

DELEGATED FILE NOTE

CASE OFFICER: ...Thomas Howe.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
25/00093/FPH	Provision of vehicular parking spaces and access to property via dropped kerb and vehicle crossover. Part one storey, part two storey rear extension following demolition of existing rear conservatory and erection of single storey side shed; first floor front extension over existing porch. Alterations to existing patio and erection of timber side elevations boundary fence.	32 Orchard Close St Ippolyts Hitchin Hertfordshire SG4 7RH

Submitted Plan Nos

3897 03A 3897 04G 3897 06D 3897 07

1.0 Policies

D1 Sustainable design

D2 House exts, replcmnt dwellings outbuild

D3 Protecting living conditions

T1 Assessment of transport matters

T2 Parking

SECN12 Achieving well-designed places

SECN9 Promoting sustainable transport

2.0 **Site History**

2.1 09/01484/1HH - Replacement front entrance porch following demolition of existing – Conditional Permission

3.0 **Representations**

3.1 **Neighbour Consultation** – None received.

3.2 **Parish Council** – No representation received.

3.3 **Highways** – Does not wish to restrict grant of permission. Recommends inclusion of condition for visibility splays.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 No. 32 Orchard Close comprises a semi-detached two storey dwelling in St Ippolyts.

4.2 **Proposal**

4.2.1 Planning permission is sought for the following works:

- Provision of vehicular access to property via dropped kerb and vehicle crossover. Provision of parking area within boundary.
- Part one storey, part two storey rear extension following demolition of existing rear conservatory.
- Erection of single storey side shed.
- Erection of first floor front extension over existing porch.
- Alterations to existing patio and erection of timber fence to side boundary.

4.3 **Key Issues**

4.3.1 The key issues for consideration are as follows:

- The acceptability of the design of the proposed development and its resultant impact on the character and appearance of the area.
- The impact that the proposed development would have on the living conditions of neighbouring properties.
- The impact that the proposed development would have on car parking provision in the area.
- The impact that the proposed development would have on the environment.

Design and Appearance:

4.3.2 Policy D1 of the Local Plan states that development will be granted provided the design of the development appropriately and positively responds to the site's local context together with other criteria to encourage a positive and sustainable form of development. Policy D2 of the Local Plan requires extensions to houses and the erection or replacement of buildings to incorporate design that is sympathetic to the main dwelling in terms of its scale, form and orientation and does not harm the character and appearance of the locality around the site. These policies are broadly consistent with Section 12 of the National Planning Policy Framework.

4.3.3 The proposed development would significantly alter the character and appearance of the dwelling. Due to their siting, the enlargements to the side and principal elevations would be visible within the street scene. Orchard Close comprises a relatively consistent street scene featuring semi-detached dwellings with front porches and no large principal extensions. Given the siting of the dwelling, to the end of Orchard Close and adjacent to bungalows, I consider that the introduction of a first-floor front extension would not result in harm to the consistent character of Orchard Close. Furthermore, the use of gable features would reflect the existing built form to dwellings along the road and the set-down ridge would mitigate visual dominance and allow for visual subservience to the main dwelling. The proposed rear extension would be partially obscured from view from the public realm due to its location within the site and due to the open nature of the front garden to No. 34. Orchard Close's consistent nature of dwellings would be interrupted by the development, however, the siting of the dwelling within the cul-de-sac to the end of Orchard Close is considered to mitigate visual impacts arising from the development. The proposed single storey store to the side has been amended to omit its parapet and to feature matching materials and a half-gable to its principal elevation. I consider that this is an improvement over the originally submitted details. Furthermore, the use of matching materials throughout the development, together with a suitable scale and built form is considered to mitigate any harmful visual impacts from the development.

4.3.4 The proposed development is therefore considered to be in compliance with Policies D1 and D2 of the Local Plan and the core principles set out within Section 12 of the

National Planning Policy Framework. The design and appearance are therefore acceptable.

Impact on Neighbouring Properties:

- 4.3.5 Policy D3 of the Local Plan permits development that does not result in unacceptable harm to the amenity of neighbouring occupiers and where necessary encourages the use of mitigation measures to reduce these impacts. This is generally reflected by the provisions within the National Planning Policy Framework.
- 4.3.6 The proposed development would not significantly enlarge the dwelling beyond the principal or rear elevations of the attached neighbour, No. 30, owing to the presence of a conservatory to this neighbour. The first-floor extensions would be set centrally within the site, and would therefore not be overly dominant for this neighbour. The proposed front extension would project beyond the principal elevation of No. 34, however, due to the orientation of this neighbour, away from the application site, I do not consider that the works would be overly dominating to this elevation. The siting of the rear extension would not result in significant projections beyond the rear elevation of No. 34. Furthermore, its siting, to the north would not result in significant losses of direct sun light for the occupants of this dwelling. The single storey nature of the store, together with its siting in relation to No. 34 is not considered to result in unacceptable harm as a result of dominance or losses of light. It is noted that land levels are broadly consistent with No. 30, 32 and 34. And therefore, I do not consider that the site conditions would exacerbate the impacts of the development for neighbouring occupiers. Changes to the levels of the site are noted, and the plans indicate that they would predominantly be dropped, therefore providing a reduced vantage point into neighbouring plots. Furthermore, the proposed fence heights to both side boundaries is considered to suitably mitigate privacy concerns. No neighbour objections were received.
- 4.3.7 Given the above, it is considered that the proposed development would result in no unacceptable detrimental impact upon neighbouring occupiers and is therefore compliant with Policy D3 of the local plan and the aims of the National Planning Policy Framework.

Highways and Parking:

- 4.3.8 The proposed development would be served by a minimum of two parking spaces that are off-street, therefore impacts to parking provision locally would not be harmful.

Environmental Implications:

- 4.3.9 The proposed development, by virtue of its limited scale in general terms together with the sustainable location would have no significant implications for the local environment in terms of carbon emissions and therefore would be generally in compliance with Section 14 of the NPPF.

Biodiversity Net Gain:

- 4.3.10 This is a householder application which is exempt from BNG Legislation defined under article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

4.4 **Conclusion**

- 4.4.1 The proposed development is considered acceptable and is considered to comply with the necessary provisions of the Local Plan policies and the National Planning Policy Framework. Grant conditional permission.

4.5 **Alternative Options**

- 4.5.1 None applicable.

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. Before the commencement of development works to create the parking spaces and/or the dropped kerb and vehicular crossover, unless otherwise agreed in writing by the Local Planning Authority, details of vehicle access with pedestrian visibility splays shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of a vehicle access which is safe, suitable, and sustainable for all highway users.

4. Prior to the first occupation/use of the development hereby permitted the vehicular access with pedestrian visibility splays shall be installed in accordance with the approved detailed plans and thereafter retained and maintained at all times at the position shown. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.
Further information is available via the County Council website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
- AN2) Obstruction of highway: 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 County Council website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
- AN3) New or amended vehicle crossover access (section 184): Where works are required within the public highway to facilitate a new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and 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, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the County Council website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.
- AN5) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

Signed  Sam Dicocco Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 8 April 2025	