

Land to the Rear of 51-53 Greenfield Avenue, Watford, WD19 5DJ

Planning Statement

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WARNER



Contents page

1. Introduction	2
2. Site and Surrounding Area	5
3. Proposed Development	14
4. Planning Policy Context	17
5. Analysis	28
6. Conclusion	38



1 Introduction

This Planning Statement is submitted by Warner Planning on behalf of Amethyst Residences Limited. This application is a resubmission of the scheme previously considered under reference 23/0799/FUL and seeks full planning permission for the demolition of existing garage and construction of 2no. semi-detached bungalows with associated access, parking, and landscaping works at land to the rear of 51-53 Greenfield Avenue, Watford.

This Planning Statement is submitted alongside the following documents and plans which support the application:

- ✦ Location Plan (Plan Ref: GA01 RevA)
- ✦ Existing Site Plan (Plan Ref: GA02 RevA)
- ✦ Proposed Site Plan (Plan Ref: GA03 RevA)
- ✦ Proposed Ground Floor Plan (Plan Ref: GA04 RevC.3)
- ✦ Proposed Roof Plan (Plan Ref: GA05 RevC)
- ✦ Proposed Front Elevation (Plan Ref: GA06 RevC.2)
- ✦ Proposed Rear Elevation (Plan Ref: GA07 RevA)
- ✦ Proposed North Elevation (Plan Ref: GA08 RevA)
- ✦ Proposed South Elevation (Plan Ref: GA09 RevA)
- ✦ Proposed Kerb Plan (Plan Ref: GA10 RevC.4)
- ✦ Application Form and Notices
- ✦ Draft Unilateral Undertaking –Affordable Housing
- ✦ Biodiversity Checklist
- ✦ Parking Survey
- ✦ Energy and Sustainability Statement
- ✦ CIL Form

This Planning Statement sets out the background relevant to the determination of the application, by describing the site and its general locality, before setting out details of the proposed development, including changes from the previous application which have been made to this resubmission application. The statement provides an overview of the planning policy context against which the development is assessed, followed by a detailed consideration of the development proposals against this policy context and all other relevant material considerations.



In making this planning application, it is our submission that the application proposes a high-quality, sustainable development that will complement the immediate locality and the wider area.

Following the previous scheme, a number of changes have been made to the scheme as part of this resubmission to address the Council's comments in regard to the proposed dwellings, these can be summarised as follows:

- ✦ Increased affordable housing contribution.
- ✦ Additional car parking spaces.
- ✦ Removal of front hip projection.
- ✦ Addition of bay windows on the front elevation.
- ✦ Move the rear elevation westwards.
- ✦ Clarification on the dropped kerb arrangement.
- ✦ Increased grassed area in the amenity space.
- ✦ The roof pitch has been made shallower, with the height matching that of the neighbouring property.

There are significant benefits to be delivered by the development. It is considered that there are compelling grounds to grant planning permission for the proposed development, with these set out as follows:

- ✦ Principle of development is acceptable, due to sites location within a 'Secondary Centre.'
- ✦ Sustainable location for new residential development.
- ✦ Compliant with local and national policies.
- ✦ Council is currently unable to demonstrate a five year housing land supply, and has failed the housing delivery test.
- ✦ Comparable to adjoining properties and recent approvals.
- ✦ Creation of energy efficient dwellings.
- ✦ Economic benefits of the construction phase.
- ✦ New residents will be economically active in the local area.
- ✦ Delivering of additional housing to assist in meeting the local need.
- ✦ Provision of much needed bungalows
- ✦ There is a local precedent for similar forms of development.
- ✦ Utilises previously developed land.
- ✦ Proposals result in a high-quality development, with designs that accord with local built form.
- ✦ Appropriate form of development in the locality.
- ✦ Contribution towards affordable housing.
- ✦ Potential for biodiversity improvements.
- ✦ Scheme meets the requirements to be considered a sustainable form of



development, with access to public transport, services and facilities.

This Planning Statement should be read in conjunction with the supporting documents, existing and proposed plans, submitted to accompany this planning application.



2 The site and surrounding area

The application site is situated to the north-west of the crossroad junction between Greenfield Avenue and The Courtway. In relation to Watford Town Centre, the site is located 3.5km to the south. The site is associated with Carpenders Park, which is identified within the adopted Development Plan as a 'Secondary Centre'. These are defined as areas that provide a more limited range of services and facilities than Key Centres but are still considered important in meeting local needs.

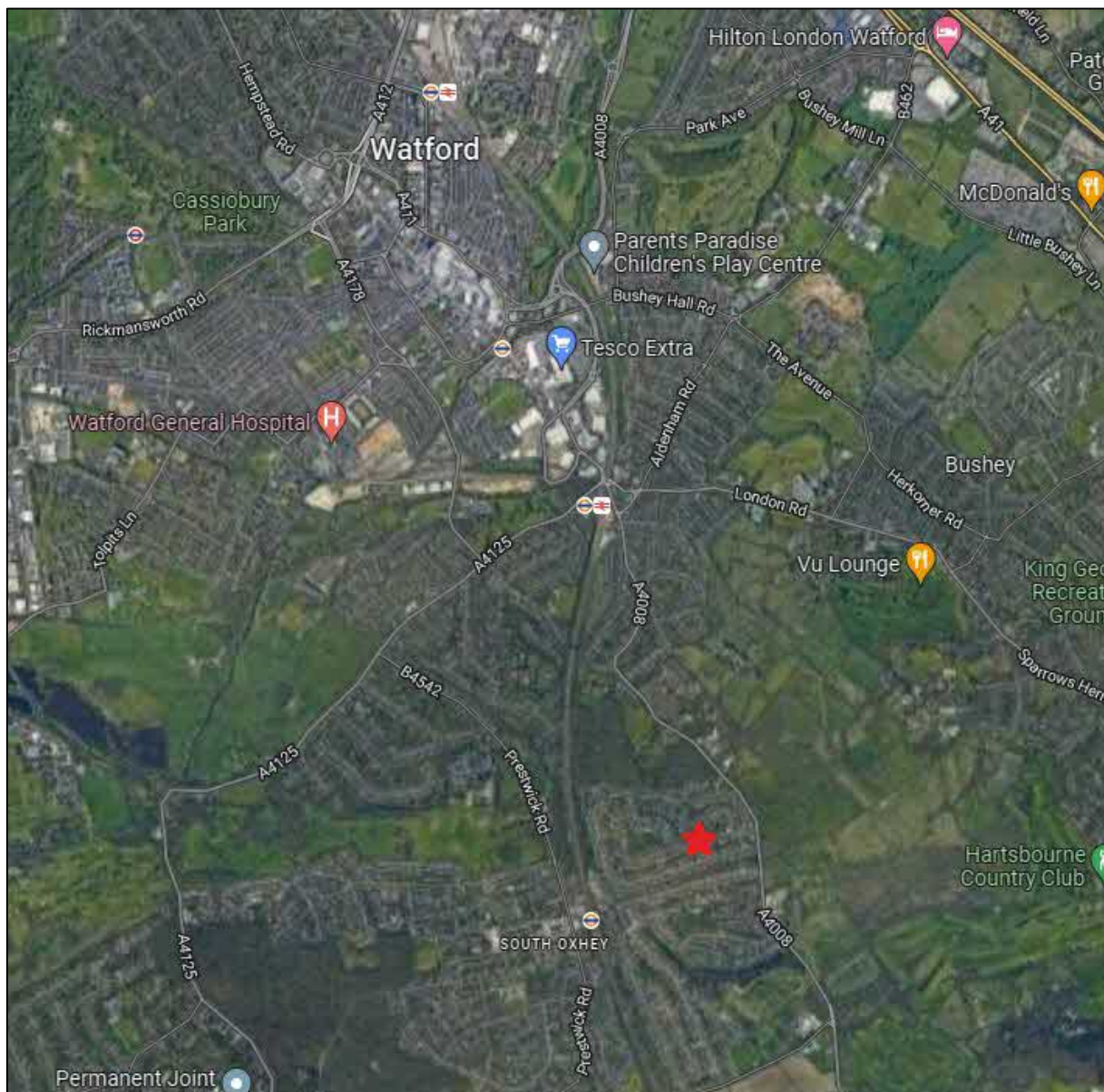


Figure 1: Wider Site Location (not to scale, for identification purposes only)

The application site consists of a site area of circa 0.03ha and is situated within an area of residential properties.



In regard to the use of the wider site, it is currently occupied by two residential bungalows, with the application site consisting of part of the associated amenity space for the bungalows, which consists of grass areas, sheds, greenhouses and a single garage.

The wider site can currently be accessed from Greenfield Avenue, with the specific application site and the garage being accessible from The Courtway.



Figure 2: Site Location (not to scale, for identification purposes only)

The only relevant application relating to the site is the previously refused scheme, which is set out below. The application was refused on the perceived impact on the character and appearance of the area, parking provision, kerb arrangement and affordable housing contribution. These matters have been considered and addressed as part of this application, with this set out in full within the below development proposals section and the analysis section of this Statement.



Reference	Address	Proposal	Status
23/0799/FUL	Land To The Rear Of 51-53 Greenfield Avenue Carpenders Park	Demolition of existing garage and construction of 2no. semi-detached bungalows with associated access, parking and landscaping works.	Refused 05/09/23

The below table sets out relevant Planning Applications that relate to the proposals in the immediate vicinity of the site.

Reference	Address	Proposal	Status
8/61/85	Land Adjoining 34 The Courtway Carpenders Park Watford WD19 5DW	Erection of detached chalet bungalow.	Approved 28/02/1985
10/1140/FUL	Rear Of 71 To 73 St Georges Drive Carpenders Park Hertfordshire	Erection of one-bedroom detached bungalow with associated access, parking and landscaping	Approved 25/08/2010
16/0781/FUL	2 Compton Place Carpenders Park Watford Hertfordshire WD19 5HG	Erection of one detached bungalow to rear of 2 and 4 Compton Place with associated access and parking	Approved 16/06/2016
16/1430/FUL	Land Rear Of 85-87 Compton Place Carpenders Park Watford Hertfordshire WD19 5HF	Demolition of garage and construction of detached bungalow	Approved 02/09/2016
16/2096/FUL	54 Greenfield Avenue Carpenders Park Watford Hertfordshire WD19 5DH	Erection of a detached bungalow to rear of 54 and 56 Greenfield Avenue.	Approved 30/12/2016



19/0038/FUL	2 The Courtway Carpenders Park WD19 5DW	Demolition of existing bungalow and construction of three bungalows with associated parking and accessed, including access onto Greenfield Avenue.	Approved 30/05/2019
20/1000/FUL	55 Penrose Avenue Carpenders Park Watford Hertfordshire WD19 5AB	Demolition of existing dwelling, subdivision of the site to provide two semi-detached bungalows with accommodation in the roof space served by front and rear dormers, provision of new vehicular access, associated car parking and amenity space.	Approved 28/04/2021
23/1761/FUL	8 The Courtway Carpenders Park Watford Hertfordshire WD19 5DW	Subdivision of existing dwelling and plot into two separate dwellinghouses including substantial demolition of existing dwelling and construction of single storey front, side and rear extensions, raised rear terraces, roof extension including front rooflights and alterations to frontage. (Resubmission of 23/0953/FUL)	Pending
23/1806/FUL	55 Penrose Avenue Carpenders Park Hertfordshire	Subdivision of the site and construction of a single storey detached dwelling with accommodation in the roofspace served by front and rear dormer windows with associated works including, bicycle and bin store, landscaping works; boundary treatments and new access onto The Courtway	Pending

In the above mentioned applications of 20/1000/FUL and 19/0038/FUL, the Officer Reports state that “The application site is within Carpenders Park which is identified as a Secondary Centre in the Core Strategy. Policy PSP3 indicates that the Secondary Centres (including Carpenders Park) will provide approximately 24% of the District's housing requirements over the plan period. In this case, given that the development is within a Secondary Centre and partly located on previously developed land, there is no in principle objection to residential development of the application site in relation to the requirements set out in Core Strategy Policy CP2.”

As evidenced by the above table, within the immediate context of the application site, there is clear precedence for this type of development. The most pertinent development is that which is directly opposite the proposed application at 34 and 34a The Courtway, which demonstrates a similar pattern of development to that which is being proposed as part of this application.



There are also the two pending applications that are set out above, which represent a similar scope of works and these will need to be considered as they are progressed and depending how the Council decided to deal with them.

With regard to the proposed design, the built form currently present on the wider site are a true reflection of the style to be adopted by the new built form, and as such offer several immediate examples of how this is suitable and acceptable in the locality.

The below photographs show the design, style and type of dwellings in the vicinity of the application site which have recently been built.



Figure 3: Photograph of 87a Compton Place, following the development of the site.





Figure 4: Photograph of 2a & 2b Compton Place, following the development of the site.



Figure 5: Photograph of 2 The Courtway, following the development of the site.





Figure 6: Photograph of 2 The Courtway, following the development of the site.



Figure 7: Photograph of 54a The Courtway, following the development of the site.



The search also identified a number of planning precedents for the site, which are set out in the below table:

Attribute / Constraint	Comment
Community Infrastructure Levy	Area C
Green Belt	Not within the Green Belt, but boundary is circa 200 -250m to the north and east.
Landscape Classification	Within the South Herts Plateau Landscape Area.
Local Wildlife Site	There is a local Wildlife Site to north and south of the site which are 200m and 600m from the site.
Area of Outstanding Natural Beauty	Not within or impacted by the AONB.
Within Settlement Envelope	The site is located within the settlement envelope of Carpenders Park which is a designated Secondary Centre.
Conservation Area	Site is not located within or adjacent to a Conservation Area.
Listed Building	The nearest listed building is located circa 450m to the north of the site, but the proposal will not impact upon the setting.
Locally Listed Building	None impacting upon the site.
Flood Zone	Situated within Flood Zone 1.
Environmental Designation (such as SPA/SANGS/Wildlife Site)	None impacting upon the site.
AQMA	None impacting upon the site.
Within a Neighbourhood Plan Area	Site is not located within a Neighbourhood Plan Area.
Asset of Community Value	None.
Public Rights of Way	None on the site, but public footpath (Watford Rural 024) is located to the north-east of the site circa 120m and footpath (Watford Rural 020) to the north-west is around 170m from the site.
Agricultural Land Classification	Land predominantly in urban use.
Tree Preservation Order	None on or impacting upon the site.



Local Facilities and Services

The site is well situated within a sustainable location, which is highlighted by the existing residential uses in the immediately surrounding locality of the site. It is well located to local services, facilities and transport networks, which include the following:

- ✦ Carpenders Park Train Station is located 700m to the south-west of the site.
- ✦ Junction 5 of the M1 is located circa 4.2km to the north of the site.
- ✦ The nearest junction for the M25 is located approximately 9.1km to the west.
- ✦ The nearest bus stops are located circa 200m to the north of the site and provide services to Holywell, South Oxhey and Watford.
- ✦ Within a short distance from the site, there are several businesses, shops and a Primary School (which includes a Pre-School).



3 Proposed Development

This section outlines the proposal and builds upon the refused scheme (ref: 23/0799/FUL) for the demolition of existing garage and construction of 2no. semi-detached bungalows with associated access, parking, and landscaping works at land to the rear of 51-53 Greenfield Avenue, Watford.

Following the previous scheme a number of changes have been made to the scheme as part of this resubmission to address the Council's comments in regard to the proposed dwellings, these can be summarised as follows:

- ✦ Increased affordable housing contribution.
- ✦ Additional car parking spaces.
- ✦ Removal of front hip projection.
- ✦ Addition of bay windows on the front elevation.
- ✦ Move the rear elevation westwards.
- ✦ Clarification on the dropped kerb arrangement.
- ✦ Increased grassed area in the amenity space.
- ✦ The roof pitch has been made shallower, with the height matching that of the neighbouring property.

The scheme still seeks permission for two, two bedroom dwellings, which are to be situated in the existing amenity space of properties 51-53 Greenfield Avenue and this includes a single garage a pair of greenhouses. As part of the proposal, an appropriate provision of amenity space will be retained for the existing dwellings once the proposals are implemented. The proposed dwellings will consist of a pair of semi-detached bungalows with an acceptable provision of amenity space, which continues the stepped setback nature of dwellings along The Courtway.



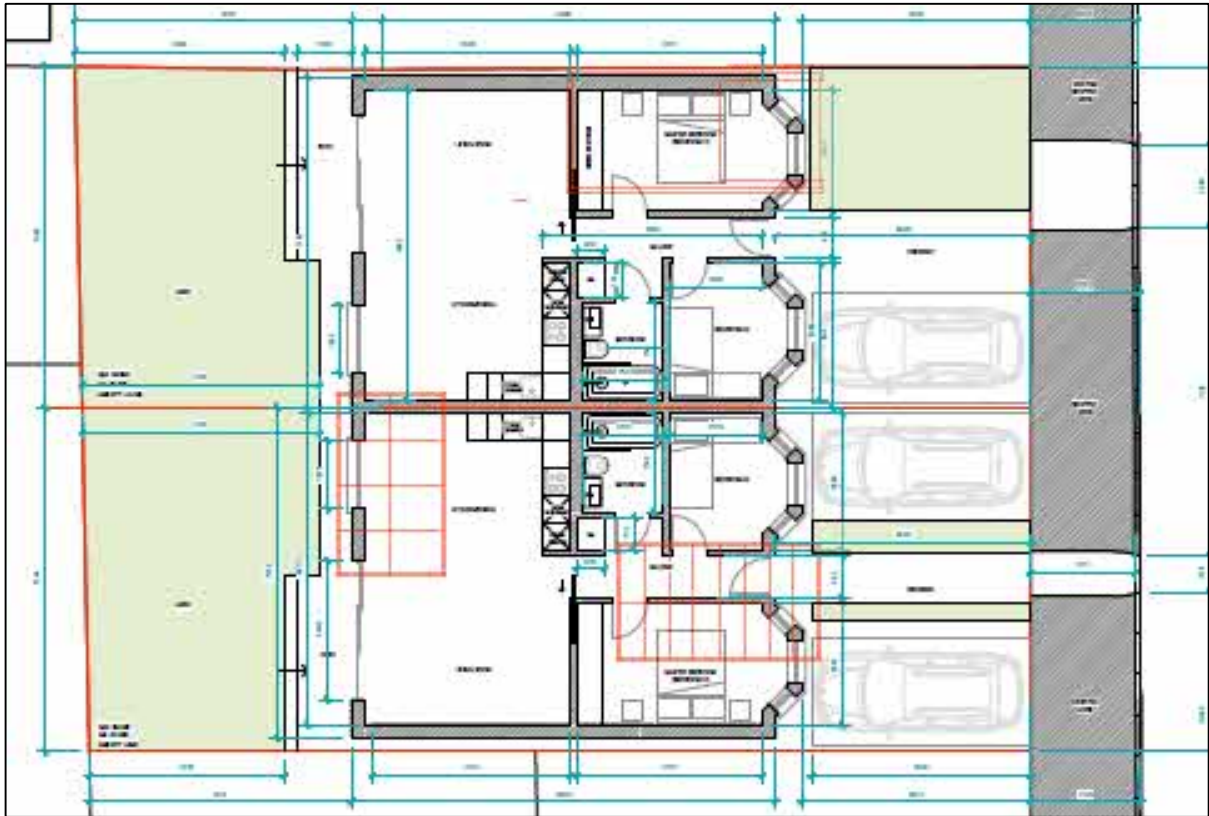


Figure 8: Proposed Site Layout

In terms of access to the site and parking arrangement, the development will result in the closing up of the existing access to the site. This will improve the neighbours amenity as the access onto the site will be moved away from 69 The Courtway, but they will still retain a useable single access onto their site with four flat kerbs and the required transitional kerbs. In regard to the application site, the northern and southern plot will share a new double dropped kerb (6 flat kerbs and transitional kerbs), and the southern plot will also have a separate single dropped kerb (4 flat kerbs and transitional kerbs). Therefore, the site will provide three designated off-road parking spaces for the two proposed dwellings.

A breakdown of the site and the areas to be provided is summarised in the below table.

	Dwelling 1	Dwelling 2
Site Area	155.6m ²	156.6m ²
Gross Internal Area	60.9m ²	60.9m ²
Gross External Area	69.5m ²	69.5m ²
Rear Amenity Space	44m ²	44.4m ²
Designated Parking Spaces	2	1

Whilst we note that the proposal will result in the loss of a garage, the existing driveways of



both 51 and 53 Greenfield Avenue are sufficient to provide a policy compliant level of parking to the existing residents, with the proposed dwelling also being compliant in terms of parking.

Internally, the two dwellings are a mirror image of each other, with both of them providing a shared kitchen/diner/living space, along with a bathroom and two bedrooms. Given that the dwellings are bungalows all of the living space is arranged over a single storey.

Reviewing the scale of the proposed dwellings, they will have a proposed maximum ridge height of 5m.

The design of the dwellings is reflective of the surrounding built form and reflects the most recent developments in the area. The proposal will integrate within the existing stepped down pattern of development along The Courtway.



4 Planning Policy Context

The planning policy context relating to the application site is formed through:

- ✦ National Planning Policy
- ✦ Local Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan material for this proposal comprises:

- ✦ Core Strategy 2011-2026 (Adopted 2011)
- ✦ Development Management Policies DPD (Adopted 2013)
- ✦ Site Allocations DPD (Adopted 2014)

Other material considerations include:

- ✦ Affordable Housing SPD
- ✦ Community Infrastructure Levy
- ✦ Emerging Local Plan Regulation 18 Preferred Policy Options and Sites for Potential Allocation
- ✦ Emerging South West Herts Joint Strategic Plan

The below section sets out the relevant policies and paragraphs of the aforementioned documents.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing, and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

At the heart of the Framework is a "*presumption in favour of sustainable development*". Therefore, where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless: i. the application of policies in this Framework that protect areas or assets of



particular importance provides a clear reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole.

Paragraph 60 sets out that “*To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed..*”

Paragraph 70 notes that “*Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly..*”

Paragraph 123 requires that “*decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.*”

Paragraph 124(d) of the Framework requires “*decisions to promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively*”.

Chapter 12 of the Framework necessitates that development of all descriptions should result in “*the creation of high quality, beautiful and sustainable buildings and places.*”

Core Strategy 2011-2026

Policy PSP3 – Development in Secondary Centres

“Development in Secondary Centres will:

- ✦ Focus future development predominantly on sites within the urban area, on previously developed land
- ✦ Provide approximately 24% of the District’s housing requirements over the Plan period to include approximately 45% of affordable housing as informed by the Strategic Housing Market Assessment (2010), Development Economics Study (2009) and Strategic Housing Land Availability Assessment Update (2010)
- ✦ Maintain and enhance the provision of local shops within the Secondary Centres to meet future local daily needs
- ✦ Contribute to an integrated approach to improve transport and movement into, and around, the secondary centres and connections with all other centres in the District and service centres in adjoining Districts and to increase public transport patronage
- ✦ Promote development, infrastructure and services in order to meet local community and business needs, and to maintain the vitality of communities. This should help tackle deprivation affecting Maple Cross and Carpenders Park particularly in relation



to access to housing and services and reducing crime.”

Policy CP1 – Overarching Policy on Sustainable Development

“All development in Three Rivers will contribute to the sustainability of the District. This means taking into account the need to:

- † Tackle climate change by reducing carbon emissions, increasing energy and water efficiency of buildings, promoting the use of renewable energy systems, and using other natural resources wisely, including through the use of sustainable building materials*
- † Avoid development in areas at risk from flooding*
- † Minimising flood risk through the use of Sustainable Drainage Systems*
- † Make efficient use of land by guiding development onto previously developed, brownfield land and incorporate mixed-use development wherever possible, recognising that some previously developed land can have significant biodiversity value*
- † Reduce waste going to landfill by reducing materials used, reusing and recycling building materials and providing opportunities for recycling wherever possible*
- † Protect and enhance our natural, built and historic environments from inappropriate development and improve the diversity of wildlife and habitats*
- † Build mixed and sustainable communities by providing housing across a range of tenures and types including affordable housing*
- † Improve access to jobs, skills, services and facilities particularly within areas of deprivation in the District*
- † Sustain the viability and vitality of the Principal Town, Key and Secondary Centres and Villages as identified in the Three Rivers Settlement Hierarchy*
- † Protect and enhance existing community, leisure and cultural facilities and provide new facilities*
- † Reduce the need to travel by locating development in accessible locations and promoting a range of sustainable travel modes*
- † Provide necessary infrastructure to enable and/ or support development, including (but not limited to) transport, education, health, green infrastructure, utilities, waste facilities, waste water, leisure, cultural and community facilities*
- † Promote buildings and public spaces of a high enduring design quality that respects local distinctiveness, is accessible to all and reduces opportunities for crime and anti-social behaviour*
- † Manage and reduce risk of and from pollution in relation to quality of land, air and water and dealing with land contamination.”*

Policy CP2 - Housing Supply

The policy identifies that Three Rivers has a housing target of 180 dwellings per year until 2026, with this primarily being provided in existing urban areas.



Policy CP3 – Housing Mix and Density

“The Council will promote high quality residential development that respects the character of the District and caters for a range of housing needs. Development will make the most efficient use of land, without compromising the quality of the environment and existing residential areas.

The Council will require housing proposals to take into account the range of housing needs, in terms of size and type of dwellings as identified by the Strategic Housing Market Assessment and subsequent updates. New development will also provide a range of house types and sizes to reflect the existing and future needs of the Three Rivers population and the characteristics of housing in the area.

Until guidance as part of an overall Design Guide Supplementary Planning Document is produced, the density of development will be considered on its merits taking into account the need to:

- ✦ Respect density levels within existing residential areas particularly within areas of special landscape and/or historic value in the District*
- ✦ Promote higher densities in locations that are highly accessible to public transport, services and facilities.”*

Policy CP4 – Affordable Housing

“In view of the identified and pressing need for affordable housing in the District, seek an overall provision of around 45% of all new housing as affordable housing, incorporating a mix of tenures. All new development resulting in a net gain of one or more dwellings will be expected to contribute to the provision of affordable housing.”

Policy CP9 – Green Infrastructure

“The Council will seek a net gain in the quality and quantity of Green Infrastructure, through the protection and enhancement of assets and provision of new green spaces. Priorities for Green Infrastructure focus on conserving and enhancing the following key assets and the linkages between them which are illustrated in Appendix 5:

- ✦ the corridors of the Rivers Chess, Colne and Gade and the Grand Union Canal*
- ✦ the Chilterns Area of Outstanding Natural Beauty*
- ✦ the Colne Valley Park*
- ✦ the District’s Sites of Special Scientific Interest, Local Nature Reserves, wildlife sites, key biodiversity habitats, species and areas identified in the Hertfordshire Biodiversity Action Plan and heritage assets and landscape character within areas of Green Infrastructure.*



It is also important to improve connectivity between key assets through the establishment of linked and coherent networks and corridors of green spaces and sustainable transport links. More detailed ongoing work will inform future priorities for Green Infrastructure in Three Rivers and will be included within the Green Infrastructure and Landscape Supplementary Planning Document. The Council will require new development to contribute to the delivery of new Green Infrastructure and the management of a linked network of new and enhanced open spaces and corridors. Development will not compromise the integrity of the Green Infrastructure network, by causing fragmentation, damage to, or isolation of Green Infrastructure assets including natural habitats and species.”

Policy CP10 – Transport and Travel

“The Council will promote transport measures identified in the Infrastructure Delivery Plan in partnership with Hertfordshire County Council, the Highways Agency and transport providers. Development proposals will be expected to contribute to the delivery of transport and travel measures identified as necessary for the development, either onsite as part of the development or through contributions to off-site provision as appropriate. Provision for interchange and access by public transport, walking and cycling will be regarded as particularly important. Every opportunity will need to be taken to integrate means of travel. The following transport and travel measures will be supported at appropriate locations across the District, and development will need to consider the provision of measures and facilities that encourage integration including:

- ✦ Secure cycle parking*
- ✦ A safe network for pedestrians*
- ✦ Taxi ranks*
- ✦ A layout to enable convenient access for buses*
- ✦ Provision of covered waiting facilities*
- ✦ Improvements to transport hubs within and including the provision of Mobi-Hubs where appropriate*
- ✦ Links to and from the Grand Union Canal towpath*
- ✦ Links to and from railway stations.*

The transfer of road freight to railways and canals in the District will be supported in principle, subject to the provision of a full Transport Assessment and the provisions of all other relevant local, regional or national policies, including an assessment of impact on the environment and amenity. Development proposals All development should be designed and located to minimise the impacts of travel by motor vehicle on the District. In particular, major development will be expected to be located in areas highly accessible by the most sustainable modes of transport, and to people of all abilities in a socially inclusive and safe manner, in accordance with the user hierarchy below. Priority will be given in the following order:



- ✦ *Pedestrians, particularly people with restricted mobility*
- ✦ *Cyclists and where appropriate, horse riders*
- ✦ *Public transport (including taxis)*
- ✦ *All forms of motor vehicles.*

Development will need to demonstrate that:

- ✦ *It provides a safe and adequate means of access*
- ✦ *It is appropriate in scale to the existing transport infrastructure, including public transport and, where necessary, infrastructure can be improved*
- ✦ *It is integrated with the wider network of transport routes, including public rights of way and cycle paths where appropriate*
- ✦ *It makes adequate provision for all users, including car and other vehicle parking, giving priority to people with mobility difficulties, pedestrians, cyclists and equestrians*
- ✦ *It includes, where appropriate, provision for public transport either within the scheme or through contributions*
- ✦ *The impact of the proposal on transport has been fully assessed; for major development this should be done through a comprehensive Transport Assessment detailing the measures that will be used to reduce impacts*
- ✦ *The proposal is accompanied by a draft Green Travel Plan for prospective users and employees of the development for all major development”*

Policy CP12 – Design of Development

“ In seeking a high standard of design, the Council will expect all development proposals to:

- ✦ *Have regard to the local context and conserve or enhance the character, amenities and quality of an area*
- ✦ *Conserve and enhance natural and heritage assets*
- ✦ *Protect residential amenities by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space*
- ✦ *Make efficient use of land whilst respecting the distinctiveness of the surrounding area in terms of density, character, layout and spacing, amenity, scale, height, massing and use of materials*
- ✦ *Build resilience into a site’s design taking into account climate change (for example flood resistant design)*
- ✦ *Use innovative design to reduce energy and waste and optimise the potential of the site*
- ✦ *Ensure buildings and spaces are, wherever possible, orientated to gain benefit from sunlight and passive solar energy*
- ✦ *Design out opportunities for crime and anti-social behaviour through the*



incorporation of appropriate measures to minimise the risk of crime and create safe and attractive places

- † *Incorporate visually attractive frontages to adjoining streets and public spaces*
- † *Ensure all appropriate frontages contain windows and doors that assist informal surveillance of the public realm*
- † *Use high standards of building materials, finishes and landscaping; also provide/contribute towards street furniture and public art where appropriate*
- † *Ensure the development is adequately landscaped and is designed to retain, enhance or improve important existing natural features; landscaping should reflect the surrounding landscape of the area and where appropriate integrate with adjoining networks of green open spaces*
- † *Make a clear distinction between public and private spaces and enhance the public realm*
- † *Ensure that places, spaces and buildings are accessible to all potential users, including those with mobility difficulties*
- † *Provide convenient, safe and visually attractive areas for the parking of vehicles and cycles without dominating the development or its surroundings*
- † *Be durable and, where practical, buildings should be capable of adapting to other uses and functions in order to ensure their long-life.”*

Development Management Policies DPD

Policy DM1 – Residential Design and Layout

“The Council will protect the character and residential amenity of existing areas of housing from forms of “backland”, “infill” or other forms of new residential development which are inappropriate for the area. Development will only be supported where it can be demonstrated that the proposal will not result in:

- † *Tandem development*
- † *Servicing by an awkward access drive which cannot easily be used by service vehicles*
- † *The generation of excessive levels of traffic*
- † *Loss of residential amenity*
- † *Layouts unable to maintain the particular character of the area in the vicinity of the application site in terms of plot size, plot depth, building footprint, plot frontage width, frontage building line, height, gaps between buildings and streetscape features (e.g. hedges, walls, grass verges etc.)”*

Policy DM4 – Carbon Dioxide Emissions and Onsite Renewable Energy

“From 2013, applicants will be required to demonstrate that development will produce 5% less carbon dioxide emissions than Building Regulations Part L requirements (2013) having regard to feasibility and viability. This may be achieved through a combination of energy efficiency



measures, incorporation of onsite low carbon and renewable technologies, connection to a local, decentralized, renewable or low carbon energy supply. In the event of a delay to the revision of Part L of the Building Regulations anticipated in October 2013, applicants will be required to demonstrate that development will produce 10% less carbon emissions than required by Building Regulations Part L 2010 until such a time the revisions are made.

From 2016, applications for new residential development will be required to demonstrate that the development will meet a zero carbon standard (as defined by central government). The same standard will be applied for non domestic buildings from 2019.

In line with Government policy, the Council will support a range of allowable solutions for dealing with the remaining carbon emissions. This may include payment into a Carbon Offset Fund which will be used to retrofit existing building stock with energy saving measures for the future. The approach will be set out in a further SPD.”

Policy DM6 – Biodiversity, Trees, Woodlands, Watercourses and Landscaping

Development should result in no net loss of biodiversity value across the District as a whole.

Development must conserve, enhance and, where appropriate, restore biodiversity through:

- † Protecting habitats and species identified for retention*
- † Providing compensation for the loss of any habitats*
- † Providing for the management of habitats and species*
- † Maintaining the integrity of important networks of natural habitats, and*
- † Enhancing existing habitats and networks of habitats and providing roosting, nesting and feeding opportunities for rare and protected species.*

Policy DM8 – Flood Risk and Water Resources

Development will only be permitted where it would not be subject to unacceptable risk of flooding; and would not unacceptably exacerbate risk of flooding elsewhere. Where practicable existing flood risks should be reduced.

New development will not be permitted in Flood Zone 3b, as defined by the SFRA. Redevelopment of existing built development in that Zone will only be permitted if the proposals are of a compatible use class and would not increase flood risk elsewhere.

A Flood Risk Assessment (FRA) will be required for development proposals of 1ha or more in Flood Risk 1 and for proposals for all new development in Flood Zones 2 and 3; or in an area in Flood Zone 1 where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding as identified in the SFRA. Land in Flood Zone 1 surrounded by areas of Zones 2 or 3 will be treated as if in the higher risk Zone and a FRA will be required



to demonstrate that access and egress would be satisfactory and that the development would not be unacceptably vulnerable during a flood period.

Within sites at risk of flooding the most vulnerable parts of proposed development should be located in areas of lowest risk unless there are overriding reasons to prefer different locations.

Development at risk of flooding should be flood resilient and resistant, including safe access and escape routes where required; and it should be demonstrated that residual risks can be safely managed.

Floor levels of development in Flood Zones 2 and 3 should be situated above the 1% (1 in 100 years) plus climate change predicted maximum water levels, plus a minimum freeboard of 300mm.

Development in all areas should include Sustainable Drainage Systems to reduce surface water run off.

Where appropriate, developers will be required to show that any necessary flood protection and mitigation measures will not have unacceptable impacts on nature conservation, landscape character, recreation or other important matters.

Development should normally be set back from a main river (as defined by the Environment Agency) with a minimum 8m wide buffer zone and from any other watercourse with a minimum 5m wide buffer zone to prevent any significant impact from flooding.

Policy DM9 – Contamination and Pollution Control

Amenity and Pollution

The Council will refuse planning permission for development, including changes of use, which would or could give rise to polluting emissions to land, air and/or water by reason of disturbance, noise, light, smell, fumes, vibration, liquids, solids or other (including smoke, soot, ash, dust and grit) unless appropriate mitigation measures can be put in place and be permanently maintained.

Contaminated Land

The Council will only grant planning permission for development on, or near to, former landfill sites or on land which is suspected to be contaminated, where the Council is satisfied that:

- ✦ There will be no threat to the health of future users or occupiers of the site or neighbouring land; and
- ✦ There will be no adverse impact on the quality of local groundwater or surface water quality.



Air Quality

Development will not be permitted where it would:

- ✦ Have an adverse impact on air pollution levels, particularly where it would adversely affect air quality in an Air Quality Management Area and/or
- ✦ Be subject to unacceptable levels of air pollutants or disturbance from existing pollutant sources.

Noise Pollution

Planning permission will not be granted for development which:

- ✦ Has an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing or planned development
- ✦ Has an unacceptable adverse impact on countryside areas of tranquillity which are important for wildlife and countryside recreation; or
- ✦ Would be subject to unacceptable noise levels or disturbance from existing noise sources whether irregular or not.

The Council will ensure that noise from proposed commercial, industrial, recreational or transport use does not cause any significant increase in the background noise level of nearby existing noise-sensitive property such as dwellings, hospitals, residential institutions, nursing homes, hotels, guesthouses, schools and other educational establishments. When assessing proposals for residential development near a source of noise we will have regards to Appendix 4 which indicates the appropriate response to the level of noise by source.

Policy DM13 - Parking

In accordance with the policy the development is required to provide two spaces for each property, but owing to the site being located within Car Parking Zone 3 there is a reduction in the provision, which means that for each of the proposed dwellings the site needs to provide 1 parking space to be policy compliant.

Appendix 2 – Design Criteria

In compliance with the above appendix , the plans and designs have been prepared alongside the guidance to ensure that they sufficiently correlate with the guidance.

Appendix 5 – Parking Standards

In compliance with the above appendix the scheme has been prepared in accordance in terms of the parking provision.

Site Allocations DPD

Whilst forming part of the Development Plan, there are no relevant policies in regard to the proposals being forward on this application site.



Other Material Considerations

Affordable Housing SPD

The development will also be brought forward in accordance with the guidance set out within the Affordable Housing SPD.

Community Infrastructure Levy

Owing to the application being located within Area C of the Community Infrastructure Levy, there is no charge due for residential development.

Emerging Local Plan –Regulation 18

Whilst it is noted that Three Rivers District Council, are undergoing the process of preparing a new Local Plan. A regulation 18 consultation was undertaken in the Summer of 2021, with a subsequent Regulation 18 consultation being undertaken between October and December 2023, with these comments now being processed and considered. Therefore, this emerging document is only a material consideration and given that the document has not been subject to Examination cannot be afforded any weight. Noting the timescales for the Plan to be brought forward, it is severely unlikely that the document will be adopted prior to the determination of this application.

Emerging South-West Herts Joint Strategic Plan

It is also noted that Three Rivers District Council, are jointly preparing a Joint Strategic plan with other Hertfordshire authorities. In November 2023, all of the authorities endorsed the Plans visions and objectives, to assist in guiding the further development of the document. Therefore, this emerging document is only a material consideration and given that the document has not been subject to Examination cannot be afforded any weight. Noting the timescales for the Plan to be brought forward, it is severely unlikely that the document will be adopted prior to the determination of this application.



5 Analysis

An assessment of the proposed development has been undertaken against the relevant planning policy framework for the site and other material considerations in accordance with Section 38 (6) of the 2004 Planning and Compulsory Purchase Act. This section also considers the changes made from the previous application on the site and how the site addresses the matters raised by the Council. The Assessment considers the following matters:

- ✦ Principle of Development
- ✦ Housing Mix
- ✦ Affordable Housing
- ✦ Design (Including Neighbour Amenity)
- ✦ Highways (Access & Parking)
- ✦ Trees and Landscaping
- ✦ Sustainability
- ✦ Biodiversity
- ✦ Drainage
- ✦ Community Infrastructure Levy

Principle of Development

Noting that the application site is located within the residential designated area of a Secondary Centre, the principle of residential development in this location is considered acceptable and in accordance with Policy PSP3 of the Core Strategy. This policy specifically identifies Carpenders Park as in need of improving access to housing, which this scheme will assist in meeting. There is also a local precedent for similar type and scope of applications that have been approved, and these are set out within the Planning History section (Chapter 2) of this Statement and within the Officer's Report for the most recent applications it is established that there is no objection to the principle of this type of development.

Policy CP2 of the Core Strategy sets out the housing delivery target for Three Rivers, which is 180 dwellings per year until 2026. It is worth noting that this is the minimum amount of housing delivery that is required, and that it does not restrict the delivery of housing about the set target amount. Despite the development proposals being for two dwellings this still assists in reaching the initial target level at an incremental rate. As published in December 2022, the Council is currently only able to demonstrate 1.9 years of housing land supply. Building upon this point, Paragraph 69 of the Framework states that *"Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.."* As such the approval of this site would enable the potential swift delivery of housing to an area which has already been identified in Policy PSP3 as being in need.



Policy CP1 of the Core Strategy requires all new developments to contribute to the sustainability of the District. This requirement is reflective of Paragraph 8 of the Framework which sets out a in favour of sustainable development and sustainable growth, to which the NPPF defines as having three elements, economic, social and environmental, which all must be achieved for a proposal to be considered sustainable. In meeting the sustainable development objectives the development will provide an economic boost through the construction of a net gain of two dwellings, a social benefit through assisting in reducing the housing need within the District and specifically Carpenders Park and a contribution to affordable housing (also a social benefit). In terms of a further economic benefit, the scheme will provide the opportunity for employment during the process, and a dwelling to facilitate workers for local jobs. Finally an environmental gain through creating residential development within a sustainable location in a Secondary Centre, which has access to an array of public transport, services and facilities within convenient distance from the site. Whilst also seeking to provide an environmental enhancement on the site. As such the development as set out can be considered a sustainable form of development as per the definition of the NPPF.

As the LPA cannot currently demonstrate a five year housing land supply, and therefore paragraph 11 of the NPPF (2023) is engaged. Paragraph 11 and footnote 7 clarifies that in the context of decision-taking "*the policies which are most important for determining the application are out-of-date when the LPA cannot demonstrate a five year supply of deliverable housing sites*". The most important policies for determining a housing application are considered to be Policies CP2 (Housing Supply) and Policy CP3 (Housing Mix and Density). Paragraph 11 continues, "*Plans and decisions should apply a presumption in favour of sustainable development..where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: a) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or b) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*"

As per Paragraph 79 of the NPPF, the Council is obligated to ensure that there is a suitable supply of housing; failure to comply will result in the 20% buffer being applied, as well as the presumption in favour of sustainable development being implemented. Given the current status of Three Rivers Housing Delivery (46%), the aforementioned consequences both apply for the determination of this scheme.

In addition to the above, Paragraph 123 and 124(d) of the Framework seeks to ensure that land is used for its most effective means, and by enabling additional residential development at this site with the suitable amenity provisions for both the existing and proposed this would be a more effective use for the site, that would make best use of the available land. This is also compliant with Core Strategy Policy CP3, with the density levels akin to the surrounding area of



the application site.

As set out within the Planning History table included as part of this Statement, there is a precedent for similar types of development in this location, and further highlights the acceptability of the principle of development.

As part of the previous application the Council made the following comment in regard to the principle of development at this site:

The application site is not an allocated site for residential development and as such the proposal would be a windfall development. However, the application site sits within an established residential area. As such there is no in principle objection to residential development on the site.

Given the above, the proposals will aid in the Council meeting their housing need targets, with a sustainable form of development in a Secondary Centre. There can be no objection to the principle of the development subject to this application, especially noting the local precedent for similar forms of development.

Housing Mix

As part of the previous application, the Council made the following comment in regard to the proposed housing mix:

“it is considered that a development of this nature, which proposes two new houses, would not prejudice the ability of the Council to deliver overall housing targets and the development is therefore considered acceptable in accordance with Policy CP3”

In addition, the scheme will provide much needed bungalow provision to the local authority to assist in meeting the need.

Given the above, and that the housing mix has remained unchanged, the scheme will still be in compliance with Policy CP3.

Affordable Housing

Policy CP4 of the Core Strategy requires all new residential developments to cater to a provision of 45% affordable housing. Given that the proposals are for two units, the applicant is willing to agree to a commuted sum to meet the requirements of the policy rather than provide the affordable dwelling as part of the development proposals.

As per the Officer’s Report of the previous application, an increased contribution towards affordable housing will be provided as part of this application, which will amount to £31,500,



plus indexation of £18,616 (totalling £50,166). This has been set out in a draft Unilateral Undertaking, which has been submitted alongside this application and means the proposals comply with Policy CP4 and the Affordable Housing SPD.

Design (Including Neighbour Amenity)

The overarching guidance on design comes from Chapter 12 of the Framework, which seeks to create high-quality and beautiful buildings. Policy CP12 of the Core Strategy builds upon the guidance, with the inputs from the Council. The proposals forming this application complies with the policy on the following reasons.

The design as proposed utilises the local context and character of the area to ensure that the proposals assimilate seamlessly within the context they are situated, which includes the frontage being reflective of existing dwellings with windows on either side of the front door which creates a visually attractive frontage. Density and scale of development have also been considered and take account of the built form in the immediate vicinity of the site. Noting that the proposal is not within close enough proximity to impact upon any natural or heritage assets, these features will be conserved in their current state. The proposals have also accounted for both the existing properties and the proposed, to ensure that both have sufficient amenity space which is suitably private for all occupants. Policy DM1 requires all new developments to satisfy the requirements of Appendix 2 –Design Criteria, with the relevant points addressed below.

The development is single-storey in nature and is reflective of the stepped-back nature along The Courtway. It also ties in with the topography of the site, which also sees a stepped approach along The Courtway. The scheme would be in keeping with the surrounding patterns of built form, and given the precedent of development locally, it is acceptable. Development on site would not be dominant on the landscape. Instead, it would assimilate within the context and not result in any significant harm to neighbour amenities, loss of light or overlooking. In addition, a suitable provision of parking spaces is provided in compliance with the Development Plan.

Given that the application is a resubmission, the Council has already considered the design aspects of the scheme and as such, the applicant has addressed the matters previously raised in the below section. This means that the elements not covered by the below are a point of established agreement between the applicant and the Council.

Therefore, the matters to be considered are as follows:

- ✦ Small and narrow plots.
- ✦ Plot coverage and amenity space.
- ✦ Cramped form of development –Visual harm to the character and appearance.



- ✦ Roof Design - Visual harm to the character and appearance of the street scene.

Small and narrow plots.

Breaking this down further, there is firstly the depth of the plot, which is circa 21m, and this provides a depth of plot which does not contravene any policy requirements. When considering the site in regard to its surrounding context, there are plots which have a smaller depth than that being proposed with 54a The Courtway having a depth of approximately 18.5m. The application site is also comparable to several other plots around The Courtway, with those plots having a similar depth in comparison.

Secondly, is the individual width of the proposed plots, which is approximately 7.6m, and again within the locality there is a scheme which has been approved and built out at 2 The Courtway for three dwellings which each have a plot width of 7m. Assessing the width of plots in the locality, there are several which are of a comparable width, and would not result in the proposed site being considered as narrow in nature.

Finally, in regard to the plot area being proposed this can again be compared to the recently approved and built out scheme at 2 The Courtway, which has a very similar level and shows the acceptability of the plot area within this context.

Therefore, in light of the above and noting the context of the site, the plot sizes are comparable to others in the area, so cannot form a reason for refusal on the basis of the plots being small and narrow. The Council have also previously noted that this scheme would be the 'smallest' in The Courtway and Greenfield Avenue, but given the above that would not be the case and should be viewed as acceptable.

Plot coverage and amenity space.

Each of the proposed dwellings benefits from private amenity space to the rear of the property, with a further area of defensible amenity space located at the front of the properties. As such, each of the dwellings is able to demonstrate and provide the required provision of amenity space throughout the plot, whilst the existing dwellings are also able to continue to provide a policy-compliant provision of amenity space.

Thus the proposed scheme has a similar level of provision to plots within the surrounding area. Most notably, would be the developments at 54a and 2 The Courtway, which both have a similar ratio of built form to amenity space across the plot, which was viewed as acceptable by the Council.

It should be noted that following the previous scheme an increased amount of the amenity space will consist of grass rather than it being patio area, to provide a more landscaped area for the future occupants.



Cramped form of development – Visual harm to the character and appearance.

As has already been raised, the proposal is reflective in terms of all design aspects of recent approvals in the immediate vicinity of the site. Density and scale of development have also been considered and take account of the built form in the immediate vicinity of the site. The proposals have also accounted for both the existing properties and the proposed, to ensure that both have sufficient amenity space which is suitably private for all occupants.

Therefore, the development does not result in a cramped form of development and will utilise aspects of already approved and built-out schemes in the site's context, so there cannot be any perceived visual harm to the character and appearance of the area, with the scheme meeting the necessary requirements of Policy DM1 and Appendix 2 (Design Criteria).

Roof Design - Visual harm to the character and appearance of the street scene.

In terms of the roof design, this has been considered so that this element of the scheme assimilates within its proposed context. Firstly, the pitch and height of the roof match the closest neighbouring property (69 The Courtway), so this element is aligned. Secondly, the hip roof for both of the plots is the overarching style locally, especially when considering semi-detached properties. The roof pitch has also been made shallower from the previous application and to be of a height that matches the neighbouring property to address the Council's issues in regard to this element.

As part of the changes made to this scheme following the previous application on the site, the front hip projection has been removed to address the Council's comments and, in their view, be more reflective of the immediately surrounding built form. In order to provide the development in alignment with the national space standards, following the loss of the front projection, the rear elevation has been moved minimally westward.

It should be noted that the proposed roof materials have been selected to ensure that they are the closest match to the existing built form in the locality of the appeal site.

As such, the proposed roof design in all aspects should be viewed as an acceptable element of the scheme, as it is a continuation of the long-established roof patterns in the area, in compliance with the relevant elements of Policy DM1 and Appendix 2 (Design Criteria) to accord with the Council's design standards.

Privacy/ Neighbour Amenity

The development as submitted meets the necessary requirements of Appendix 2, owing to the single storey nature of the proposals the potential for overlooking and impact on neighbour amenity is suitably reduced and negated.



It was noted as part of the previous scheme that the proposed development would not result in a significant or demonstrable impact on the residential amenities of the existing neighbouring dwellings, and would be acceptable in accordance with Policies CP1, CP12, DM1 and Appendix 2. This has therefore been carried through with this scheme and should again be assessed to have no impact on the neighbouring properties.

As such the design of the scheme assimilates within the proposed context, noting particularly the most recent approvals within the area, meaning that the development can be viewed as acceptable in terms of design.

Other Design Matters

The revisions to the scheme also include the addition of a double bay window to the front elevation of each of the proposed dwellings, with this being in keeping with the surrounding dwellings to the application scheme.

Highways (Access & Parking)

As part of the previous application on the site the parking and kerb arrangement were raised as issues. Therefore, as part of this resubmission, the applicant has sought to address these matters and overcome the Council's perceived issues.

Firstly, the existing access onto the site will be closed up; noting that this is a double access currently and shared with 69 The Courtway; it will become a single point of access that will solely serve the neighbouring property with four flat kerbs and the transitional kerbs either side. This will distance the access point onto the site from 69 The Courtway and improve their level of amenity when compared to the existing relationship.

Secondly, the development will create two new access to the site, with the northern and southern plots sharing a new double dropped kerb (6 flat kerbs and transitional kerbs), and the southern plot will also have a separate single dropped kerb (4 flat kerbs and transitional kerbs) on the southernmost portion of the eastern boundary. As such, the submitted Kerb Plan details the kerb arrangement for both of the accesses for the proposed dwelling, demonstrating their suitability and functionality whilst also showing how it conforms with the necessary Hertfordshire Highways Guidance, with the applicant not being afforded the opportunity to respond as part of the previous application.

Thirdly, the last application on the site proposed to provide two parking spaces, but as part of this submission, the development will provide three designated off-road parking spaces for the two proposed dwellings.

Finally, in regards to the access points the development would deliver a safe and adequate means of access to the highways for both dwellings and not impact upon the surrounding built



form and their accesses.

In addition, the proposed parking arrangement needs to be considered as part of this resubmission. The Development Plan at Appendix 5, sets out that each of the two-bedroom dwellings should provide two spaces with one of those being an assigned space. However, the application site is located within parking zone 3, which means that in terms of parking the amount of provision is reduced to 50 -75% of the indicative demand.

Furthermore, the general text around the policy, sets out that the Council should look to provide towards the lower end of the reduced provision, which in this instance would mean that each of the dwellings would only need to provide a singular space. Building upon this within the justification text for Policy DM13, it states that the Council will need to “*strike the balance between providing sufficient parking to meet the operational requirements of development whilst at the same time encouraging a range of sustainable transport options.*” With the Local Plan it also sets out that “*in areas of high accessibility and good service provision a reduction in the levels of parking for C3 Residential may be appropriate.*”

As such noting the availability of services and alternative modes of transportation relative to the site and highlighted within Section 2 of this Statement, there are strong grounds for a reduced provision which when coupled with the allowance in the policy, would mean that the provision of a singular space for each of the proposed dwellings would be compliant with the suitable policies, despite the development delivery an additional space above the minimum. Noting that the promotion of car alternatives is supported by Policy CP10.

There are also examples in the immediate vicinity of the site we are reduced provision of parking has been allowed. Firstly, at 54a The Courtway (16/2096/FUL) this was allowed with a lower provision, showing the principle acceptability of the scheme. Additionally, a scheme in 2019 (19/0038/FUL) at 2 The Courtway was allowed, and the southernmost of the proposed units provided a single parking space for a two bedroom unit. There are other examples of long standing properties having a similar provision of parking spaces, such as 6a The Courtway. Thus, highlighting the local suitability of the parking provision being proposed.

However, to supplement the parking provision on site, the applicant has commissioned a parking survey of the immediate vicinity of the site, which is submitted alongside this appeal and this shows that there is a vast amount of on-street parking available.

Therefore, considering all of the above points, the parking solution as proposed would not result in undue pressure on the on-street parking, due to the provision being policy compliant, a significant proportion of available on-street parking and a shift towards alternative transportation modes, given the high level of services and facilities that are locally available, coupled by the fact that there is significant precedent locally. The applicant has decided as part



of the proposal to provide an additional space to one of the properties to ensure that the Council is suitably happy with the parking provision on site, even though a provision of two spaces is all that is required by policy. As such the development should not be refused in regard to the parking provision as it is acceptable in all regards.

Trees and Landscaping

Policy DM6 of the Development Management Policies LDD advises that ‘development proposals should demonstrate that existing trees, hedgerows and woodlands will be safeguarded and managed during and after development in accordance with the relevant British Standard.

No significant trees or areas of landscaping would need to be removed to accommodate the proposed development, as such in this regard the scheme is acceptable and accords with policies CP12 and DM6 of the Development Plan.

In terms of landscaping on the site, this is a matter that can be conditioned as part of any approval.

Sustainability

As with the previous application on the site, the submission is accompanied by an Energy and Sustainability Statement, which the Council confirmed was suitable and complied with Policy DM4.

The proposed scheme has incorporated energy efficiency measures through a well-insulated building fabric shell. Additionally, the energy strategy will make use of high efficiency air source heat pumps for space heating and domestic hot water.

The proposed scheme currently provides an onsite regulated CO² reduction of 48% against a notional dwelling compliant with Part L (2021).

The scheme will continue to integrate the core sustainability principles within its design, including sustainable construction, transport, waste, health, and well-being in accordance with Policy DM4.

Biodiversity

As per the previous application and noted within the Officer’s Report, a Biodiversity Checklist has been submitted as part of this resubmission application, which states that “*no protected species or biodiversity interests will be affected as a result of the application.*” Therefore, the proposals are in accordance with policies CP9 and DM6, and there is no reason that the development is not allowed in regard to biodiversity.



In regard to the delivery of biodiversity net gains on the site, Defra has also confirmed that the small sites metric will be introduced in April 2024 as originally planned. This applies to developments of less than ten residential units on a site area of less than one hectare. However, the scheme will still seek to achieve and implement biodiversity enhancements as part of the proposal.

Drainage

As part of the previous application on the site, no issues were raised by technical consultees in regard to drainage, as the site is located within Flood Zone 1 for rivers, sea and surface water and is outside of any risk areas for reservoirs, as such the proposals accord with Policy DM8.

A drainage solution will be implemented on the site, which will include for the foul water.

Community Infrastructure Levy

Owing to the application being located within Area C of the Community Infrastructure Levy, there is no charge due for the proposed residential development subject to this application.



6 Conclusion

Warner Planning submits this Planning Statement on behalf of Amethyst Residences Limited. This application is a resubmission of the scheme previously considered under reference 23/0799/FUL and seeks full planning permission for the demolition of the existing garage and construction of 2no. semi-detached bungalows with associated access, parking, and landscaping works at land to the rear of 51-53 Greenfield Avenue, Watford.

Following the previous scheme a number of changes have been made to the scheme as part of this resubmission to address the Council's concerns in regard to the proposed dwellings, these can be summarised as follows:

- ✦ Increased affordable housing contribution.
- ✦ Additional car parking spaces.
- ✦ Removal of front hip projection.
- ✦ Addition of bay windows on the front elevation.
- ✦ Move the rear elevation westwards.
- ✦ Clarification on the dropped kerb arrangement.
- ✦ Increased grassed area in the amenity space.
- ✦ The roof pitch has been made shallower, with the height matching that of the neighbouring property.

In resubmitting this planning application, it is our submission that the application proposes a high quality, sustainable development that will provide significant benefits. It is considered that there are compelling grounds to support the proposed development, including:

- ✦ The principle of development is acceptable, due to the site's location within a 'Secondary Centre.'
- ✦ Sustainable location for new residential development.
- ✦ Compliance with local and national policies.
- ✦ Council is currently unable to demonstrate a five year housing land supply, and has failed the housing delivery test.
- ✦ Comparable to adjoining properties and recent approvals.
- ✦ Creation of energy efficient dwellings.
- ✦ Economic benefits of the construction phase.
- ✦ New residents will be economically active in the local area.
- ✦ Delivering of additional housing to assist in meeting the local need.
- ✦ Provision of much needed bungalows
- ✦ There is a local precedent for similar forms of development.
- ✦ Utilises previously developed land.
- ✦ Proposals result in a high-quality development, with designs that accord with local



built form.

- ✦ Appropriate form of development in the locality.
- ✦ Contribution towards affordable housing.
- ✦ Potential for biodiversity improvements.
- ✦ The scheme meets the requirements to be considered a sustainable form of development, with access to public transport, services and facilities.

Given that the Council's position in regard to the housing delivery test, the NPPF applies a presumption in favour of sustainable development, which should be considered as part of the determination of this application.

There is a clear precedent of similar developments in the local area, showing the suitability of the proposals, which is also compliant with local policies and is aligned with the aims of the Framework, so is viewed fundamentally as a sound proposal. The applicant has sought to address the issues raised by the Council in the previous application and should enable them to support the development.

The applicant is committed to working with the Council and is happy to meet the Council to discuss the application and consider any amendments where appropriate.

In view of the above information contained within this report, and the supporting plans and statements, we respectfully invite the Council to approve this application.

