DELEGATED FILE NOTE

CASE OFFICER: ...Tom Rea.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
18/00752/FP	Two storey side extension, single storey side extension and insertion of rear dormer window to facilitate sub-division of one 3-bed dwelling into two 2-bed dwellings including creation of new vehicular access off Bearton Avenue.	1 Bearton Avenue Hitchin Hertfordshire SG5 1NZ

Submitted Plan Nos

BBA-01 BBA-02 BBA-03 BBA-04 BBA-05 BBA-06 BBA-07

1.0 Policies

LP26 Housing Proposals

LP28	House Extensions
LP55	Car Parking Standards
LP57	Residential Guidelines and Standards
SECT4	Promoting Sustainable Transport
SECT6	Delivering Wide Choice High Quality Home
SECT7	Requiring Good Design

2.0 **Site History**

2.1 15/02758/1PUD: Single storey rear extension, Granted 26.11.15

3.0 **Representations**

3.1 Letter received from the occupier of 64 Fishponds Road raising the following objections:

- Loss of on-street parking spaces will lead to more congestion in the area
- Description of development should be conversion and extension into two three bedroom properties
- Existing property has already been significantly extended
- Proximity of side extension to No. 64 boundary will result in limited access during build and for maintenance
- Vehicle parking area not large enough resulting in additional vehicles parking in road

3.2 **Hertfordshire Highways:** No objections – recommends conditions and informative

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

No. 1 Bearton Avenue is a detached chalet bungalow located on the west side of Bearton Avenue. The Avenue comprises mainly of detached and semi-detached two storey properties. There are no parking restrictions in the road except for a short

distance from Fishponds Road where both sides of the carriageway are double yellow lined to deter parking close to the junction.

4.2 **Proposal**

The proposal is to provide a two storey extension to the south elevation and a single storey extension to the north elevation and sub-divide the house into two, 2 bedroom properties. An additional vehicle crossover is proposed with parking for the additional property.

4.3 **Key Issues**

The key issues are the principle of the development, design and layout and impact on the street scene, impact on neighbouring properties and car parking.

4.3.1 **Principle of development**

The site is located within the built up area of Hitchin and in a predominantly residential road and therefore additional residential development is acceptable in principle. Bearton Avenue is characterised by mainly semi-detached and detached properties and this proposal to sub-divide a dwelling into a pair of semi-detached properties would not be a form of development that would be out of keeping with the general pattern of development. Furthermore the principle of smaller plots is acceptable given the size of the plot opposite (No. 2a Bearton Avenue) and the combined size of Nos 64 and 66 Fishponds Road. The site is within close proximity to the town centre and the proposed increase in residential density for the plot at No. 1 Bearton Avenue would not be inappropriate taking into account the location of the site in my opinion.

Having regard to the above I consider that the principle of the proposed development and the general intensification of residential density on this site is acceptable in principle.

4.3.2 **Design and layout and impact on the street scene**

The provision of the single storey extension to the north elevation is a fairly modest addition which would be set back approximately 1 metre from the side boundary with No. 3 leaving an adequate gap for maintenance and access to the rear of Plot 1. The provision of a chimney feature and gabled roof mirrors the design features on the existing house and a lower ridgeline gives a subservient appearance to the main part of the dwelling. Plot 1 would have approximately 80 sqm of garden land (excluding front garden) and therefore this would be sufficient for a two / three bedroom property. Views of the extension would be largely screened from the road by the retained detached garage.

The provision of the two storey side extension to the south side of the building to create Plot 1A would be quite a significant increase in footprint however the extension does not project beyond the existing rear elevation or the existing front gable projection. The existing flank gabled roof design will be continued and at the same ridge height. A clear 1 metre gap will be retained towards the side boundary with Nos. 64 & 66 to maintain adequate access. The front projecting gable wall matches the existing gable projection on the house and materials and fenestration matches the existing property. The side / front extension is not intrusive in the street scene and maintains the same building line as properties to the north. The proposed rear dormer is set well within the roofslope and set in from the roof verge, would not be easily visible from the road and overlooks the garden and the adjoining neighbours rearmost section of garden. Plot 1A would

also have approximately 80sqm of garden which would be sufficient for a two / three bedroom property.

The provision of two parking spaces for Plot 1A would result in a loss of front garden however a reasonable amount of front garden would be retained.

Overall, taking into account the above factors, I consider that the proposals would result in an adequately high standard of design and layout that would not result in the proposals being harmful to the character and appearance of the area.

4.3.3 **Impact on neighbouring properties**

The proposed extension to the north is relatively modest in scale and set off the side boundary and there are no flank windows. The parking arrangements for this part of the site remain as existing. I consider that there would be no significant impact on the occupiers of No. 3. The two storey side extension would result in built development coming much closer to the adjoining properties at No. 64 and 66 Fishponds Road. In mitigation however the side extension would be seen against the backdrop of the existing house and would be over 25 metres away from the rear elevations of Nos. 64 and 66. There is also a large outbuilding in the rear garden of No. 64 separating their private rear amenity space from the new extension. The extension would also be to the north and would have limited impact on daylight and sunlight to the gardens of these properties. The first floor flank windows can be conditioned to ensure they are obscure glazed. The removal of the existing clear glazed first floor flank wall on the side of No. 1 Bearton Avenue would be a positive aspect in terms of improving privacy to the adjoining neighbours. The proposed rear dormer overlooks the rearmost portion of the back garden of No. 68 Fishponds Road and does not directly overlook the rear windows and the more private amenity area immediately to the rear of that property.

Overall I consider that the residential amenities enjoyed by existing residents would not be significantly diminished by the proposals.

4.3.4 **Car Parking**

The provision of at least two off-street parking spaces for each dwelling would meet current standards. It is accepted that some on-street parking would be lost however Bearton Avenue is unrestricted and spaces are available during the day. Even so, the highway impact of this development is not so significant as to warrant a refusal of permission on highway grounds having regard to paragraph 32 of the NPPF which states: ‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’ . In this case the site is within an accessible location close to major facilities and transport links where there are opportunities to walk to services and travel by means other than the private car. In addition the highway authority does not object to the development.

4.4 **Conclusion**

5.0 **Recommendation**

5.1 That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

   Reason: To comply with the provisions 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 wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

   Reason:To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. The external materials to be used on the development (bricks and other wall finishes, rooftiles and windows) shall match as far as possible the existing property.

   Reason: In the interests of visual amenity

4. Before the occupation of any of the dwellings hereby permitted, the car parking facilities shown on the approved plan shall be marked out and made available, and shall thereafter be kept available solely for the parking of motor vehicles.

   Reason:To ensure the provision of satisfactory car parking facilities clear of the public highway to meet the needs of the development.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended no development as set out in Classes A, B, C and E of Part 1 of Schedule 2 to the Order, (or any subsequent Statutory Instrument which revokes, amends and/or replaces those provisions) shall be carried out without first obtaining a specific planning permission from the Local Planning Authority.

   Reason: Given the nature of this development, the Local Planning Authority considers that development which would normally be "permitted development" should be retained within planning control in the interests of the character and amenities of the area.

6. No development shall commence until full details of the provision of surface water drainage works for the new on site car parking area have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed in accordance with the approved plans, before the hardstanding is brought into use.

   Reason: In the interests of highway safety.

7. Before the new vehicle access is first brought into use a 0.65 metre x 0.65 metre pedestrian visibility splays shall be provided and permanently maintained each side of the access. They shall be measured from the point where the edges of the access way cross the highway boundary, 0.65 metres into the site and 0.65 metres along the

highway boundary therefore forming a triangular visibility splay. Within which, there shall be no obstruction to visibility between 0.6 metres and 2.0 metres above the carriageway.

Reason: To provide adequate footway visibility for drivers entering and leaving the site

Proactive Statement:
Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted proactively 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) Order 2015.

Informative/s:

1. The Highway Authority requires the alterations (including resurfacing works) 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. 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.
3. The Highway Authority requires that the hard standing not be surfaced in loose material, except that loose material may be used if it has a nominal size of 20mm or greater and a suitable hard surfaced strip of at least 1m in depth is provided at the property threshold. The Highway Authority also requires that the hard standing not drain on to the highway. This can be achieved by installing permeable paving or constructing a slight fall back towards a soak away or landscaped area. Alternatively, if the hard standing falls towards the highway a drainage channel connected to a soak away should be provided at the highway threshold

Signed 	Development Management North Hertfordshire District Council Council Offices Gernon Road

Simon Ellis Determining Officer	Letchworth Herts SG6 3JF
Date: 11 May 2018	