ITEM NO:		
3	Location:	**8A Park Lane Knebworth Hertfordshire SG3 6PE**
	Applicant:	**Mr Mark Collins**
	Proposal:	**Ground floor carport infill extension to create double length garage**
	Ref.No:	18/01238/FPH
	Officer:	**Ben Glover**

Date of expiry of statutory period : 29.06.2018

Reason for Delay (if applicable)

Reason for Referral to Committee (if applicable)

Submitted Plan Nos

1.0 Policies

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Date of expiry of statutory period: 29th June 2018

Extension of statutory period: 20th July 2018

Submitted Plan Nos.:

4425-OS1 – Location Plan
4425-OS2 – Block Plan
4425-E01 – Plans and Elevations as Existing
4425-P02 – Plans and Elevations as Proposed

Reason for Referral to Committee:

Councillor Lisa Nash has called in the application. The reason for call in is in the wider public interest.

1.0 Relevant History:

1.1 14/00747/1: Erection of two pairs of semi-detached dwellings comprising 2 x five bed dwellings, 1 x 4 bed dwelling and 1 x three bed dwelling and associated parking, landscaping, amenity space and vehicular access from Park Lane following demolition of existing building (as amended by plan nos. PLK - P-01, P-02, P-03, P-04 & P-05 received 14/5/14). Granted 30/6/14. Development completed.

2.0 Policies:

2.1 North Hertfordshire District Local Plan No.2 with Alterations

Policy 28 – House Extensions
Policy 55 – Car Parking Standards
Policy 57 – Residential Guidelines and Standards

2.2 National Planning Policy Framework

Chapter 7 – Requiring good Design

2.3 North Hertfordshire Draft Local Plan 2011-2031

The Local Plan has now been submitted to the Secretary of State, following completion of the final public consultation exercises and having been agreed and approved by Full Council in April 2017. The policies of the Draft Local Plan therefore carry limited weight at this stage, however the policies are to be afforded increased weight and consideration at each stage of the process up until full adoption. The policies of relevance in this instance are as follows:

SP10 – Healthy Communities
D1 – Sustainable Design
D2 – House Extensions and Replacement Dwellings
D3 – Protecting Living Conditions
T2 – Parking

2.4 Supplementary Planning Documents

SPDVP – Vehicle Parking at New Development

3.0 Representations

3.1 Site Notice:

Start Date: 05/06/2018 Expiry Date: 26/06/2018

3.2 **Press Notice:**

Start Date: N/A Expiry Date: N/A

3.3 **Neighbouring Notifications:**

The owners/occupiers of No. 8B, 8C Park Lane and Flat 1, Flat 2, Flat 3, 12 Park Lane were notified on 10/05/2018. Objections have been received from the occupiers of No. 8B Park Lane and is summarised below:

1.0 Carport used by No. 8B would become unusable.
2.0 Impaired access when getting in and out of a car within the car port following development.
3.0 Impact on daily lives of No. 8B following loss in the use of the car port.
4.0 Properties 8A, 8B, 8C and 8D use shared access
5.0 Existing parking difficulties due to high number of properties and minimal parking spaces.
6.0 Insufficient car parking would lower property values
7.0 Aesthetic concerns
8.0 The double length garage would not be used for parking cars.
9.0 Impact on shared driveway and access to highway
10.0 Infringement on neighbouring property.

3.4 **Parish Council / Statutory Consultees:**

Knebworth Parish Council – Objects to this application on the following grounds:

1.0 Out of character – *"The development is only three years old and is one of a pair of semis which have been designed as a symmetrical unit. This application will have a negative impact on the street scene and is contrary to Policy 57"*
2.0 Loss of amenity – *"This development will result in a loss of amenity for the adjacent semi-detached dwelling. The construction of the party wall between the two car ports will result in the loss of the neighbour's useable car port."*
3.0 Loss of parking – *"This application states that there is no loss in parking provision. The proposed double garage is to become a workshop and is too narrow to be easily accessible for vehicles. This will result in the property having only one parking space. There is also the resultant loss of parking provision to the adjacent property, which will also only have one parking space. This is below NHDC's parking policy. There is no on street parking in the area as Herts Highways is proposing to introduce yellow lines."*

Councillor Deakin-Davies – *"I have had an objection letter from Mrs Stinton about this application.*

You have a copy of the letter and an email.

I visited 8a Park lane Knebworth this morning and it seems she is right in her objection. She makes serious points about access, and that she will not be able to get out of her car if there is a wall built between the two parts of this car port.

The whole area in front of the car port is tiny, and the road leading to both 8a and 8b is full of parked cars and congested as her property is only 100 meters from the Knebworth Train Station.

Please let me know when this application is up for decision, and please confirm if it is a Knebworth Parish Council decision or NHDC.

Please register this email as an objection."

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 No. 8a Park Lane is a two storey semi-detached dwelling with accommodation within the roof. The property features a red brick finish with uPVC fenestration. There is an existing front canopy above the entrance to the dwelling and a car port fronting a garage. The site features off-street car parking with space for between 3 to 4 cars including the existing car port.

4.1.2 The local characteristics of this part of Park Lane consist of a mixture of properties including flats, semi-detached dwellings and detached dwellings with the Parish Council Hall across the road from the site. The application dwelling, along with three other properties, form a relatively recent addition to this part of the street scene with shared access to the front of No. 8b Park Lane.

4.2 **Proposal**

4.2.1 Planning permission is sought for the infilling of the carport to create a double length garage / workshop. The front elevation would feature a steel garage door and facing brickwork to match that of the existing dwelling.

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.

Design and Appearance:

4.3.2 The objectives of the NPPF include those seeking to secure high quality design and a good standard of amenity (Section 7 - Requiring good design). In this regard, Policy 28 and 57 of the Local Plan is consistent with the NPPF.

4.3.3 The application site occupies a relatively small plot with the car port to the front currently contained within the footprint of the existing dwelling. The proposed development would result in the infilling of the car port with matching brick walls to the front elevation and along the shared boundary with 8b Park Lane. The development would not project further forward than the existing front elevation of the host dwelling.

4.3.4 Given the above, it is considered that the ground floor infill would remain subservient to the appearance of the host dwelling. The limited scale of the development would result

in no unacceptable impact upon the character and appearance of the property within the locality.

4.3.5 It is noted that objections have been raised regarding the loss of symmetry to the appearance of properties 8a and 8b Park Lane. It is considered that this pair of dwellings would retain their overall character given the limited addition of a garage door within the ground floor front elevation.

4.3.6 It is considered that the proposed development would not result in an unacceptable impact upon the character and appearance of the host property and would therefore be compliant with Policy 28 and 57 of the District Local Plan and the core principles set out within the National Planning Policy Framework.

Impact on Neighbouring Properties:

4.3.7 A core planning principle set out in the NPPF is to always seek to secure a good standard of amenity for all existing and future occupants of land and buildings. This principle is reflected in the provisions of Policy 28 of the Local Plan.

4.3.8 The application site is neighboured by No. 8b Park Lane and a group of flats that adjoin to the west. It is considered that the proposed development would result in no impact upon properties to the rear, front and west of the property.

4.3.9 It is noted the objections received regarding the loss of amenity to the occupiers of No. 8b Park Lane should the car port be converted into a garage / workshop. With regards to light and privacy, the development would result in no unacceptable impact upon the occupiers of No. 8 Park Lane considering the limited scale of the extension that would not infringe upon neighbouring outlook. .

4.3.10 Concern has been raised from received representations that the proposal would result in the loss of an amenity, the neighbouring car port, following the conversion of the car port into an enclosed space. Whilst noted, it is considered that the development would not result in an unacceptable impact upon the amenity of the neighbouring occupiers. The development would not infringe upon the neighbouring property and would be retained within the boundary of the application site.

4.3.11 Furthermore, the neighbouring dwelling would retain a car port measuring approximately 3.1m in width. In 2009, Essex County Council produced guidance on parking standards for new development. Within the document, it recommends that the internal width of a garage should be at least 3m and a car parking bay should be at least 2.9m in width. Furthermore, a modern small to medium car would measure between approximately 1.7m to 1.9m in width on average. It is therefore considered that the proposal would not render the neighbouring car port unusable.

4.3.12 Given the above, it is considered that the proposed development would result in no unacceptable overbearing impact upon neighbouring occupiers and is therefore compliant with Policy 28 of the District Local Plan and the aims of the National Planning Policy Framework.

Highways and Parking:

4.3.13 The application site would retain approximately two to three off-street car parking spaces (excluding the resulting garage) within the plot following the infilling of the car port. Additionally, the garage would retain an internal width of 2.7m with the new garage door measuring 2.3m wide and therefore still a potentially viable option for the parking of a car. On the assumption that the garage would not be used for car parking, it is considered that sufficient off-street car parking would remain to the front of the site.

4.3.14 This group of four properties shares an access that runs along the east side of No. 8b Park Lane. This access includes a turning area at the rear. However, No. 8a Park Lane benefits from its own access (although it is noted that this access is potentially shared). The development would not result in the loss in the use of the main access to this group of four properties.

4.3.15 Further to the above, the neighbouring property (No. 8B) would still retain its parking spaces as existing.

4.3.16 Condition 7 of the original planning permission (ref. 14/00747/1) had the intention of ensuring that car parking facilities on the site were not eroded. It is therefore considered reasonable to attach a similar condition that restricts the proposed development to be only used as a workshop and for the parking of a motor vehicle. This would ensure that the provision of satisfactory car parking facilities on site remains.

4.3.17 The Council's Supplementary Planning document concerning parking standards requires that at least two off-street parking spaces are provided for a two bedroom plus dwelling. No. 8A would still retain at least two off-street parking spaces in accordance with these standards. Given the above, it is considered that the loss of a parking space is not a justified reason for refusal of the application.

4.4 **Conclusion**

4.4.1 The proposed development is considered acceptable, as it is compatible with the character and appearance of the original building within the street scene. There would be no unacceptable adverse impact on neighbouring properties and car parking requirements are adequate. The proposal is in accordance with Policies 28, 55 and Policy 57 of the Local Plan and the National Planning Policy Framework.

5.0 **Recommendation**

5.1 Planning permission is **GRANTED** subject to the following conditions:

1.0 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.

2.0 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.

3.0 On completion of the works hereby permitted the extended garage shall only be used as a workshop and for the parking of a motor vehicle and shall thereafter be kept available as such for the duration of the development.

Reason: To ensure the provision of satisfactory car parking facilities clear of the public highway

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 (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

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