

**4/02266/17/FHA - TWO STOREY FRONT EXTENSION, SINGLE STOREY FRONT/SIDE EXTENSIONS, TWO STOREY REAR EXTENSION, RE-TILING OF EXISTING ROOFS AND CHANGES TO EXTERNAL FINISHES AT THE REAR..  
33 STATION ROAD, TRING, HP23 5NW.  
APPLICANT: MR/MRS PLUMRIDGE.**

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[Case Officer - Briony Curtain]

### **Summary**

The application is recommended for approval.

### **Site Description**

35 Station Road, Tring, is a detached two storey dwelling on the north side of Station Road.

The area is characterised by similar residential development and there is public open space opposite the house.

### **Proposal**

Permission is sought for the construction of a two storey front extension, single storey front/side extension and two storey rear extension, re-tiling and changes to the external finishes.

### **Referral to Committee**

The application is referred to the Development Control Committee due to the contrary views of Tring Town Council

### **Planning History**

4/01338/12/FHA SINGLE STOREY REAR EXTENSION (AMENDED SCHEME)  
Granted  
03/09/2012

4/00893/12/FHA TWO STOREY REAR EXTENSION  
Withdrawn  
16/07/2012

### **Policies**

#### National Policy Guidance

National Planning Policy Framework (NPPF)  
Circular 11/95

#### Adopted Core Strategy

CS1 - Distribution of Development  
CS4 - The Towns and Large Villages  
CS8 - Sustainable Transport  
CS9 - Management of Roads  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS29 - Sustainable Design and Construction  
CS30 - Sustainability Offset Fund

## **Summary of Representations**

### Tring Town Council

#### OBJECT

The Council recommended refusal of this application on the grounds that the scale of the proposed development was over-bearing and out-of-keeping with the surrounding properties.

### Response to Neighbour Notification / Site Notice

#### No. 29, and 32 Station Road & 5 Hawkwell Drive - Object

- development too big for the area
- overlooking properties and interfere with privacy
- the development would be out of keeping and fundamentally change the appearance of the row of 6 houses
- the scale and design are detrimental to the house and vicinity
- the appearance of the existing group is coherent and attractive
- the staggered design if the street is designed so that there is no visibility to each other. The 2 storey rear extension proposed will adversely affect light and views
- No. 35 does not set a precedent as it forms part of a different group of houses.

#### **Considerations**

##### Policy and Principle

The site is situated within the urban area of Tring, where, in accordance with Policy CS4 of the Core Strategy residential extensions are acceptable in principle.

##### Effects on appearance of building / street scene

Given the size, scale and position of the two storey front extension, the overall character and appearance of the dwelling would alter, however, it would not be discordant with the existing building or wider street scene.

The extension will harmonise with the original design, appear subservient to and be of coherent appearance and materials. Although front extensions should be small scale this extension sits within a good sized plot with good set back from the front boundary and the new L-shape of the building from a broadly rectangle block will break up the bulk of the building and add visual interest to the existing building. Although the scale of the property will be increased it will not dominate the building. The matching tiles and brick work will be in keeping with the character of the property.

This part of Station Road is characterised by regular detached dwellings. In particular, the application property forms part of a group of six dwellings that are almost identical in their appearance. Whilst there have been some additions and alterations to the respective frontages overall the dwellings do maintain rhythm to the street scene. In addition, there is a group of 3 properties immediately to the north-east which are also very similar in appearance. Whilst uniformity is clearly evident, the design is not so exceptional it is considered it should be rigidly conformed to. Members attention is particularly drawn to No. 35 Station Road, two properties further to the west, which originally formed one of a group of three identical properties. No. 35 has been extended by way of an almost identical sized two storey front extension to that currently proposed. Neither Tring Town Council nor the Local Planning Authority objected to

this and it was granted permission under delegated powers in 2015. Contrary to what objecting neighbours assert, and despite the boundary wall, No. 35 is considered to form part of the same street scene as the application property and forms one of the larger group of 9 similar properties. As the extension approved at No. 35 is very similar in size, form and position to the current proposal, its acceptance would be considered to set a precedent and would be a material consideration that should be afforded weight in current considerations.

In addition it is important to note that the properties are set a generous distance back from the highway. The set back is sufficient to avoid an overbearing impact upon the street scene.

The property will be modernised in appearance as part of the proposal and although a little different to elsewhere in the street, the street is considered to benefit from a slight variation and individuality of properties. The extension will not dominate the street scene or significantly alter its character.

The rear and side extensions are also considered acceptable.

It is considered the proposal would preserve attractive streetscapes in accordance with CS11 and integrate with the streetscape character in accordance with CS12.

#### Impact on Neighbours

The development would not significantly adversely affect the residential amenities of adjacent properties in terms of light, privacy or visual amenity. The proposal would thus comply with Policy Cs12 of the Core strategy in this regard.

Given the stagger of the properties, the two storey front and rear extensions would partially align with the side flank elevations of the adjacent properties and thus provide a generous clearing of the 45 degree angle of light. Given there is no infringement there would not be significant light loss or visual intrusion. There would be no adverse privacy impacts.

#### Other Material Planning Considerations

There would be sufficient on-site parking for this proposal.

No trees or landscape of significant value would be lost by virtue of this proposal and the proposal would accord with saved DBLP policy 99 and CS12.

Sufficient amenity space would remain post development in accordance with saved DBLP Appendices 3 & 7.

#### Community Infrastructure Levy (CIL)

Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is not CIL Liable due to less than 100m<sup>2</sup> proposed floor space.

**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 constructed in accordance with the materials specified on the approved drawings and documents.**

Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Core Strategy.

- 3 **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the local planning authority:**

**Schedule 2 Part 1 Classes B**

Reason: To enable the local planning authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality.

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

**001 Rev 00 - Existing plans and elevations**

**002 Rev 00 - Proposed plans and elevations**

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

Article 35;

Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage which lead 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 2015.