

Objection To Planning Application Ref: 26/00606/FPH

1 Franklin Gardens, Hitchin, SG4 0BS

I am the resident of No. 2 Franklin Gardens. I object to application 26/00606/FPH because the proposal would result in an unacceptable impact on the living conditions of neighbouring occupiers, fail to remain subordinate to the host dwelling, harm the character and appearance of the streetscene, and lead to highway safety problems. My objection is made under Policies D1, D2, D3 and T1 of the North Hertfordshire Local Plan and the National Planning Policy Framework.

Summary of key measurable impacts

- Rear projection: proposed single-storey rear extension projects 7.925 m beyond the original rear wall. (Exhibit 2)
- Cumulative rear massing: combined with the existing rear utility wing (4 m) this creates a continuous built form of 11.925 m along the shared boundary. (Exhibits 2, 3)
- Height: proposed single-storey roof height 3.15 m (existing 3 m). (Exhibit 3)
- Distance to public footway: side extension sits at less than 25 cm from the public footway at its nearest point. (Exhibits 2, 7, 9)
- Building line: side extension projects forward of the established building line by 1 m. (Exhibit 7)
- 45° indicator: scaled plan demonstrates a breach of the 45° horizontal line measured from the centre of the primary habitable room window (kitchen) at No. 2. (Exhibit 2)

Exhibits submitted

- Exhibit 1 — Contextual Site Plan: location and corner plot context.
- Exhibit 2 — Ground Floor and Setback Analysis: scaled plan showing 7.925 m rear projection, existing 4 m wing, cumulative 11.925 m and 45° line.
- Exhibit 3 — Boundary Massing and Elevation Projection: elevations showing 3.15 m proposed roof vs 3.0 m existing.
- Exhibit 4 — Visual Amenity Impact: Contextual Garden Views.
- Exhibit 5 — Visual Amenity Impact: Shared Boundary Perspective.
- Exhibit 6 — Visual Analysis of Scale and Architectural Character.
- Exhibit 7 — Street Scene Gateway Character: building line and pavement proximity.
- Exhibit 8 — Architectural Rhythm and Public Realm Analysis.
- Exhibit 9 — Highway Safety and Visibility Analysis: sightline diagrams and blind corner analysis.

Planning Objection

1. Living conditions and sense of enclosure (Policy D3)

Overbearing massing: The combined rear built form (4 m original utility room + 7.925 m rear extension) of 11.925 m at 3.15 m high along the shared boundary will create a continuous, unbroken masonry mass that dominates the narrow terraced garden at No. 2 and materially reduces outlook. (Exhibits 2–5)

45° indicator: The scaled 45° analysis (Exhibit 2) shows the proposal breaches the 45° horizontal line taken from the centre of the primary kitchen window. This recognised design indicator supports the conclusion that the extension would be materially overbearing and enclosing.

Loss of residential amenity: The proposed extension will materially reduce outlook and create an unacceptable sense of enclosure for the occupants of No. 2. These combined effects amount to an unacceptable loss of residential amenity and harm to living conditions contrary to Policy D3.

Policy quote (Policy D3): “Planning permission will be granted for development proposals which do not cause unacceptable harm to living conditions.”

Conclusion: The proposal fails to protect neighbouring living conditions and conflicts with Policy D3.

2. Failure of subordination and harm to character (Policies D1 & D2)

Rear extension:

Loss of hierarchy and gym height: The proposed single-storey “Gym” has a roof height of 3.15 m, compared with the original single-storey rear utility wing at 3.0 m. This modest increase in height, when combined with the 7.925 m rear projection and the existing 4 m utility wing, produces a continuous boundary mass of approximately 11.925 m. Rather than stepping down from the host building, the proposal steps up and nearly doubles the depth of the original rear wing, creating a disproportionate massing that is not sympathetic to the host dwelling. For these reasons the extension fails the test of subordination required by Policy D2. (Exhibits 2–3)

Furthermore, Policy D2(b) states extensions must “not dominate adjoining properties”. As demonstrated in Exhibits 4 and 5, the continuous 11.925m boundary wall would

physically dominate the narrow garden at No. 2, creating an unacceptable sense of enclosure.

Side extension:

Building line and street scene: The side extension projects forward of the established building line by 1 m on this corner plot, creating a prominent public view that disrupts the terrace rhythm. The proposed blank flank to the street creates a visually inactive frontage. (Exhibits 7–8). The proposal removes the existing chimney to enable an extended loft conversion. The chimney contributes to the terrace roofline; its permanent removal would further alter the roofscape and erode the terrace character. (Exhibits 6 & 8)

Overdevelopment of the Frontage: The cumulative effect of matching the height while expanding the width creates a "doubling" of the building's mass when viewed from the street, which is disproportionate for this corner location. (Exhibits 8 & 9)

No.36 precedent is not comparable: The applicant's Design and Access Statement cites No.36 as a precedent. Exhibits 8 and 9 demonstrate that No.36's side extension is single-storey, lower and set back, whereas the proposal at No.1 is full-height and projects forward. The proposal is therefore asymmetric to No.36 in scale, height and siting and cannot reasonably be relied upon as a comparable precedent. The result would be an unbalanced, unduly prominent gateway feature contrary to Policies D1 and D2. (Exhibits 6–9)

Policy quotes:

Policy D1 para 9.2: "Development must respond positively to the site and the local context taking into consideration position, orientation, scale, height, layout, massing, detailing and use of materials."

Policy D2: "a) The extension is sympathetic to the existing house in height, form, proportions, roof type, window details, materials and the orientation of the main dwelling; and

b) The extensions do not dominate adjoining properties and...

iii. spacing between buildings ensures there is no harm to the character and appearance of the streetscene."

Conclusion: The proposal fails the tests of subordination and positive response to local character required by Policies D1 and D2.

3. Highway safety and relationship to the footway (Policy T1)

Proximity to pavement and visibility: The side extension sits at less than 25 cm from the public footway at its nearest point and creates a permanent visibility obstruction on the corner. The sightline diagrams (Exhibit 9) demonstrate a realistic blind-corner risk for pedestrians and vehicles using the adjacent access.

Policy quote (Policy T1): “Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network.”

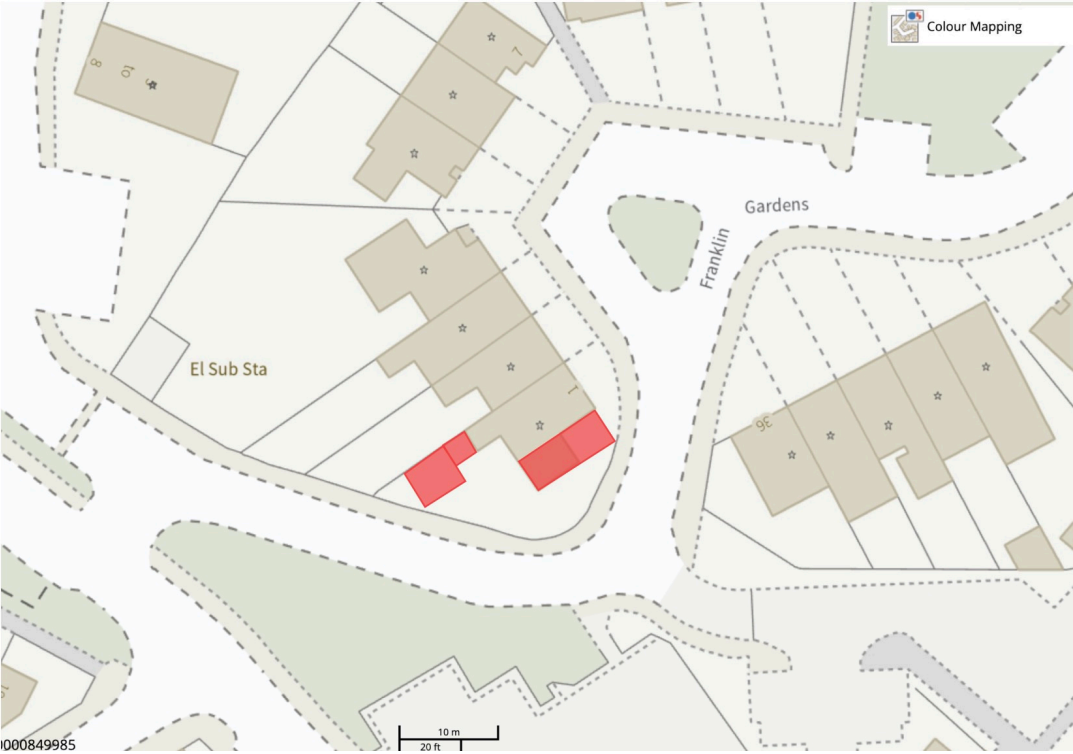
Highway consultation: The Council should ensure the Highways authority is consulted on the pavement relationship and sightlines prior to determination. (See Exhibit 9.)

Conclusion: The proximity to the footway and the demonstrated sightline issues give rise to material highway safety concerns under Policy T1.

Conclusion

For the reasons set out above and supported by Exhibits 1–9, I object to application 26/00606/FPH. The proposal causes unacceptable impact on the living conditions of neighbouring occupiers, fails to remain subordinate to the host dwelling, harms the character and appearance of the street scene, and would raise material highway safety concerns. Therefore, I respectfully request that the application be refused permission.

Exhibit 1 - Contextual Site Plan



Proposed
Extensions

Exhibit 2 - Technical Ground Floor and Setback Analysis

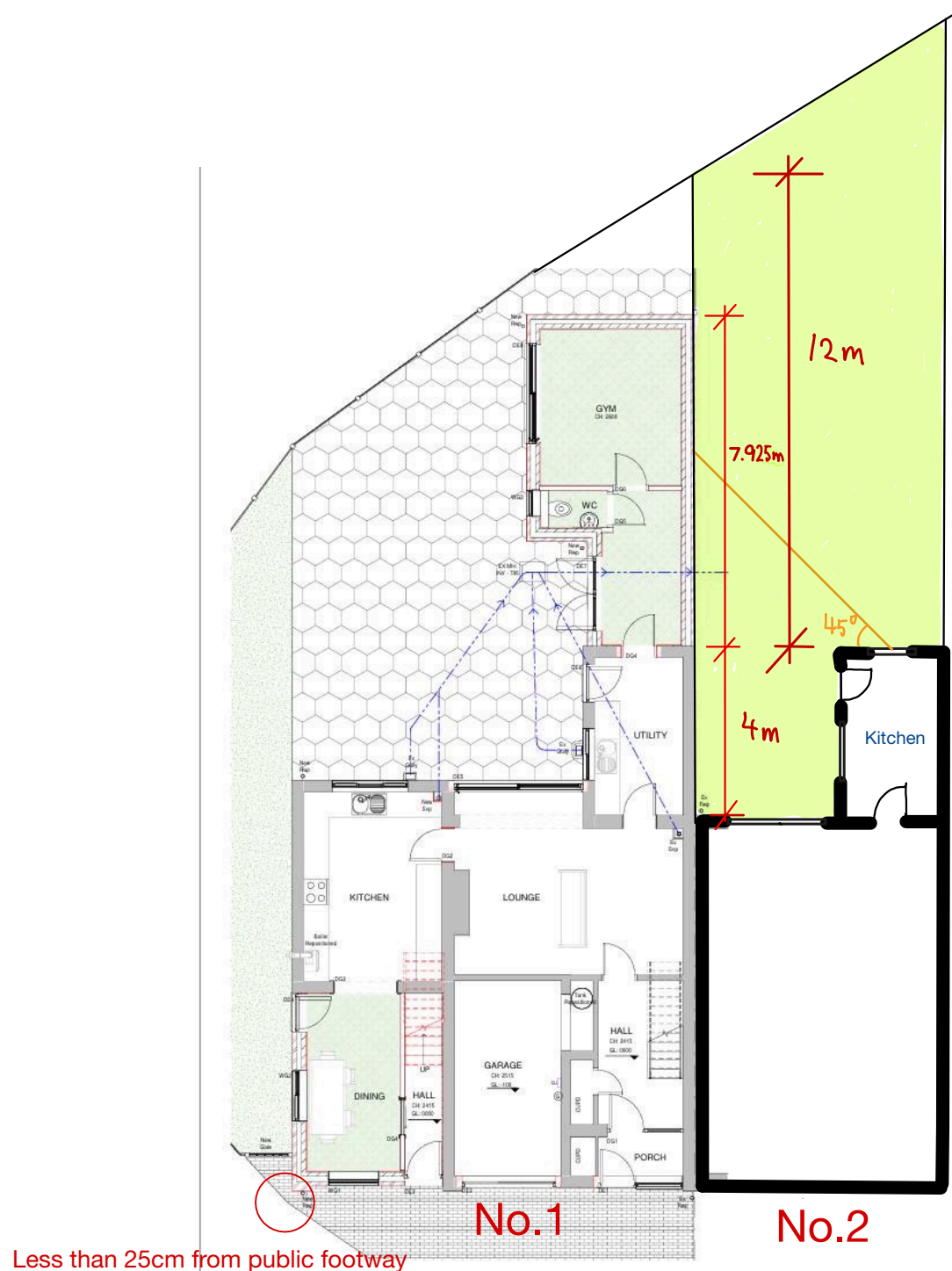
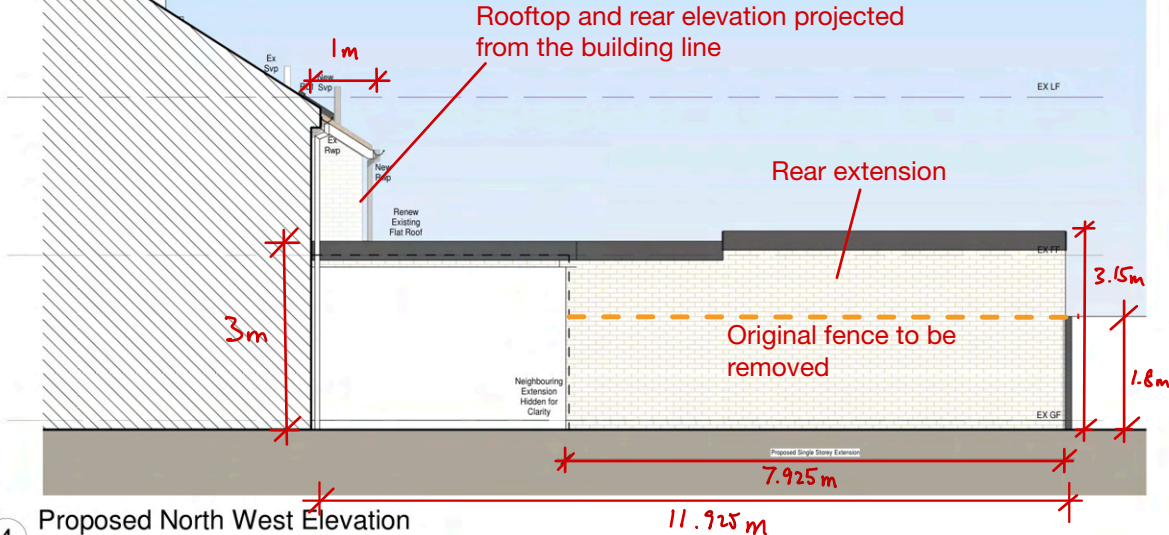


Exhibit 3 - Boundary Massing and Elevation Projection



Proposed North West Elevation

Exhibit 4 - Visual Amenity Impact: Contextual Garden Views



Before



After

Exhibit 5 - Visual Amenity Impact (Shared Boundary Perspective)



Before



After

Exhibit 6 - Visual Analysis of Scale and Architectural Character



Fig 4: 3D views of proposal, demonstrating similar appearance of existing host dwelling.

Exhibit 7 - Street Scene Gateway Character



Before



After

Exhibit 8 - Architectural Rhythm and Public Realm Analysis



Before

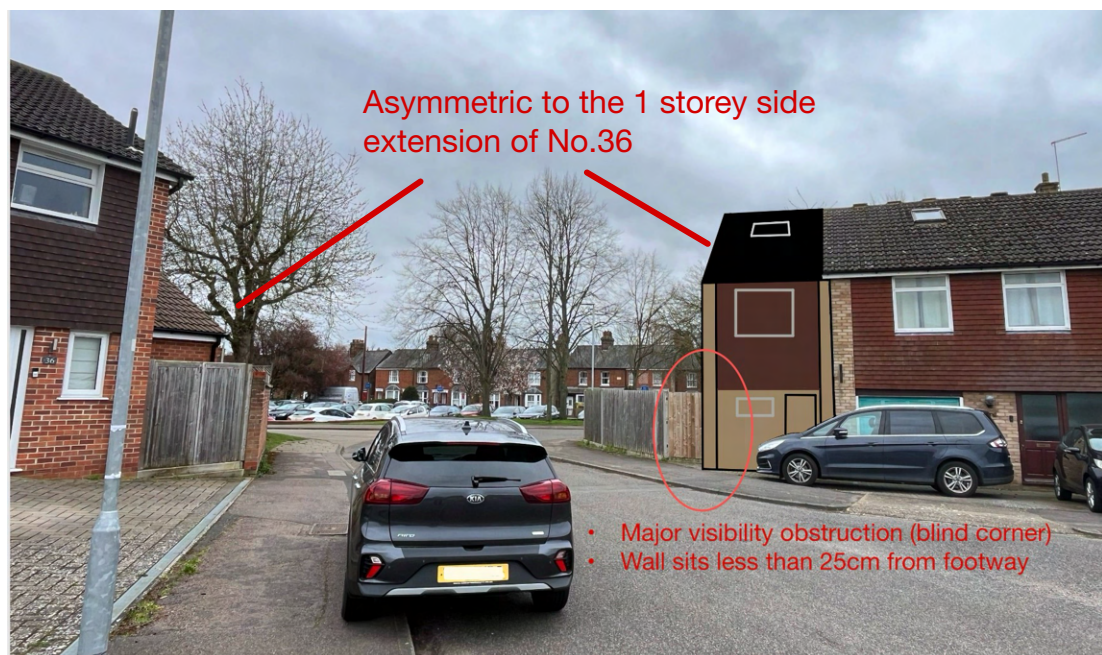


After

Exhibit 9 - Highway Safety and Visibility Analysis



Before



After