

**PLANNING CASEWORK
DELEGATED REPORT**

Application Number: 4/00960/17 / FUL
Application for Proposal: Full Planning Application
SINGLE STOREY REAR EXTENSION, DEMOLITION OF SIDE EXTENSION AND CONSTRUCTION OF ATTACHED THREE-BEDROOM DWELLING.
Location: 32 BROADFIELD ROAD, HEMEL HEMPSTEAD, HP2 4DP

Expected Decision Level: Delegated
Case Officer: Briony Curtain
Registration Date: 11 May 2017
Expiry Date: 06 July 2017
Earliest Decision Date: 01 June 2017
Officer's Site Visit Date: 16 May 2017
Site Notice Date: 16 May 2017

Summary of representations:

Comments received from local residents:

None Received

Herts County Council Highways

Recommend conditional approval

Case officer's report:

Background

Site and surroundings

No. 32 Broadfield Road is located in a residential area within the town of Hemel Hempstead. The property comprises a post-war end of terrace house, of simple design and of brick construction with a pitched tiled roof. To the front, the house is set back from the road with the garden area predominantly given over to hard standing parking. To the rear the garden is generous in size and fully enclosed. A garage court abuts the site to the north. To the east of the site is a former electricity sub station which has recently been fenced off. The property has previously been extended by way of a single storey side extension.

Proposal

Planning permission is sought for the demolition of the existing side extension and the construction of an attached three bedroom property. It is also proposed to construct a single storey rear extension to the existing property.

Relevant history

None.

Constraints

Town of Hemel Hempstead.

Considerations

Policy and Principle

The site is located within the residential area of Hemel where Core Strategy policies CS1, CS4, CS11 and CS12 are relevant. CS4 supports appropriate residential development in such locations, whilst CS11 is concerned with quality of neighbourhood design; to respect the typical density for an area and preserve attractive streetscapes.

Saved Policy 10 of the DBLP encourages the optimisation of urban land. The proposal is thus acceptable in principle subject to a detailed assessment.

Effect on appearance of building / street scene

The single storey rear extension would be concealed to the rear of the property and would not be readily visible from public vantage points. Furthermore it is limited in its depth and height and would not as a result appear unduly dominant or adversely affect the character or appearance of the property or the area.

The attached dwelling, from the front, would appear as a natural continuation of the existing terrace. It follows the existing building line and utilises matching materials so would integrate well. To the side and rear, the mansard roof addition would appear incongruous and dominant. The first floor rear projection has been reduced in depth during the course of the application to minimise the side projection. Whilst it would be preferable for the roof element to be omitted and the first floor reduced further, it is concluded a refusal could not be sustained. From public vantage points, views of the entire side elevation would be restricted, such that the visual harm caused would not be severe and would not significantly alter the overall character and appearance of the area. It is also important to note that a flat roof rear dormer could be constructed to the existing property No. 32 without the need for planning permission. Whilst the roof addition proposed also extends beyond the existing rear build line, the overall visual impact to the Broadfield Road street scene would be comparable. To the rear, given its narrowness, the rear projection and mansard roof of the new dwelling would appear incongruous, but given the separation distances, it would not appear unduly prominent, intrusive or oppressive. There are existing examples of large, flat roof dormers which have been constructed under permitted development rights. It is concluded on balance, that a refusal could not be sustained.

The proposals comply with Policy Cs 11 and 12 in this regard.

Effect on Amenity of Neighbours

The proposal would avoid harm to adjacent properties in terms of light, privacy and visual intrusion. Whilst projecting further to the rear than the existing terrace, the new

dwelling would be set away some distance from No. 34 to the east (beyond the sub-station) and No. 30 to the west. The new dwelling would project 4.5m to the rear of No. 32 and thus breach a 45 degree line from the nearest first floor bedroom window. However, this is the application property and thus the occupants are fully aware of the implications with regard to loss of light and must consider these acceptable. Given the orientation of the dwellings (north facing) any impact in terms of loss of daylight and sunlight would be minimal anyhow. There is already a high level of mutual overlooking in this area and the proposal would not significantly increase these levels.

The proposals comply with Policy Cs 11 and 12 in this regard.

Parking and Amenity

As stated the majority of the existing frontage of the property is already hard surfaced and provides parking. This would not change as a result of the proposals.

Each property would be served by two off-street parking spaces which is acceptable in this residential location and in line with the maximum demand based standards set out in Appendix 5 of the Local Plan. Herts County Council Highways have confirmed that there would be no significant adverse impact on the safety or operation of the adjacent highway Jupiter Drive and recommend the imposition of conditions / informative's.

The existing rear garden would be separated into two private areas through the erection of close boarded fencing. Each property would be served by an acceptable sized, private rear garden that would be functional for the size of the dwellings proposed.

Other Considerations

Given the relatively small size of the resulting rear gardens and the unconventional arrangement between the two units (angled rear garden and projecting rear wing with habitable window - bedroom 3) it is considered reasonable and necessary to remove class A PD rights from the new property. This would mean the LPA would control future single storey rear extensions that may adversely affect light levels and privacy to the ground floor windows and reduce amenity levels to unacceptable levels.

Reason why application delegated/committee item	<u>complies with scheme of delegation</u>
Reason(s) why application overtime in terms of 8/13 week deadline	<u>n/a</u>
Plans checked on Anite	<u>y</u>
All gateway, Anite, email, letter, consultee and neighbour rep screen comments checked and summarised above	<u>y</u>
CIL Additional Information Forms Checked and amended as necessary.	<u>y</u>

Recommendation: Grant

1 **The development hereby permitted shall be begun before the expiration**

of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- 2 The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match in size, colour and texture those used on the existing building.**

Reason: To ensure a satisfactory appearance to the development in accordance with Policy Cs12 of the Core Strategy.

- 3 The existing dropped kerb at the entrance to each site shall be extended to the full width of the proposed driveways and parking spaces in accordance with Drawing No. 32BROAD-MAE-GA-001 P4.**

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.

- 4 The new dwelling hereby approved shall not be occupied until the existing access has been widened to the specification of the Highway Authority.**

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.

- 5 The proposed car parking spaces shall have measurements of 2.4m x 4.8m min. and be located on land within the ownership of the applicant. Such spaces shall be maintained as a permanent ancillary to the development and shall be paved and used for no other purpose. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.**

Reason: The above condition is required to ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining Highway.

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the local planning authority:**

Schedule 2 Part 1 Classes A

Reason: To enable the local planning authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality and to safeguard residential amenity in accordance with Policy Cs12 of the Core Strategy.

7 The development hereby permitted shall be carried out in accordance with the following approved plans/documents:

001 - P4
002 - P5
LOCATION PLAN

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

Article 35:

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

INFORMATIVES:

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:-

<https://www.hertfordshire.gov.uk/droppedkerbs/>

2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

This application was supported by the following:

001

002

LOCATION PLAN

Signed: B Curtain

Dated: 05/07/17

Case Officer

Team Leader

Dated: