

4/01350/13/FHA - FRONT SIDE AND REAR EXTENSIONS WITH ALTERATIONS TO ROOF AND LOFT CONVERSION WITH FRONT DORMER WINDOWS. PATIO TO REAR AND ALTERATIONS TO DRIVEWAY WITH NEW VEHICLE CROSSOVER.. ROSEMOND, ICKNIELD WAY, TRING, HP235HJ.

APPLICANT: MR & MRS HILDRETH.

[Case Officer - Patrick Doyle]

[Grid Ref - SP 92298 12528]

Summary

The application is recommended for approval. The proposed enlargement of this dated detached bungalow will create a modern functional family home; the proposal does not give rise to any detrimental harm to the street scene or the amenity of neighbours. The new access and parking arrangements are acceptable. The proposal is therefore considered acceptable in accordance with the Local Development Framework.

Site Description

Rosemond, Icknield Way is a detached bungalow with pitched roof and of brick construction. Two bay windows give symmetry to the property with projecting gables returning to the main roof structure. The property benefits from a detached garage. The property is bound to the front by hedging approx. 1.5m tall and a wooden ranch style gate. There are well landscaped front and rear gardens. There is a single point of access off Icknield Way.

The character of the locality is varied. Although the application site has remained largely unmodified since its original construction along with a few other bungalows in this part of Icknield Way there is variation to neighbouring properties such as Tremellion which is next door and the modern development of Icknield Green which is present less than 50m away. The site enjoys views of the green belt to the north.

Proposal

The proposal is for the substantial alteration of the existing dwelling. The bungalow will be altered to create a dormer bungalow with Dutch barn style main roof structure with three pitched dormers in the front roof slope and a large projecting 1.5 storey gable to the rear. In the north east roof slope of the rear projecting gable is a hipped roof dormer merging with the main rear roof slope and the projecting rear gable. The side dormer has a high level slit window with obscured glazing and fixed casements as well as a roof light in its south east elevation. The rear roof slope of the main roof has two roof lights and the south west elevation of the projecting rear gable has two further roof lights.

From the front the building will widen almost across the full width of the plot retaining an access way between the boundary with Tremellion. The garage will be integrated into the main structure with the retention of one bay window and the addition of a porch and complementary window. The upper storey will have an inset of 1m from the boundary with Peace Haven to the south west.

The south west elevation will have a further ground floor single storey element projecting from the rear of the principal structure and infilling partially the inset of the rear projecting gable. The pitched roof will have 3 large obscure glazed skylights.

The rear elevation will have large expanses of glazing at upper floor level infilling the apex of the roof. At ground floor level two sets of large patio doors would be apparent. In the rear of the single storey element a rear door and window is proposed.

The existing detached garage will be demolished. An additional vehicle cross over and entrance is also proposed with an expanded paved driveway to the front with retention of some lawn area.

It is proposed to finish the structure with rendered painted walls and matching plain concrete tiles.

Referral to Committee

The application is referred to the Development Control Committee due to the contrary views of Tring Town Council who consider the scheme would have an unacceptable impact on the overlooking and overshadowing of neighbouring property.

Planning History

None

Policies

National Policy Guidance

NPPF
Circular 11/95

Core Strategy (September 2013)

NP1, CS1, CS4, CS8, CS11, CS12

Dacorum Borough Local Plan Saved Policies

Policies 13, 58, 99
Appendices 3, 5 & 7

Supplementary Planning Guidance

Environmental Guidelines
Residential Character Area TCA 9: Icknield Way
Accessibility Zones for the Application of Parking Standards

Representations:

Tring Town Council

The Council recommended this application for refusal on the grounds of loss of privacy and overshadowing.

HCC Highways

Although the highway authority in principle has no objection to the construction of this second VXO, it shall only be constructed to the local highway authority's maximum width and standard. On balance, this proposal is unlikely to have a significant impact on the safety and operation of the adjacent highway, consequently the Highway Authority does not consider it could substantiate a highway objection to this proposal. The Highway Authority has no objection subject to the above conditions to the grant of permission.

Neighbour Comment

Tremellion, Icknield Way - Object:

- Out of character
- Loss of residential amenity - undue overlooking and overshadowing
- Inaccurate plans - Tremellion sits two brick courses lower than Rosemond
- Adequate provision should be made for drainage

Considerations

Policy and Principle

Core Strategy policy CS4 encourages appropriate residential development in Towns and Large Villages. The basis of determining this application is therefore centred on whether the proposal is held to be in accordance with Core Strategy Policy CS12 and saved DBLP Appendix 7 - Small Scale House Extensions.

Effects on appearance of building

The bungalow will transform the appearance of the building. The building will be substantially enlarged. The roof form although different from the original dwelling will produce a house that is inoffensive and acceptable in appearance, the low eaves level and dormer bungalow appearance would complement the suburban / edge of settlement character of this property and not be out of keeping for a plot of this size. The dormers will not appear out of context with the proposed structure.

The scale of the building will be proportionate to the plot size and location. The Icknield Way character statement suggest medium and large houses are typical of the area the current house is quite small in stature.

The fenestration is considered appropriate there is no uniform style which collectively benefits the appearance of the street and therefore difference and variation in style and appearance is acceptable. The size and proportion of the windows are acceptable and not harmful to the appearance of the building.

The driveway will be extended and a new opening in the hedge will be created to accommodate an additional vehicle access. Although regrettable the small scale loss of vegetation to the front of the building is not reason for refusal.

The finishing material of painted render would be concordant for a building of this type

and size in this location.

Overall design and appearance of the property is held to be acceptable in accordance with saved DBLP appendix 3 & 7 and Core Strategy policy CS 12.

Impact on Street Scene

Icknield Way has a varied character and forms the edge of Tring settlement. There is no coherent group value in the non-exceptional bungalows at this part of Icknield Way. Although the proposed design will be relatively different to what currently stands it will still respect the overall traditional residential character. It is considered that the proposal will not be harmful to the streetscene. The additional scale and bulk of the property is not inappropriate and the variation of design would not be out of keeping with the character of the area. The modernisation and increase in density of property will form a better land use with due deference to the general density and character intended for the area.

The proposal is considered to accord with Core Strategy policies CS11 & CS12

Impact on Trees and Landscaping

The property will retain a substantial garden area appropriate with the scale of the new building and will respect and complement the overall appearance of the property. No trees or landscaping of significant value will be lost by virtue of this proposal; and therefore is acceptable in accordance Core Strategy policy CS12 and saved DBLP policy 99.

Impact on Neighbours

There would be no detrimental harm to neighbouring amenity.

The neighbouring property Tremellion to the North East will not suffer any undue loss of light to habitable windows. The dwelling house will increase in scale and height and may reduce incidental light levels to a small window serving an entrance hall and an obscure glazed door serving a utility room as demonstrated on plan no. 11H. The roof slope of the rear gable will offset the impact of loss of light further and overall there would not be a significant loss of light.

There would be no additional harmful overlooking as a consequence of this proposal. There will be no eye level opaque windows in the upper storey of the building with direct views looking into neighbouring properties from the side elevations. Windows in the rear elevation in upper storeys are considered acceptable as views from the rear of a property are considered to be typical of a suburban environment and non-harmful. The window in the side dormer which could potentially have overlooking impact on Tremellion is fixed shut, obscure glazed and at 2m above floor level it is not considered that this window will cause overlooking.

There are no habitable windows which incur any significant loss of outlook. The proposal respects the 45 degree principle.

The proposal would therefore accord with Core Strategy policies CS11,CS12 and

saved DBLP appendix 3 & 7

Parking/Highways

The Highways Officer does not wish to object to the scheme although a visibility splay should be retained. The work to create an additional vehicle crossover must also be done via Hertfordshire County Council so that they may designate an approved contractor to undertake the works. The additional driveway is to be built according to approved plans which stipulate permeable block paving is to be used.

The proposal would create a 4 bedroom dwelling where the maximum parking requirement would be for 3 onsite parking spaces. One garage space is offered as well as at least 2 informal on drive parking spaces allowing for circulation and manoeuvring.

The proposal would therefore accord with saved DBLP policy 58 and Core Strategy policies CS8 & CS12 and CS 31

Other

The property must comply with current building regulations which will lead to general improvements in the sustainability of the property in accordance with Core Strategy policy CS29.

Conclusions

Overall the development is considered acceptable when assessed against the relevant policies of the Local Development Framework. There would be no undue harm caused to neighbouring properties and the regeneration of this property is considered to benefit the local housing stock whilst respecting the general character of the area.

RECOMMENDATION - That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

- 1 **The development hereby permitted shall be begun before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

- 2 **The development hereby permitted shall be carried out in accordance with the following approved plans:**

1A
2
3
6B
7

8
9
10
11H
12J
13H
14H
15G
16
17
18H

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 **Pedestrian visibility splays of 2 m x 2 m shall be provided before any part of the development is first brought into use, and they shall thereafter be maintained, on both sides of the entrance to the site, within which there shall be no obstruction to visibility between 600 mm and 2 m above the carriageway.**

Reason: In the interests of highway safety and to satisfy Core Strategy policy CS8

Article 31 Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively 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) (Amendment No. 2) Order 2012.

HIGHWAY INFORMATIVE:

The highway authority require the construction of the vehicle cross-over to be undertaken by approved contractors so that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. The applicant will need to contact www.hertsdirect.org or telephone 0300 1234 047 for further instruction.