

DELEGATED FILE NOTE

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

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
24/02864/FP	Erection of one self-build detached 4-bedroom dwelling following demolition of existing bungalow. Erection of boundary wall & fence (as amended by plan nos. 100A, 102A, 103A _ 104A received 2/4/2025)	36 Brampton Park Road Hitchin Hertfordshire SG5 1XF

Submitted Plan Nos

200 24 100A 200 24 101 200 24 102A 200 24 103A 200 24 104A

1.0 Policies

1.0 **Relevant History**

- 1.1 05/00567/1: Two storey side extensions and raising of roof of existing bungalow to form pair of 2 three bedroom semi-detached bungalows with 4 parking spaces. Approved 26/6/05. Not implemented

11/01661/1: Extension of existing bungalow to create one additional dwelling, insertion of front dormer windows to facilitate accommodation at first floor level. Provision of ancillary car parking and alterations to existing access. Approved 21/11/11. Not implemented.

14/02628/1HH: Detached garage with first floor accommodation (as amended by plan no. 1317/3A). Approved 5/12/14. Not implemented as yet.

15/00363/1: Replacement detached 4-bedroom chalet bungalow following demolition of existing (as amended by plan no. 1317/2B received 26/2/15). Granted 21/04/2015 but not implemented

See site history sheet for other history.

2.0 Policies

2.1 National Planning Policy Framework (2024) :

Section 5: Delivering a sufficient supply of homes
Section 12: Achieving well-designed places

2.2 North Hertfordshire Local Plan 2011- 2031

- ☐ Policy SP2
- ☐ Policy SP9
- ☐ Policy D1
- ☐ Policy D2
- ☐ Policy D3
- ☐ Policy T2
- ☐ Policy NE4

3.0 Representations

3.1 Hertfordshire Highways: 'Does not wish to restrict the grant of planning permission' Recommends conditions and an informative.

3.2 NHDC Environmental Health:

- ☐ Air Quality – Recommends EV charging point
- ☐ Noise – No requirements
- ☐ Contamination – Recommends informative

3.2 Site Notice/Adjoining occupiers: Letter from Swift Action Group: Hitchin Swift Action would be willing to support this application if North Hertfordshire Council stipulates integrated Swift bricks are correctly installed at appropriate locations on the new property. Swift bricks are cheap, easy to install and fit neatly into the building looking aesthetically pleasing and are barely visible if properly installed

4.0 Planning Considerations

4.1 Site & Surroundings

4.1.1 No. 36 is a detached bungalow sited at the junction of Old Hale Way and Brampton Park Road. The main aspect of the dwelling is onto Brampton Park Road.

4.2 Proposal

4.2.1 The proposal (as amended) is to demolish the existing bungalow and to construct a detached chalet dwellinghouse. The replacement dwelling would be partly sited on the footprint of the existing dwelling with the new dwelling extending 9.5m to the north west so that it would be level with the building line set by No. 48 Old Hale Way.

The dwelling would be 20 metres in length . The dwelling would have a maximum ridge height of 6.2m above ground level with an eaves height of 2.5m. The roof would be gabled at both ends with four dormers in the south west facing roof slope. Several rooflights are proposed in the north east facing roofslope facing towards No. 48 Old Hale Way.

The roof accommodation would contain 4 bedrooms and two bathrooms. At ground floor level there accommodation would comprise a kitchen, living and dining rooms. External materials would include slates for the roof, facing brickwork and UPVC windows.

Replacement dwellings have been previously granted permission on this site (see history above).

4.3 **Key Issues**

4.3.1 Impact on street scene

No. 36 has a wide frontage onto Brampton Park Road (approximately 45m). The dwelling has not been extended previously. The proposal would materially change the appearance of the site by introducing a much larger dwelling than the existing 12m wide modestly sized bungalow. However the site is of a considerable size compared to the existing building and therefore can, in principle, accommodate a larger building without undue detriment to the street scene. In this case the proposed building is similar in scale and appearance to that approved under ref 05/00567/1 for two dwellings and under ref 15/00363/1 for a replacement dwelling. . The new building is slightly shorter than the last approved scheme and will be of the same ridge height – see comparison on the submitted drawing ref: 200/24/104.

The main difference is the front facing dormers towards Brompton Park Road. Windows to these dormers overlook the road as do other first floor windows to other properties in the road so I can see no objections in principle. The dormers are set in from the gable ends, set into the roof and down from the ridge so that they are do not form an overly bulky element of the overall design.

A gap of 9m will remain between the garage and the main rear wall of the new dwelling and at the front of the plot the new dwelling would be in the same building line as the other dwellings in Old Hale Way with the dwelling being set back some 8m from the front garden boundary with Old Hale Way.

On balance and taking into account the previous permissions I consider that the scheme is acceptable and that the new replacement dwelling will not have an unduly dominating or obtrusive impact in the street scene so as to justify a refusal of planning permission. It is my view however that the development as now proposed is the maximum possible for the site and if permission is granted should be subject to a condition removing permitted development rights for extensions and outbuildings.

4.3.2 Impact on neighbouring property

The main impact of the proposals would be on the occupants of No. 48 Old Hale Way and No. 37 Brampton Park Road. No. 48 has an entrance door and several windows on the flank elevation facing the application site. The windows serve a lounge with another window facing north west and a playroom. Given that one of the rooms has another light source and that the eaves height of the new dwelling is limited to 2.5m and the gap between the main flank walls of No. 48 and the new dwelling is 3 metres the proposals would not in my view result in undue loss of light or an overbearing impact on the living conditions of No. 48.

In terms of the impact on number 37 Brampton Park Road, it is noted that the replacement dwelling is located to the north west of the flank elevation of No. 37 which has been extended to the side boundary containing a garage window and a first floor

obscure glazed bathroom window facing the exciting garage / annex. The new house would be some 14m away from the flank of No. 37 and screened to a large extent by the garage / annex. Given these factors and the relatively low scale of the new building I do not consider that there would be any overbearing impact or loss of privacy to No. 37.

4.3.3 Landscaping and amenity area

The scheme would provide approximately 138 sqm of amenity area taking the into account the garden areas to the north and south of the dwelling. Both of these areas are useable in my view with the existing and proposed landscaping. The site has an established hedge along the front boundary to Brampton Park Road and a hedge to the boundary to Old Hale Way therefore there is limited requirement for additional planting although the indicative planting adjacent the proposed car parking area would be desirable.

4.3.4 Car Parking and Access

The proposed layout drawing shows the provision of 2 parking spaces which is sufficient in this sustainable location where there is also unrestricted on-street car parking. The Highway Authority require a Construction Management Plan and visibility provision and these are conditioned. It is not necessary to condition cycle parking for this replacement dwelling given the existence of land within the site to store cycles securely including the annex building.

4.3.5 BNG and Ecology

This development is presented as a self build therefore is exempt from the need to demonstrate 10% net gain for biodiversity. New soft landscaping is proposed in the southern part of the site (currently hardsurfacing) therefore there will be some limited biodiversity net gain in accordance with Policy NE4. The comments from the swift group are noted however I do not consider there is a sufficiently strong case to insist on swift bricks in this case especially as this is a BNG exempt scheme.

4.3.6 Climate change

Given the small scale of the development it is unlikely that there will be any significant impact on local climate change.

4.4 **Conclusion**

- 4.4.1 It is considered that the proposed development would not be out of character with the area or cause detriment to adjoining occupiers amenity and would be satisfactory in terms of highway safety.

4.5 **Alternative Options**

- 4.5.1 None applicable

4.6 **Pre-Commencement Conditions**

- 4.6.1 I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

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 occupation of the replacement dwelling 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 and to comply with Policy T2 of the North Hertfordshire Local Plan 2011 to 2031.

4. No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Statement shall include details of:
- Access arrangements to the site.
 - Traffic management requirements.
 - Construction and storage compounds (including areas designated for car parking, loading /unloading and turning areas).
 - Siting and details of wheel washing facilities.
 - Cleaning of site entrances, site tracks and the adjacent public highway.
 - Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.
 - Provision of sufficient on-site parking prior to commencement of construction activities.
 - Post construction restoration/reinstatement of the working areas and temporary

access to the public highway.

Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding which must be kept within the site boundary, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

5. Prior to the first occupation of the development hereby permitted a visibility splay measuring 14 x 14 metres shall be provided to each side of the access where it meets the highway, and such splays shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

6. 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 and to comply with Policy D1 and/or Policy D3 of the North Hertfordshire Local Plan 2011 to 2031.

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:

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:

Highway Authority informatives:

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.

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.

Contaminated Land:

Any contamination that is found during construction of the development hereby permitted shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development is resumed or continued.

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  Shaun Greaves Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 9 May 2025	