve high quality design and would have a harmful impact on the character and appearance of the surrounding area. The proposal is therefore contrary to Policy UD1 of the Watford Local Plan Core Strategy 2006-31, national planning guidance in the National Planning Policy Framework, and local guidance in the Watford Residential Design Guide.

2. The surrounding properties currently have a fairly open outlook because the site consists of a single bungalow with a large garden. No. 344 High Road would be most affected by the proposed development because the side elevation of the nearest proposed dwelling would be in close proximity to the rear boundary of No. 344 and would more than cover the full width of the garden. The dwelling would appear overbearing and cause an oppressive sense of enclosure to No. 344 because of its height, bulk and close proximity to the neighbouring property. As such, the proposed development would adversely effect the residential amenities of No. 344 High Road, contrary to Paragraph 17 of the National Planning Policy Framework, which states among other things, that planning should always seek to secure a good standard of amenity for existing and future occupants of land and buildings.

3. The increase in dwellings on site from one to four would intensify the use of the existing vehicular access. Nos. 348 and 352 High Road have windows and gardens in close proximity to the vehicular access and the increase in parking and vehicular movements would cause an increase in noise and disturbance to the neighbouring properties. As such, the proposed development would be harmful to the residential amenities of Nos. 348 and 352 High Road, contrary to Paragraph 17 of the National Planning Policy Framework, which states among other things, that planning should always seek to secure a good standard of amenity for existing and future occupants of land and buildings.

4. The refuse and recycling collection service will only collect bins from the boundary with High Road because the proposed bin collection area would be more than 25m from the High Road boundary. Therefore 12 bins (3 bins for each dwelling) would need to be stored in High Road on collection day, which would be harmful to the visual amenity of the area and would adversely effect neighbouring properties. Furthermore, the storage of 12 bins in High Road would cause obstruction in the highway. Future occupants of the proposed development would need to wheel bins up to 70m from the rear gardens to the High Road boundary, which is not practical or convenient. As such, the proposed development fails to make satisfactory provision for the storage and collection of waste, contrary to "saved" Policy SE7 of the Watford District Plan 2000 and guidance in the

5. The submitted elevation drawings show that the proposed dwellings would have rooflights and given the large size of the roofs, it appears that habitable accommodation may be provided in the roof. However, second floor plans have not been provided, therefore the submitted drawings are incomplete.

58/19935/FUL - Erection of Bungalow and Garage. Planning Permission. April 1958.

## **4.0 Planning Policies**

### **4.1 Development Plan**

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

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

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

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

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

T5	Providing New Infrastructure
TLC2	Neighbourhood Centres
INF1	Infrastructure Delivery and Planning Obligations
UD1	Delivering High Quality Design
UD2	Built Heritage Conservation
GI3	Biodiversity

#### 4.4 **Watford District Plan 2000**

SE7	Waste Storage, Recovery and Recycling in New Development
SE22	Noise
SE23	Light Pollution
SE36	Replacement Trees and Hedgerows
SE37	Protection of Trees, Woodlands and Hedgerows
SE39	Tree and Hedgerow Provision in New Development
T10	Cycle Parking Standards
T21	Access and Servicing
T22	Car Parking Standards
T24	Residential Development
T26	Car Free Residential Development
H9	Back Garden Development

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

1	Strategy for the Provision of Waste Management Facilities
1A	Presumption in Favour of Sustainable Development
2	Waste Prevention and Reduction
12	Sustainable Design, Construction and Demolition

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

No relevant policies.

#### 4.7 **Supplementary Planning Documents**

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

#### 4.8 *Residential Design Guide*

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

planning applications.

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

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

#### 4.10 **National Planning Policy Framework**

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

Achieving sustainable development

The presumption in favour of sustainable development

Core planning principles

Section 1 Building a strong, competitive economy

Section 4 Promoting sustainable transport

Section 6 Delivering a wide choice of high quality homes

Section 7 Requiring good design

Section 8 Promoting healthy communities

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

Section 11 Conserving and enhancing the natural environment

Decision taking

### 5.0 **Consultations**

#### 5.1 **Neighbour consultations**

Letters were sent to properties in High Road, Kenford Close, Long Barn Close, and Blackthorn Close.

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

Number of original notifications:	28
Number of objections:	11
Number in support:	0
Number of representations:	0

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

Representations	Officer's response
<p>The application is a significant over-development of the existing site, replacing one dwelling with four. It is totally disproportionate in scale and character to the other surrounding properties and the area in general in terms of design, height and visual impact.</p>	<p>The existing bungalow is sited on a very large plot compared to other properties in the area and the proposal would make more effective use of the site to contribute towards meeting the housing need in the Borough. The proposal would not be an overdevelopment of the site because the proposed floors areas and garden sizes accord with the Residential Design Guide; sufficient on-site parking would be provided; the scale of the proposed houses would be compatible with the surrounding two storey properties; and there would not be a significant loss of amenity to neighbouring residential properties.</p> <p>The design, height and visual impact of the proposed development is considered in paragraphs 6.7 – 6.8 of the report.</p>
<p>This is clearly a back garden development that needs to be reviewed in line with Planning Policy Statement 3: Housing (PPS3) which sets out the policy on previously developed land and housing density. Clearly the aim of building 4 new properties where only 1 resided previously infringes this and therefore requires the planning application to be declined in its current form.</p>	<p>The National Planning Policy Framework superseded PPS3 in March 2012.</p> <p>The NPPF does not include private residential gardens in the definition of previously-developed land. This means that private residential gardens are not identified in the Local Plan as a priority for housing development. However, it is important to note, in terms of making decisions on planning applications for residential development, that there is no presumption in the NPPF against</p>

	residential development on private residential gardens. Such applications must be determined in the light of the policies in the Development Plan.
The proposal fails to respect the style of neighbouring properties and the surrounding area.	This is considered in paragraphs 6.7 – 6.8 of the report.
As the development overlooks surrounding properties it would considerably affect the privacy of existing households.	This is considered in paragraphs 6.11 – 6.13 of the report.
The development would have a significant impact on the daylight and sunlight of the surrounding properties, as it replaces a single storey bungalow with four three storey houses in one solid block.	This is considered in paragraph 6.14 of the report.
The revised plans have not taken into consideration the previous refusal based on the oppressive and overbearing sense of enclosure this development would cause to our property (No. 344 High Road). They have simply reduced the height of the proposed properties by a fraction.	This is considered in paragraph 6.16 of the report.
The outlook on all four sides of the development would be severely compromised by the current density of the design and little thought to existing properties seems to have been given.	This is considered in paragraph 6.16 of the report.
The scale of the development and the narrow access to it is very likely to have a serious impact on surrounding parking and congestion, causing additional difficulties in the area. As two vehicles cannot pass each other in the track/lane leading to the	The consultation responses from the Highway Authority are shown in the ‘technical consultations’ section of the report. This provides reasoning as to why the Highway Authority considers that the proposed development would not be detrimental to highway safety or

<p>development, this will result in traffic backing up onto the main road or towards the new properties.</p> <p>Vehicles reversing onto High Road would be dangerous, especially because visibility would be obscured by parked cars on High Road.</p> <p>There is no space for a footpath or pedestrian walkway along the drive. This will be dangerous for anyone walking out of the properties towards the High Road as cars will need to squeeze past them.</p>	<p>pedestrian safety.</p> <p>The matter is also considered in paragraphs 6.20 – 6.22 of the report.</p>
<p>Emergency vehicles are very likely to have trouble gaining access to the development due to the narrow access, which could put neighbouring properties at risk especially in event of a fire. Taking into consideration the limited space and plans for parking on the development turning would be extremely difficult for emergency and service vehicles.</p>	<p>This is considered in paragraph 6.21 of the report.</p>
<p>There are severe parking pressures on the High Road and if more houses are built this will put further pressure on parking.</p>	<p>Two on-site parking spaces would be provided for each dwelling, which is sufficient. The proposal complies with the Maximum Parking Standard shown in Appendix 2 of the Watford District Plan 2000.</p> <p>The provision of 3 parking spaces for each dwelling would exceed the Maximum Parking Standard and would therefore be contrary to “saved” Policy T22 of the Watford District Plan 2000.</p>
<p>The proposed bin storage area on the driveway assumes that the bin operatives will return the bins to the same location that they collected them approximately 15 metres up the</p>	<p>This is considered in paragraph 6.24 of the report.</p>

<p>driveway. Currently, bins are left by the bin operatives now across driveways. If the bins are not returned to the temporary bin storage area there will be up to 12 bins left across driveways in addition to the existing resident's bins. This will cause chaos as the driveway to the 4 dwellings will invariably be blocked meaning cars left on High Road while residents move the bins. In the unlikely event that the bins are returned to the temporary collection point they still cause obstruction and it is extremely difficult for a vehicle to pass when the bins are located in the driveway. The driveway is 3metres wide and not 3.45 metres as stated on the planning documents.</p>	
<p>The development due to its scale would have a serious impact on common services i.e. drains, sewers, water, gas and technical supplies.</p>	<p>The proposal would not have a significant impact on common services given the small number of dwellings proposed.</p>
<p>There is very likely to be an increase in noise and disturbance due to the quadrupling of occupancy of the area.</p> <p>Although a report has been produced to state that there will be no increased noise and trips, the reports are based on averages and represent wholly inaccurate information in this particular circumstance and does not take into account the actual conditions at 350 High Road.</p> <p>The bin storage area is on the driveway next to my fence and approximately in line with my back door. This means that every week we will have up to 12 bins wheeled down the driveway on either a Thursday evening or Friday morning at</p>	<p>This is considered in paragraph 6.18 of the report.</p> <p>Although the previous occupants of the bungalow may have used a car infrequently because of personal circumstances, the bungalow could be occupied by new residents that use vehicles more frequently. As such, the TRICS database is an appropriate tool to assess vehicular movements.</p> <p>It is not considered that the wheeling of bins over a short duration would cause significant disturbance to neighbouring properties, particularly in light of additional mitigation which will be secured by way of condition.</p>



<p>unsociable hours. We would always hear the previous couple pulling their wheeled bins up the driveway each week – this will increase fourfold. This noise will be heard from my bedroom window.</p>	
<p>The location of the new properties based on the plans submitted do not take into account the Garden Studio to the property at 3 Longbarn Close. Therefore, the distance from the new properties to those in Longbarn Close is inaccurate.</p>	<p>The submitted plans show the distances of the proposed houses to the site boundaries and to neighbouring residential properties. Sufficient information has been submitted to assess the application.</p> <p>The proposed development would have no adverse effect on the main habitable windows and patio areas of neighbouring dwellings. A garden outbuilding is not considered as primary residential accommodation, therefore it is not necessary for all garden outbuildings in the area to be surveyed on the plans.</p> <p>In any case, the proposed dwellings would be positioned to the north of No. 3 Long Barn Close and therefore there would be no overshadowing of the 'Garden Studio'.</p>
<p>There is a 'ransom strip' of land that runs around the border of the land that is adjacent to the properties in Longbarn Close and the High Road. No consideration to this appears to have been included in the planning application that would naturally impact all aspects of the proposal.</p>	<p>This is not a material planning consideration.</p>

### 5.3 Statutory publicity

No statutory advertisement was required for this application.

#### 5.4 Technical consultations

The following responses have been received from technical consultees:

Hertfordshire County Council (Highway Authority)

*Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:*

*Condition 1. Prior to first occupation of the development hereby approved the site vehicular areas shall be surfaced in a manner to the local planning authority's approval so as to ensure satisfactory arrangements shall be made for surface water from the site to be intercepted and disposed off separately so that it does not discharged onto the highway.*

*Reason: In the interest of highway safety.*

*Condition 2. Prior to commencement of the approved development the applicant shall submit a construction management plan to the planning authority setting out details of demolition of existing property ,excavation of material, location of storage of construction material, parking of construction vehicles etc.*

*Reason: in the interest of free and safe flow of traffic and safety of other road users.*

*The planning application is for demolition of existing dwelling at 350 High Road, Watford and erection of 4no. three bedroom dwellings with a total of 8 car parking spaces. The previous application 15/01663/FUL was refused by the LPA. The Highway Authority recommended for consent, (response dated 14/12/2015) subject to conditions and Advisory notes. Highway Authority's response remains the same as the previous response.*

*However, the LPA did raise some concerns about the applications which were discussed with the planning officer. The notes below outlines some of the issues discussed.*

*Intensification of use of access: The existing site is served by a vehicular access some 3.2 to 3.5m wide to a single dwelling. The access operates between 348 and 352 High Road. The access road is about 40 to 45m long and a straight road with good visibility into and out of the site. The applicant has submitted TRACK diagrams to demonstrate that the vehicles can enter and leave the site in forward gear. The proposal is to provide 8 car parking spaces and the development could generate 16 to 20 two-way trips per day. At rare occasions it is possible for a vehicle to enter and another vehicle to leave the site at the same time. In such circumstances either a*

*vehicle needs to reverse into the site or reverse onto High Road. This type of incident likely to occur is very rare. The access road and internal road and parking layout will remain private. Highway Authority's concern is vehicles reversing onto High Road.*

*High Road is a residential Road and a "C" classified Road. There are properties with one or two car parking spaces along High Road either reverse in or out onto High Road daily. Similar arrangements can be seen along busy "A" roads such as Rickmansworth Road and other major roads in Watford. As explained above this is something likely to occur rarely and is not a Highway Reason for refusal particularly on a low classified road.*

*Bin Storage and Fire: The existing bungalow is currently required to transfer bins from the dwelling to road side approximately 50m. The applicant's proposal is to provide permanent bin storage 30m from the dwellings and to be moved by residents on collection day to the temporary location on the driveway. This meets the requirements of Manual for Streets. The bin collection and the access to fire tenders are the responsibility of Refuse Collection and Fire Authorities.*

Officer's response: In relation to suggested Condition 1, given that the access road is already in place and that it is narrow in width, it is not considered that it is reasonable to require the construction of a drainage channel and soakaway or the replacement of the impermeable surface with porous hardsurfacing. However, it is reasonable to require the new paving in the parking area to be of porous construction and this could be secured by condition.

The requested construction management plan condition is not necessary to make the development acceptable in planning terms, therefore the condition does not meet the tests in Paragraphs 204 and 206 of the National Planning Policy Framework. This is not a material planning consideration and any adverse effect on highway safety could be addressed through other legislation, including the Highways Act.

In addition to the Highway Authority response to the current planning application, the extract below from the Officer's report of the previous application (ref: 15/01663/FUL) details discussions between the Case Officer and the Highway Authority:

*"I e-mailed the Highway Authority on 8<sup>th</sup> January 2016 for further clarification regarding the safety of the vehicular access. I highlighted that the 3.2m width of the vehicular access is below the minimum carriageway width of 4.1m for a shared access (as shown in Section 4 Table 4.1.1.1 of the Hertfordshire County Council guidance document 'Roads in Hertfordshire') and asked for an explanation as to*

*why it is acceptable for the access road to be narrower than the minimum standard. I expressed concern that because vehicles entering and exiting the site can not pass side by side, vehicles may reverse into High Road. Visibility may be impeded by nearby cars parked on the street and on the hardstanding areas to the front of Nos. 348 and 352.*

*Furthermore, I pointed out that Section 2 paragraph 6.2 of 'Roads in Hertfordshire' states that pedestrian routes must be safe, convenient, secure and nuisance-free. I raised concern that the narrow width and considerable length of the access may not be safe for pedestrians – particularly for people using pushchairs or wheelchairs.*

*The Highway Authority provided the following response on 11<sup>th</sup> January 2016:*

*I appreciate that the driveway is about 3.2m wide, but as I explained earlier it is possible for vehicles to enter and leave the site in forward gear. The minimum width required for two cars to pass one another is 4.1m and a car and large vehicle to pass is 4.8m and the length of the driveway much less than for introduction of passing bays. Furthermore the driveway will remain private road and it will serve only 4 units. Proposed development is a demolition of the existing and construction of 4 units. This is below the threshold for a segregated footway and the development unlikely generate the level of pedestrians to be concerned about. The driveway is dead straight with excellent visibility. If a driver hit a pedestrian in the driveway then he/she is not worthy of driving a car on the public highway.*

*Your main concern is vehicles could reverse into High Road which would cause danger to highway users. The visibility will be impeded by parked cars, particularly on either side property driveway. First of all there is a wall along on one side of the property and a non-transparent fence on the other. Parked car is not going to make any difference. The footway width is long enough for a car to wait without interfering the free and safe flow of traffic along High Road. There is clear visibility along High Road and also the driveway for vehicle enter and leave the site to make a safe manoeuvres.*

*Finally the key issue on the principle of vehicle reversing back. I wonder how many times in a day this will occur. May be none at all. I want you to take a walk along A412 Rickmansworth Road. You may see the number of properties cars have to reverse back on to public highway. There are many examples county wide. If High Road is an "A" Road without any hesitation I would have recommended refusal which we have done. High Road traffic is not Rickmansworth Road. High Road is a "C" classified road, un numbered Local Access Road. The key issues are access to fire service and refuse collection. Recommendation of refusal on highway matters is not only difficult to justify, it is also irresponsible".*

### Arboricultural Officer

*The proposals indicate that trees T1-T4 are still to be retained; tree T2-T4 should not be affected providing adequate tree protection methods are used during construction. I do have some concerns regarding the retention of T1 as the hard surface covers more of the root protection area and comes closer to the tree than in the previously refused scheme.*

*If the current scheme is approved I would wish to see details of the no-dig area of construction within the root protection area of T1 together with full details of the height, type and location of tree protection fencing to all retained trees on site.*

*Whilst the plans show significant replacement tree planting around the site I would wish to see full details of locations, specie and planting size which should be submitted and approved prior to work commencing on site.*

### Environmental Services

I have revisited the location with Veolia and suggest that a solution for the waste and recycling arrangements are for the four planned dwellings to keep their waste and recycling bins at the points shown in the plans. However on the scheduled day(s) of collection residents will need to present the bins approximately half way down the access road (alongside no.452). This will alleviate the issue with the current suggested walking distance and decrease the current 30metres to circa 15metres. The bins will need to be adjoining 452 to allow access for any vehicles and returned to the suggested storage points after collections have been carried out – collection crews will only collect from the revised suggested collection point. The road will also need to be resurfaced to a safe standard and I understand this is already part of your planning requirement.

### Hertfordshire Fire & Rescue Services

After checking all the relevant information that I require I can confirm that no hydrant(s) will be required for this site, therefore, a condition does not need to be included with your other conditions.

Our requirements are that the distance between each hydrant should be approximately 120 metres. As you can see from the attached screen shot we have a hydrant opposite 342 High Road. This hydrant will cover the development in question. If the entrance to the site was going to be from Long Barn Close then a hydrant would have been required as this would be over 120 metres from the

nearest hydrant. There are times when we have a hydrant nearby but because it is on the wrong side of a major road, which might mean closing the road, we would then require a hydrant(s) but that is not warranted in this case.

## **6.0 Appraisal**

### **6.1 Main issues**

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

- (a) Land use
- (b) Housing
- (c) Impact on the character and appearance of the area.
- (d) The quality of the new accommodation provided.
- (e) Impact on amenity of adjoining residential properties.
- (f) The impact on trees
- (g) Highways impacts and car parking provision.
- (h) Refuse and recycling storage and collection

### **6.2 (a) Land use**

The application site is located in a predominantly residential area, as shown on the Proposals Map of the Watford District Plan 2000, therefore the proposed residential use of the site would be compatible with the surrounding area. The existing bungalow is sited on a very large plot compared to other properties in the area and the proposal would make more effective use of the site.

6.3 It should be noted that no concerns were raised regarding the principal of the development in relation to application 15/01663/FUL. This previous decision is a material planning consideration and the current proposal should be determined in a consistent manner.

### **6.4 (b) Housing**

Policy SS1 of the Watford Local Plan Core Strategy 2006-31 (CS) states that the Council seeks to deliver a minimum of 6,500 additional homes by 2031. Policy HS2 states that low density family houses with gardens will be sought in more suburban areas. Furthermore, paragraph 8.2.7 of the CS identifies that there is a significant need for dwellings with 3 or more bedrooms. The proposed development would provide 3-bed family houses with internal space standards and gardens that exceed the minimum standards in the Residential Design Guide. It would make effective use of an existing backland site and would contribute towards meeting the Borough's housing need, which should be afforded weight in consideration of the application.

6.5 The proposed development would provide less than 10 dwellings and the site area is less than 0.5ha, therefore affordable housing is not required.

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

Paragraph 17 of the National Planning Policy Framework details a set of core planning principles that should underpin decision-taking. It states, among other things, that planning decisions should always seek to secure high quality design. Paragraph 56 highlights that good design is a key aspect of sustainable development. Policy UD1 of the Watford Local Plan 2006-31 states, among other things, that new development should respect and enhance the local character of the area in which it is located.

6.7 The previous planning application (ref: 15/01663/FUL) was refused, among other reasons, because the proposed dwellings would appear out of scale with the neighbouring properties in the area, the roofs would appear overly bulky and the elevations would appear bland. In comparison to the previous application, the scale of the houses has been reduced through the reduction in ridge height, the provision of a significantly less bulky roof form and the recess of part of the first floor. Although the proposed houses would be taller than the neighbouring 1960's and 1970's houses, they would be lower than the dwellings at Nos. 342 – 348 High Road and similar in height to the properties in Kenford Close. It is considered that the amendments have reduced the scale of the houses such that they would not appear overly dominant or out of scale in the area.

6.8 Paragraph 60 of the NPPF states that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles, however it is proper to seek to promote or reinforce local distinctiveness. A contemporary design approach has been adopted, which is acceptable. The elevations are aesthetically pleasing and are quite original. They provide more visual interest than the rather bland elevations proposed in the previous application and the design is considered to enhance the character and appearance of the area. The use of appropriate materials is key to ensuring a high quality appearance and a condition should be attached to any grant of planning permission to require details and samples of materials to be submitted to the Local Planning Authority for approval. The provision of window reveals is particularly important to provide definition and articulation to the elevations. Overall, it is considered that the design and form provides a good rhythm and appearance to the group of houses.

6.9 (d) The quality of the new accommodation provided

The floor areas and room sizes of the proposed houses accord with the minimum

space standards in paragraphs 7.3.6 – 7.3.8 of the Residential Design Guide 2016. These standards require 108sqm for a 3 bedroom 6 person unit across three levels, each of the proposed units would provide circa. 179 sqm of internal floorspace. Furthermore, each habitable room would benefit from sufficient natural lighting and outlook, with a number of the rooms benefitting from exceedingly generous void ceilings and large amounts of light available. The result being a high quality internal layout for the future occupiers.

6.10 Paragraph 7.3.22 of the RDG states that the minimum private garden space for a 3-bed dwelling is 65sqm. All of the proposed properties have front gardens of 20sqm and rear gardens ranging from 68sqm to 121sqm, accordingly, each of the properties would have a private garden that exceeds the minimum standard in the RDG, with two of the properties substantially exceeding the requirement. As such, the proposed development would provide an acceptable standard of amenity for future occupiers.

6.11 (e) Impact on amenity of adjoining residential properties

Privacy:

Paragraph 7.3.16 of the RDG highlights that privacy is an important aspect of residential environments. New build schemes should ensure that there is no significant loss of privacy to neighbouring houses or gardens. Paragraph 7.3.17 details the 'privacy arc' which is a rule-of-thumb to assess the impact of development on the privacy of neighbouring properties. The privacy arc is calculated by drawing 45 degree lines on plan from the centre of neighbouring habitable windows to a distance of 27.5m – as explained in paragraph 7.3.18 of the RDG. First floor clear glazed habitable windows of a proposed development should not be within the privacy arc and be at an angle of less than 90 degrees from habitable windows of a neighbouring property – as illustrated in paragraph 7.3.19 of the RDG.

6.12 The upper floor front and rear habitable windows (and rear balconies) of the proposed dwellings would not infringe the privacy arc taken from the habitable windows of any neighbouring properties, therefore the proposed development would not cause an unacceptable level of overlooking into habitable rooms. The first floor side windows and rooflights would allow views towards the adjacent properties in High Road and Blackthorn Close, however a condition could be attached to any grant of planning permission to require the parts of the windows less than 1.7m above the internal floor level to be obscurely glazed and fixed shut in order to protect the privacy of neighbouring properties.

6.13 Paragraph 7.3.16 of the RDG states that a minimum direct distance of 11m should be achieved between upper floor habitable windows and property boundaries in



order to minimise overlooking of private gardens. The first floor rear habitable windows would be approximately 12m from the rear boundary, which complies with the guidance in the RDG. Therefore, the proposed development would not cause an unacceptable level of overlooking into neighbouring gardens.

6.14 Sunlight and daylight:

Paragraph 7.3.13 of the RDG details the 25 degree rule for assessing the impact of new development that is parallel to existing properties. The closest neighbouring property is 344 High Road and the greatest impact would be on this property. The proposed dwelling nearest to No. 344 would not infringe the 25 degree line, therefore it would not cause a significant loss of sunlight or daylight to the habitable rooms of the neighbouring property. The proposed dwellings would cause some overshadowing of the rear gardens of gardens in High Road in the morning, however it is not considered that it would cause significant overshadowing. All other neighbouring properties are further away, therefore the proposed development would not cause a significant loss of sunlight or daylight to neighbouring properties.

6.15 Outlook:

Paragraph 7.3.21 of the RDG states *“Outlook relates to visual dominance of a building that results in an overbearing and oppressive sense of enclosure to an adjacent property. This can be from a habitable room window or a garden area. This can occur even if there is no loss of sunlight, daylight or privacy”*.

6.16 The second reason for refusal of planning application 15/01663/FUL related to concerns that the proposed development would appear overbearing and cause an oppressive sense of enclosure to No. 344 High Road due to the height and bulk of the proposed dwellings and the close proximity to the neighbouring property. In comparison to the previous application, the impact on No. 344 has been significantly reduced because of the reduction in eaves height of the side wall, the reduction in ridge height, the provision of a shallow pitched roof (which has moved the ridge line further from the boundary) and the reduction in depth of the first floor section that is adjacent to the boundary. Bearing in mind that the closest house would maintain a distance of approximately 20m to the original rear wall of No. 344, it is considered that the alterations ensure that the proposed development would not appear overbearing or cause an oppressive sense of enclosure to the neighbouring property. Furthermore, it is not considered that the proposed development would cause a significant loss of outlook to other neighbouring properties in High Road, Long Barn Close, Blackthorne Close or Kenford Close given the distances of over 20m maintained between the existing and proposed dwellings.

6.17 Furthermore, weight should be afforded to an appeal decision at 4 Wimborne Grove, Watford (Appeal ref: APP/Y1945/D/10/2135141) where the Inspector, in considering the impact of a proposed development on the outlook of a neighbouring residential property, stated *“Bearing in mind that it would be normal, in an urban area, for the flank of a two storey house to be positioned as little as 10m from the rear windows of a two storey property, it does not seem unreasonable for the flank of an extended bungalow to be located at the end of the garden of number 2, even allowing for the difference in ground levels between the two properties”*. The houses proposed in the current planning application would be significantly more than 10 metres from neighbouring properties and given the alterations that have been made to the proposal it is not considered that a reason for refusal based on loss of outlook could be substantiated.

6.18 Noise and disturbance:

The third reason for refusal of planning application 15/01663/FUL related to concerns that the increase in dwellings on site from one to four would intensify the use of the existing vehicular access and would therefore cause increased noise and disturbance to Nos. 348 and 352 High Road. The applicant has submitted a Transport Note (prepared by TTP Consulting Ltd transport planning specialists) and a Noise Impact Assessment (carried out by The Equus Partnership noise consultants) with the current application to demonstrate that the proposal would result in only a small increase in vehicular movements (using data from the TRICS database) and the average hourly noise level during the assessed ‘worst case’ morning period is expected to increase only marginally (by around 0.3 to 0.4db). Furthermore, calculations have shown that the range of maximum noise levels associated along the vehicular access and parking are expected to be lower than the existing maximum noise levels. The Noise Impact Assessment states that although no mitigation is needed, the applicant is willing to replace all the boundary fencing with new 2m high timber acoustic fencing and to re-surface the existing driveway which is in poor condition. Taking into account the additional information provided by the applicant, it is not considered that a reason for refusal based on noise and disturbance could be substantiated. However, a condition is suggested to ensure that the noise is appropriately mitigated.

6.19 (f) the impact on trees

The Arboricultural Officer has commented that trees T2 – T4 would not be affected by the proposed development providing that adequate tree protection is installed during construction. He has stated that the hard surface covers more of the root protection area and comes closer to tree T1 than the previously refused scheme and that details of the no-dig area of construction within the root protection area of tree T1 together with full details of the height, type and location of tree

protection fencing to all retained trees on site. Furthermore, details of the proposed landscaping scheme including full details of locations, specie and planting size should be submitted and approved prior to work commencing on site. A condition requiring the submission of the above details could be attached to any grant of planning permission.

6.20 (g) Highways impacts and car parking provision

The vehicular access is below the minimum carriageway width of 4.1m for a shared access (as shown in Section 4 Table 4.1.1.1 of the Hertfordshire County Council Highway Design Guide 'Roads in Hertfordshire' February 2011). The access would not be wide enough to allow vehicles to pass side by side. However, the Highway Authority has explained that this would not be harmful to highway safety – as detailed in the 'Technical consultations' section of the report. Furthermore, they have commented that a shared access is acceptable for the number of dwelling proposed and have raised no concerns in relation to pedestrian safety. It is the Highway Authority's opinion that refusal on highway matters would be "irresponsible". The submitted Transport Note shows that over the course of the day, there is likely to be an increase in 12 vehicular movements, including an additional 2 vehicle movements during the morning and evening peak periods. It states that the expected increase in the number of vehicle trips and proposed intensification of use of the access is not significant and unlikely to impact the local road network in terms of highway capacity and safety. The likelihood of cars meeting on the access is very small owing to the good visibility into and out of the site and the low volume of vehicle movements. Furthermore, there is not expected to be any impact at the junction of the access and High Road given there is good visibility along High Road which is a straight road. Taking into account the TRICS data shown in the submitted Transport Note and the comments of the Highway Authority, it is not considered that a reason for refusal on highway safety grounds could be substantiated.

6.21 The Highway Authority has highlighted that the minimum carriageway width for fire tender is 3.7m and the width of the vehicular access is below the minimum standard. However, Hertfordshire Fire & Rescue Services has raised no objection and they state that on-site fire hydrants are not required for the proposed development. Emergencies are likely to be very infrequent because of the relatively low number of dwellings proposed, therefore the parking of emergency vehicles in High Road is considered to be acceptable.

6.22 Two on-site parking spaces for each dwelling would be provided, which is considered to be acceptable. There would be sufficient space within the site for vehicles to manoeuvre.

6.23 The submitted plans indicate that the dwellings would have cycle parking facilities, which accords with the sustainable transport objectives in “Saved” Policy T10 of the Watford District Plan 2000. A condition should be attached to any grant of planning permission to require details of the size and design of the storage structure.

6.24 (h) Refuse and recycling storage and collection

In comparison to the previous refused application, it is proposed that bin storage would be sited adjacent to the parking area rather than in the individual rear gardens. On collection days, bins would be wheeled to a collection point within the access road (less than 25m from the pavement on High Road) rather than a collection area 30m from the pavement (in excess of the maximum carry distance of 25m stipulated by Veolia waste management services). This ensures that the bins would not need to be stored on the pavement in High Road, which was an issue of concern in relation to the previous application. The access road measures 3.2m wide adjacent to the garage of No. 352, which reduces to 3m further to the rear. A standard 240 litre wheeled bin measures 58cm wide by 74cm deep, therefore there would be a gap of at least 2.4m between the bins and the boundary fence. A standard parking space measures 2.4m wide, therefore there would be a sufficient gap for vehicles to pass. Hertfordshire Highways has no objection to the bins being lined within the access road due to a sufficient gap of 2.4m being provided and the access road being on private land. Furthermore, Environmental Services has no objection to the proposed waste collection arrangement. In order to minimise the risk of bins being misplaced, a condition should be attached to any grant of planning permission to require details of the demarcation of the bin collection point to be submitted to and approved in writing by the Local Planning Authority.

## **7.0 Community Infrastructure Levy and Planning Obligation**

### **7.1 Community Infrastructure Levy (CIL)**

The Council introduced the Community Infrastructure Levy (CIL) with effect from 1 April 2015. The CIL charge covers a wide range of infrastructure as set out in the Council’s Regulation 123 list, including highways and transport improvements, education provision, youth facilities, childcare facilities, children’s play space, adult care services, open space and sports facilities. CIL is chargeable on the relevant net additional floorspace created by the development. The charge is non-negotiable and is calculated at the time that planning permission is granted.

7.2 The CIL charge applicable to the proposed development is £120 per sqm. The charge is based on the net increase of the gross internal floor area of the proposed development. Exemptions can be sought for charities, social housing and self-build housing.

7.3 In accordance with s.70 of the Town and Country Planning Act 1990, as amended by s.143 of the Localism Act 2011, a local planning authority, in determining a planning application, must have regard to any local finance consideration, so far as material to the application. A local finance consideration is defined as including a CIL charge that the relevant authority has received, or will or could receive. Potential CIL liability can therefore be a material consideration and can be taken into account in the determination of the application.

## **8.0 Conclusion**

8.1 The proposal would contribute towards meeting the housing need in the Borough and would make effective use of an existing backland site. The layout of the proposed development would provide an acceptable standard of amenity for future occupiers and there would not be a significant loss of amenity to neighbouring properties. The height and scale of the proposed houses would not appear unduly prominent in the surrounding area and the contemporary design is quite original and aesthetically pleasing. The proposal would provide sufficient on-site parking and there would not be a significant impact on traffic or pedestrian safety.

8.2 As such, the proposal accords with the Development Plan and the National Planning Policy Framework and therefore constitutes 'sustainable development'. There are considered to be no material planning considerations that outweigh the benefits of the proposal, therefore it is recommended that the application should be approved.

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## **9.0 Human Rights Implications**

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

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## **10.0 Recommendation**

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

## Conditions

1. The development to which this permission relates shall be begun within a period of three years commencing on the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved drawings:-

P168\_MS\_01; P168\_LP\_01; P168\_SP\_01; P168\_SP\_02; P168\_GA\_01 Rev P1; P168\_GA\_02 Rev P1; P168\_GA\_03 Rev P1; P168\_GA\_04 Rev P1; P168\_GA\_05 Rev P1; P168\_GA\_06 Rev P1; P168\_GA\_07 Rev P1; P168\_GA\_08 Rev P1; P168\_GA\_09 Rev P1; P168\_GA\_10 Rev P1; P168\_GA\_11 Rev P1; P168\_GA\_12

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

3. No construction works above damp proof course level shall commence until details of the materials to be used for all the external finishes of the buildings, including walls, roofs, doors, windows and balustrades, 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 site and the character and appearance of the area, 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 approved by the Local Planning Authority before the development is constructed.

4. No construction works above damp proof course level shall commence until detailed drawings of the window and door reveals, brick detailing and capping to the external walls, 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 details.

Reason: In the interests of the visual appearance of the site and the character and appearance of the area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31. This is a pre-commencement condition as the details need to be approved by the Local Planning Authority before the development is constructed.

5. No part of the development 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 and the wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

6. No construction works shall commence until details of tree protection measures, including details of the height, type and location of tree protection fencing to all retained trees on site and details of the no-dig area of construction within the root protection zone of existing tree T1 (as identified on drawing No. P168\_GA\_01 Rev P1), have been submitted to and approved in writing by the Local Planning Authority. The approved tree protection measures shall be implemented for the duration of the construction work, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect retained trees, in the interests of the visual amenity of the area. This is a pre-commencement condition as the details need to be approved by the Local Planning Authority before the development is constructed.

7. No part of the development shall be occupied until full details of a hard landscaping scheme, including: details of the re-surfacing of the access road; details of a demarcated refuse/recycling bin collection area in the access road; details of all other hard surfaces within the site, which shall be of permeable construction; details of all site boundary treatments, including acoustic fencing to the access road adjoining Nos. 348 and 352 High Road, and all fencing or enclosures within the site, have been submitted to and approved in writing by the Local Planning Authority, and the works have been carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual appearance of the site and the wider area, in accordance with Policy UD1 of the Watford Local Plan Core Strategy 2006-31.

8. No part of the development shall be occupied until the scheme for parking has been laid out in accordance with drawing No. P168\_GA\_01 Rev P1 (or any subsequent amendment agreed in writing with the Local Planning Authority). The parking spaces shall be retained at all times thereafter.

Reason: To ensure that adequate and satisfactory provision is made for the garaging and parking of vehicles clear of all carriageways in accordance with Policy T22 of the Watford District Plan 2000.

9. No part of the development shall be occupied until details of the siting, size and design of refuse, recycling and cycle storage facilities have been submitted to and approved in writing by the Local Planning Authority and the storage facilities have been installed in accordance with the approved details. The storage facilities shall be retained at all times thereafter.

Reason: In the interests of the visual appearance of the site, and, to ensure that sustainable transport objectives are met.

10. The upper floor windows and rooflights in the north-western and south-eastern side elevations of the dwellings hereby approved shall either (i) be positioned at least 1.7m above the floor level of the room in which they are installed; or (ii) where the windows are less than 1.7m above the floor level of the room in which they are installed, the parts of the windows less than 1.7m above floor level shall be fixed closed and fitted with obscured glass at all times, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent overlooking and consequent loss of privacy to neighbouring premises.

11. No part of the development shall be occupied until details of the specification of the green roofs of the single storey rear projections (as shown on drawing No. P168\_GA\_03 Rev P1) and details of the siting and design of balustrades to prevent access to the green roofs have been submitted to and approved in writing by the Local Planning Authority and the green roofs and balustrades have been installed in accordance with the approved details. The green roofs and balustrades shall thereafter be maintained for the life of the development. The green roofs shall be accessed for maintenance only and shall not be used as a veranda, terrace or balcony.



Reason: To ensure that the green roofs are installed to an appropriate specification and to prevent overlooking and consequent loss of privacy to neighbouring premises.

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

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

13. Notwithstanding Section 55(2) of the Town and Country Planning Act 1990 as amended, the void spaces at first floor level of the houses hereby approved, as shown on drawing No. P\_168\_GA\_03 Rev P1, shall not be filled with additional floor space.

Reason: To ensure that sufficient light is provided to the ground floor living spaces of the houses and to ensure that the living spaces and gardens are of an appropriate size in relation to the number of bedrooms within the dwellings.

14. No part of the development shall be occupied until details of lighting to the porches of each dwelling hereby approved have been submitted to and approved in writing by the Local Planning Authority and the lighting has been installed in accordance with the approved details. The lighting to the porches shall be maintained at all times thereafter.

Reason: In the interests of accessibility and security.

### 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 2010, as amended.

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

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

4. This planning permission does not remove the need to obtain any separate consent of the owner of the adjoining property prior to commencing building works on, under, above or immediately adjacent to their property (e.g. foundations or guttering). The Party Wall Etc Act 1996 contains requirements to serve notice on adjoining owners of property under certain circumstances, and a procedure exists for resolving disputes. This is a matter of civil law between the two parties, and the Local Planning Authority are not involved in such matters. A free guide called "The Party Wall Etc Act 1996: Explanatory Booklet" is available on the website of the Department for Communities and Local Government at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/393927/Party\\_Wall\\_etc\\_\\_Act\\_1996\\_-\\_Explanatory\\_Booklet.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/393927/Party_Wall_etc__Act_1996_-_Explanatory_Booklet.pdf)
5. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in condition such as not to emit dust or deposit mud, slurry or other debris on the highway. This is to minimise the impact of construction vehicles and to improve the amenity of the local area.
6. The applicant is advised that storage of materials associated with the development should take place within the site and not extend into within the

public highway without authorisation from the highway authority, Hertfordshire County Council. If necessary further details can be obtained from the County Council Highways via either the website <http://www.hertsdirect.org/services/transtreets/highways/> or telephone 0300 1234047 to arrange this.

7. The developer should be aware that the required standards regarding the maintenance of the public right of way and safety during the construction. The public rights of way along the carriageway and footways should remain unobstructed by vehicles, machinery, materials and other aspects of construction works.
8. Where works are required within the public highway to facilitate access the highway authority require the construction of such works to be undertaken to their specification and by a contractor who is authorised to work in the public highway. In relation to vehicle crossovers the applicant is advised to see the attached website. Vehicle crossover guidance <http://www.hertsdirect.org/docs/pdf/d/vxo.pdf> and to apply for vehicle crossover <http://www.hertsdirect.org/services/transtreets/highways/hhonlineservices/vxo/>
9. You are advised of the need to comply with the provisions of The Control of Pollution Act 1974, The Health and Safety at Work Act 1974, The Clean Air Act 1993 and The Environmental Protection Act 1990.

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

Monday to Friday 8am to 6pm

Saturdays 8am to 1pm

Noisy work is prohibited on Sundays and bank holidays

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

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

Drawing numbers

P168\_MS\_01; P168\_LP\_01; P168\_SP\_01; P168\_SP\_02; P168\_GA\_01 Rev P1;  
P168\_GA\_02 Rev P1; P168\_GA\_03 Rev P1; P168\_GA\_04 Rev P1; P168\_GA\_05 Rev  
P1; P168\_GA\_06 Rev P1; P168\_GA\_07 Rev P1; P168\_GA\_08 Rev P1; P168\_GA\_09  
Rev P1; P168\_GA\_10 Rev P1; P168\_GA\_11 Rev P1; P168\_GA\_12

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**Case Officer: Chris Osgathorp**

**Email: [chris.osgathorp@watford.gov.uk](mailto:chris.osgathorp@watford.gov.uk)**

**Tel: 01923 278968**