

DELEGATED FILE NOTE

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

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
24/02596/FP	Side roof extension and insertion of rear dormer window and side rooflight to facilitate conversion of loft into one studio flat. Side covered cycle store and provision of two parking spaces at the rear.	Gun House Gun Lane Knebworth Hertfordshire SG3 6AU

Submitted Plan Nos

1038 Bike rack Location Plan 1038-EX-01 1038-EX-02 1038-EX-03 1038-DR-101 1038-DR-102A 1038-DR-103A

1.0 Policies

1.0 Relevant Planning Policy

1.1 National Planning Policy Framework (December 2024)

Chapter 2: Achieving sustainable development

Chapter 5: Delivering a sufficient supply of homes

Chapter 6: Building a strong, competitive economy

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed places

Chapter 14: Meeting the challenge of climate change

Chapter 15: Conserving and enhancing the natural environment

Chapter 16: Conserving and enhancing the historic environment

1.2 North Herts District Local Plan 2011 - 2031

SP1 - Sustainable development in North Hertfordshire;

SP2 - Settlement Hierarchy;

SP8 - Housing;

SP9 - Design and Sustainability;

SP10 - Healthy Communities;

SP11 - Natural resources and sustainability;

T2 – Parking;

D1 - Sustainable design;

D3 - Protecting living conditions

D4 – Air Quality

NE4 – Bio-diversity and geological sites;

NE7 - Reducing flood risk;

NE8 - Sustainable drainage systems;

Supplementary Planning Documents

SPD – Vehicle Parking at New Developments;

1.3 Knebworth Neighbourhood Plan (Made in May 2022)

- ☐ Policy KBBE4 Design
- ☐ Policy KBBE2 Sustainable Buildings
- ☐ Policy KBEF4 Important Views and Character Areas

2.0 Site History

24/00194/FP: Raise side gable wall ridge height, insertion of front, rear and side dormer windows and front window at second floor level to facilitate conversion of loft into one 2-bed flat. Alterations to existing detached garage roof and fenestration including external

staircase to facilitate conversion of garage at first floor level into one 1-bed studio flat. External rendering. As amended by drawing 1038/DR/03 Rev V2 received 29/2/2024. Refused 25.03.2024

3.0 Representations

- 3.1 Knebworth Parish Council: No response
- 3.2 Hertfordshire Highways: 'Does not wish to restrict the grant of permission subject to conditions and informatives'
- 3.3 NHDC Environmental Health:
- Contamination – No comments to make
Noise – No objections – no noise assessment required
Air Quality – Recommend an EV charging condition and Informative
- 3.4 Site Notice/ Adjoining occupiers:
Response received from No. 2 Gun Lane raising the following objections:
- ☐ Overlooking
 - ☐ Extension ugly and not in keeping
 - ☐ Car parking will remove green space and increase flooding
 - ☐ Bike rack location will block side access and is unnecessary
 - ☐ Flat not needed – front flat is empty

4.0 Planning Considerations

4.1 Site and Surroundings

- 4.1.1 Detached two storey property converted into 5 flats. Detached garage at the rear. Parking at the front off Gun Lane.

Site located within the village on the west side of Gun Lane opposite the mainline railway.

4.2 Proposal

- 4.2.1 Side roof extension and insertion of rear dormer window and side rooflight to facilitate conversion of loft into one studio flat. Side covered cycle store and provision of two parking spaces at the rear.

4.3 Key Issues

- 4.3.1 Principle of the development

- 4.3.2 The application site is located within the settlement boundary of Knebworth which is classified in the Local Plan as one of five large villages within which 13% of housing, along with other supporting infrastructure and facilities will be delivered. The application property is located close to the centre of the village and near the station and a large range of other facilities.
- 4.3.3 Given the accessible location of the site within the village boundary and within an established built up frontage of residential properties it is considered that there can be no objection in principle to the proposal for a new dwelling which would be in general conformity with Policy SP2 of the Local Plan.
- 4.3.4 Design and appearance matters
- 4.3.5 The proposals are largely limited to roofworks to the existing property through the provision of an infill roof extension between two gables on the north elevation and the provision of a flat roofed rear dormer on the west facing rear roof slope.
- 4.3.6 The infill on the main roof is between two gables and will be set back from the gable ends therefore it will largely not be visible from the road. The rear dormer will be set within the roof slope, up from the eaves and set in from the verge and slightly below the existing ridge. Its width is not excessive and it too will not be visible from the road or many of the properties to the south. Although the use of a lead facing material for the infill and dormer is not currently found on the building it is a traditional material often found in conservation areas and I can see no objection to its use in this instance. Otherwise the main features of the roof of the building such as the chimneys and gables are not affected by the development proposals.
- 4.3.7 The provision of two parking spaces at the rear will result in the loss of some amenity space however some amenity space will remain. The use of this general area at the rear of the property for parking is already established including the detached garage. The proposed cycle store is small and relatively well screened and in a discreet safe location at the rear of the building.
- 4.3.8 It is considered that the design of the proposals overall, including roof works meet the criteria for good design as required by Policy SP9 and Policy D1 of the Local Plan.
- 4.3.9 The proposal would also result in a small further bin storage along the side access which is considered acceptable.
- 4.3.10 Gun Lane is not within a Conservation Area. In terms of the Knebworth Neighbourhood Plan, Policy KBEF4 (Important Views and Character Areas) states that development must respect the important views and character areas identified on the Policies Map and various key views. In this case the development site is not within one of the KNP 'Character Areas' but the proposal would generally retain and enhance the character of the area in compliance with this policy.

4.3.11 Policy KBDS2 (Density of Housing Development) of the NP requires housing densities to respect site boundaries, landscaping, existing properties and the character of the surrounding area. This proposal will result in one additional dwelling in the lane and a which is in keeping with the medium residential density of the lane.

4.3.12 Taking into account the above observations and the relatively small scale of the works involved I am not convinced that that the impact of the proposal on the pattern and character of the area would be so great or harmful as to warrant a refusal of planning permission.

4.3.13 Impact on the living conditions of existing and future occupiers

4.3.14 The proposed dormer window in the loft apartment would face towards the rear. It would be possible to look out over adjacent gardens but this is a common feature of housing development and there are existing rear facing first floor windows. I do not consider that there would be any significant overlooking or loss of privacy as a result of the dormer which would be set far back from the rear garden of No. 2 Gun Lane. The development would result in more parking at the rear in close proximity to the boundary of No. 2. Gun Lane however car movements would be low and infrequent and therefore I do not consider that the proposal would give rise to unacceptably adverse impact on adjoining residents living conditions. The proposed cycle store would be located close to a side bedroom window to flat 3 to which there may be some limited loss of light and outlook. However the structure is low level with a curved plastic roof therefore the impact on the side bedroom window would be limited. In addition, the development would not affect the kitchen, living room or main bedroom windows therefore I consider, on balance, this slight adverse impact would be acceptable.

4.3.15 The proposed new studio apartment would amount to 40 sqm of accommodation. This would be slightly above the minimum gross internal floorspace standards required for the smallest 1 person 1 bedroom unit as set out in the Governments' 'Technical housing standards – nationally described space standard' (2015/ 2016). The proposal would therefore result in acceptable standards of living accommodation.

4.3.16 Overall the proposal would result in acceptable living conditions for the proposed residents and would have an acceptable impact on existing resident's amenity. The proposal would comply with Policies D1 and D3 of the Local Plan.

4.3.17 Parking and highway matters

4.3.18 The proposals would require the provision of 1 extra parking space which is provided at the rear. A vehicle can enter and leave the site in forward gear and this is demonstrated in the tracking drawing (plan 103). Adequate refuse storage is provided within acceptable collection distance from the highway and the Highway Authority raise no objections. A cycle store condition as requested by the HA is not required as it is shown on the submitted drawings.

4.3.19 Climate change and Biodiversity

- 4.3.20 The proposed development, by virtue of its limited scale together with the sustainable location would have no significant implications for the local environment in terms of carbon emissions. This application is exempt from the BNG Regulations as it impacts less than 25 sqm of non-priority habitat.

4.3.21 Conditions

- 4.3.22 Although suggested by Highways, it is not felt necessary to require a construction management plan for this small scale development. There are no significant construction works and space exists at the rear of the site for workers vehicles and equipment in the short term.

4.4 **Conclusion**

- 4.4.1 It is considered that the adverse impacts of this proposed development are limited . The benefit of the delivery of a new housing unit which meets Policy KBBE1 of the Neighbourhood Plan and boosts the supply of housing in the district albeit limited attracts some limited positive weight. The adverse and positive impacts are finely balanced but the adverse impacts are outweighed by the delivery of housing and the general compliance with other policies in the Framework , the Local Plan and the Neighbourhood Plan and therefore on balance planning permission ought to be granted.

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. Prior to occupation, the new dwelling shall incorporate an Electric Vehicle (EV) ready domestic charging point.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality.

Biodiversity Net Gain

1. This development is not subject to the statutory Biodiversity Gain Plan condition because it is considered exempt under the statutory exemptions (<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>) or transitional arrangements in respect of the biodiversity gain condition.

Proactive Statement:

0. 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 (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

0. Highway Informatives:

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN) 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-i>

nformation/business-licences/business-licences.aspx or by telephoning 0300 1234047.

AN) 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-i>

nformation/business-licences/business-licences.aspx or by telephoning 0300 1234047

Environmental Health Informative:

1) EV Charging Point Specification:

A charging point shall be installed by an appropriately certified electrician/electrical contractor in accordance with the following specification. The necessary certification of electrical installation should be submitted as evidence of appropriate installation to meet the requirements of Part P of the most current Building Regulations.

Cable and circuitry ratings should be of adequate size to ensure a minimum continuous current demand for the vehicle of 16A and a maximum demand of 32A (which is recommended for Eco developments)

- o A separate dedicated circuit protected by an RBCO should be provided from the main distribution board, to a suitably enclosed termination point within a garage or an accessible enclosed termination point for future connection to an external charge point.

- o The electrical circuit shall comply with the Electrical requirements of BS7671: 2008 as well as conform to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). This includes requirements such as ensuring the Charging Equipment integral protective device shall be at least Type A RCD (required to comply with BS EN 61851 Mode 3 charging).

- o If installed in a garage all conductive surfaces should be protected by supplementary protective equipotential bonding. For vehicle connecting points installed such that the vehicle can only be charged within the building, e.g. in a garage with a (non-extended) tethered lead, the PME earth may be used. For external installations the

risk assessment outlined in the IET code of practice must be adopted, and, may require additional earth stake or mat for the EV charging circuit. This should be installed as part of the EV ready installation to avoid significant on cost later.

- o A list of authorised installers (for the Government's Electric Vehicle Homecharge Scheme) can be found at <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>

- o UK Government issued legislation in 2021 to require domestic EV charge points to be smart, thus we recommend that all charge points will be capable of smart charging, as detailed in UK Gov regulations.

Signed  Anne McDonald	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Determining Officer Date: 13 February 2025	