DELEGATED FILE NOTE

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

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
18/00749/FP	Erection of one 2-bed dwelling including creation of new vehicular access off Millard Way	221 Cambridge Road Hitchin Hertfordshire SG4 0JR

Submitted Plan Nos

01 PL01A PL02 PL03 PL04

1.0 Policies

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 None

3.0 **Representations**

3.1 **Hertfordshire Highways:** No objections – recommends conditions

3.2 **Site Notice/ Adjoining occupiers:** No representations received

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 221 Cambridge Road is a semi-detached property located off the service road to Cambridge Road and at the junction with Millard Way. The property has a rear garden with a side boundary along Millard Way. A detached garage is located at the rear of the site access off Millard Way. The majority of houses in the immediate vicinity are two storey detached or semi-detached properties.

4.2 **Proposal**

4.2.1 The proposal is to demolish the existing garage and create an additional dwelling at the rear of the property. The new house would be a two storey detached two bedroom property with parking area at the front and garden area at the front, side and rear of the property.

The new property would be located 15 m from the rear elevation of 221 Cambridge Road and at least 2 metres from the flank wall of No. 2 Millard Way. A 1 metre gap would be retained along the north western boundary. The new house would be sit along the same building line as No. 2 Millard Way and would not project beyond the rear of that property. The side and rear garden areas would amount to over 110 sqm. Parking for two cars is proposed at the front of the property.

The dwelling would have a footprint of 66 sqm and overall floorspace of 132 sqm . The property would have a full hipped roof, central chimney and front projecting gable.

4.3 **Key Issues**

4.3.2 The key issues are the principle of the development, design, layout and impact on the street scene, impact on neighbours and access / car parking.

Principle of the development

The site is within the built up area of Hitchin within which residential development is acceptable in principle. In this particular case the property at 221 Cambridge Road is large enough for the garden area to be sub-divided into two plots in my opinion (the overall depth of the plot is 42 m and is 16 m wide at its widest part). In addition the new residential plot would benefit from its own road frontage onto Millard Way utilising the existing vehicular access. The back garden would be limited in depth however the new property would face onto the back gardens of existing properties with no direct overlooking. Given all of the above factors I consider that the creation of a single residential plot at the rear of 221 Cambridge Road is acceptable in principle.

Design, Layout and impact on the street scene

The proposed new house is of a very similar design to the existing properties along Millard Way many of which have hipped roofs with front gables and chimneys. They are set fairly close to the road frontage with space for parking within a front curtilage. The proposed new property mirrors this general design and layout. The proposed plot differs from other properties in Millard Way in that it has a very short back garden. However this would not be noticeable from the main road and in any case the provision of approximately 110 sq metres of garden area would more meet the minimum requirements as set out in Policy 57 of the local plan. The new house would not have a garage as is common for many of the properties in the area but it has sufficient off-street parking to meet the needs of this small dwelling. Indeed there are some examples of properties in the area without garages following garage conversion schemes and for e.g. the new dwelling at 239A Cambridge Road. I therefore do not consider it essential for this new property to incorporate a garage.

The host dwelling at No. 221 would retain at least 150 sq metres of garden comfortably in accordance with Policy 57 standards.

Window design appears appropriate and proportionate and external materials can be conditioned – there are examples of brick and rendered elevations in the area.

The submitted street scene drawing (PL04) demonstrates that the house would sit fairly comfortably within the Millard Way streetscape and would not be out of scale or incongruous in appearance.

Overall I consider that the dwelling proposed would be sympathetic in scale and design and would not be harmful to the character and appearance of the area.

Impact on neighbours

The main impact of the development would be on the occupiers of No. 2 Millard Way and No. 223 / 225 Cambridge Road. There are no first floor flank windows on the side of No. 2 Millard Way facing the application site and the only windows on the side elevation of the new property facing No. 2 are a ground floor wc and hallway. There are no first floor clear glazed windows on the rear elevation of the new property that could

overlook the back gardens of No. or Nos 223 or 225 Cambridge Road and only one obscure glazed bathroom window is proposed. As such I consider that there would be no overlooking of adjoining property. The properties opposite the site are across the carriageway and sufficiently distant so as not to be affected by this development.

The issue of overbearing impact is one that needs careful consideration – particularly any impact on the occupiers of No 2 Millard Way and Nos. 223 / 225 Cambridge Road. The proposed house is located at the far north westerly end of No. 221 and its impact is mainly onto the back gardens of Nos 223 / 225. The house is a modest two storey with eaves height of less than 5 metres and overall height of less than 7.5 metres. The hipped roof helps to reduce its bulk and form. The application site and surrounding gardens are relatively flat and hedgerows and 1.8m high fencing delineate many of the garden boundaries. Given the siting of the new house with its north easterly elevation facing onto the end of the back gardens to No. 223 / 225 and its northerly orientation to those properties I consider that there would be no severe overbearing impact and no loss of daylight or sunlight occasioned to the occupiers of 223 / 225 Cambridge Road. As the house is level with the side elevation of No 2 Millard Way I do not consider that there would be any loss of amenity to that property.

Access / Car Parking
The proposed development will utilise the existing vehicular crossover so there is no requirement for several of the suggested highway conditions by the highway authority.

The proposed layout can accommodate two cars off-street and this would be sufficient to meet the requirements of Policy 55 and the Council's Supplementary Car parking Standards document. In any event parking demand for this two bedroom property would be limited given its size. In addition there would at least two off-street spaces retained for the host dwelling at No. 221. The property is in a sustainable location close to many services and community facilities therefore adequate parking is proposed.

4.4 **Conclusion**
The proposed development would maintain an adequately high standard of environment for existing occupiers and provide a dwelling with adequate living conditions for the future occupiers. There are no sustainable planning or highway objections to this development in my judgement.

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. Details and/or samples of materials to be used on all external elevations and the roof of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced and the approved details shall be implemented on site.

   Reason:To ensure that the development will have an acceptable appearance which does not detract from the appearance and character of the surrounding area.

4. Prior to the commencement of the development hereby approved full details of the hard and soft landscaping of the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include details of all new and / or retained boundary features such as walling, fencing and hedgerows. The development shall be carried out in accordance with the approved details.

   Reason: In the interests of the visual amenities of the locality.

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. Prior to its erection details of the cycle storage building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

   Reason: In the interests of visual amenity.

7. Concurrent with the construction of the new access, visibility splays of 2.4 metres x 33 metres should be provided in both directions onto Millard Way (which will also achieve the necessary footway visibility splays), and permanently maintained as such, within which there should be no obstruction to visibility between 600mm and 2 m above the carriageway level.

   Reason: To provide adequate visibility for drivers entering or leaving the site.

Proactive Statement:
Planning permission has been granted for this proposal. The Council acted proactively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. 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:

HIGHWAY INFORMATIVE: Hertfordshire County Council (HCC) recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:
AN) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the 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 website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx or by telephoning 0300 1234047.
AN) The Highway Authority requires that the driveway should 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. 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 website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspxor by telephoning 0300 1234047.
AN) 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 https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx or by telephoning 0300 1234047.

Signed	Development Management

 Simon Ellis Determining Officer	North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 11 May 2018	