

**4/02855/17/FHA - SINGLE STOREY REAR EXTENSION, PORCH EXTENSION AND FRONT DRIVEWAY INCLUDING NEW CROSSOVER CONSTRUCTION.
14 CHAMBERSBURY LANE, HEMEL HEMPSTEAD, HP3 8AZ.
APPLICANT: Ms N Beach.**

[Case Officer - Sally Robbins]

Summary

The application is recommended for approval.

Site Description

The application site is located on Chambersbury Lane in Hemel Hempstead and comprises a two storey terraced dwellinghouse. The house contains an existing porch on the front elevation and a conservatory extension on the rear elevation. The site is located within Residential Character Area HCA 19: Nash Mills and the surrounding area is characterised by similarly sized and style terraced dwellinghouses, some of which show evidence of extensions or alterations.

Proposal

The application seeks full planning permission for a single storey rear extension, porch extension and front driveway including new vehicle crossover.

Referral to Committee

The application is referred to Development Management Committee due to the contrary views of Nash Mills Parish Council.

Planning History

None

Policies

National Policy Guidance

National Planning Policy Framework (NPPF)

Adopted Core Strategy

CS4 - The Towns and Large Villages
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design

Saved Policies of the Dacorum Borough Local Plan

Appendices 3 & 7

Supplementary Planning Guidance / Documents

Area Based Policies (May 2004) - Residential Character Area HCA 19: Nash Mills

Summary of Representations

Nash Mills Parish Council

With regards to 14 Chambersbury Lane, the Planning Committee strongly object to the above proposed application. Please find below concerns raised by the committee:

1. Proposed front porch extension not in keeping with the street scene.
2. Bulk and Size - the houses are divided by a single joint wall and each side has an open porch. The proposed porch extension will overshadow the neighbours' front door and overlap the joint wall already in place (attached link of street scene)
3. Foundations to the rear extension walls are located on the boundary and will need the agreement of both adjoining owners. The single car diagonal parking space seems impossible to provide a realistic parking space.
4. The planning committee would like clarification on whether there is joint access for both properties there only appears to be one set of steps.

Hertfordshire Highways

Parking

The proposal is to create one new parking space in the front garden. Drawing no 1 P-02 "Proposed Floor Plans" suggest that the room to manoeuvre in order to access the parking space easily is restricted by the proposed walls and pillars. It is suggested that the front garden wall and pillar should be realigned, and a wider VXO constructed in order to increase the room for manoeuvre and make the parking space more accessible.

Access

The new parking space will require the construction of a new vxo. It is suggested that a wider vxo than that shown on Drawing no 1 P-02 "Proposed Floor Plans" would make accessing the parking space more feasible. Chambersbury Lane is an unclassified local access road with a speed limit of 30 mph, so vehicles are not required to enter and exit the site in forward gear.

Conclusion

Hertfordshire County Council as Highway Authority considers the proposal would not have an increased impact on the safety and operation of the adjoining highways.

Contaminated Land Officer

Historical maps show that the property is situated within the vicinity of a former mill. There exists the slight possibility that this activity may have affected the application site with potentially contaminated material. Therefore I recommend that the developer be advised to keep a watching brief during ground works on the site for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action agreed.

Response to Neighbour Notification

16 Chambersbury Lane - Objects

I am concerned about the front porch extension which seems to be extending from our joint wall as it will reduce our access to our front door. As I remember from my house deeds that area was joint ownership, as are the steps and path. On the plans it shows a plain brick wall overlapping our part of the wall which is rendered and painted white, this will look out of place.

Considerations

Policy and Principle

The application site is located in a residential area of Hemel Hempstead. Core Strategy (2013) Policy CS4 states that appropriate residential development is encouraged in towns and large villages. The main issues of consideration relate to the impact of the proposed upon the character and appearance of the existing dwelling, immediate street scene and residential amenity of neighbouring properties.

Effects on Appearance of Building

Saved Appendix 7 of the Local Plan seeks to ensure that house extensions harmonise with the existing house in terms of scale, roof form, window design and external finishes.

The front porch would measure 1.57m deep and 3.2m wide comprising mono-pitch roof with an eaves height of 2.4m and a ridge height of 3.6m. The porch would contain one window and door on the front elevation and would be finished in roof tiles and facing bricks to match the parent dwelling.

The single storey rear extension would measure 3m deep and would span the width of the dwelling. The rear extension would have a flat roof measuring 3.5m high and would comprise a low profile roof light. It would be finished in facing brickwork to match the parent dwelling and would include bi-fold doors on the rear elevation.

It is considered that the modest scale and sympathetic design of the proposed extensions would not have a significant impact upon the character and appearance of the existing dwelling.

Impact on Street Scene

Saved Appendix 7 of the Local Plan, Policies CS11 & CS12 of the Core Strategy and the NPPF all seek to ensure that any new development/alteration respects or improves the character of the surrounding area and adjacent properties in terms of scale, massing, materials, layout, bulk and height.

The porch and driveway would be visible from the street. The proposed porch will not dominate the street scene by way of its modest scale. There are other examples from the surrounding area of porch extensions, some with flat roofs and some with pitched roofs. The driveway would result in the loss of the soft landscaping to the front of the property, although there are examples of paved driveways in the immediate vicinity. The proposed materials would harmonise with the parent dwelling, as well as properties in the surrounding area.

Taking the above into account it is considered that the proposal would not have a detrimental impact upon the character and appearance of the street scene.

Impact on Highway Safety

The proposal includes a new vehicle crossover to allow driveway access. The Highway Authority raised no objection noting that the proposal would not have an increased impact on the safety and operation of the adjoining highway.

Impact on Neighbours

The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in a detrimental impact on neighbouring properties and their amenity space. Furthermore,

Saved Appendix 7 of the Local Plan (2004) seeks to ensure that there is sufficient space around residential buildings to avoid a cramped layout, maintain residential character and to ensure privacy.

The proposed single storey rear extension would be modest in scale, measuring 3m from the existing rear wall and 3.5m high. Externally there would be a raised patio area, due to the ground levels falling away towards the rear of the site, which would extend 2.5m from the rear elevation of the rear extension. The cumulative height of the patio and privacy screening on both neighbouring boundaries would measure 2.2m from ground level.

Turning to the front elevation, the porch extension would measure approximately 0.6m further than the existing porch and 0.3m further than the existing boundary wall between numbers 14 and 16. The ridge of the porch would be 1m higher than the flat roof of the existing porch, although the eaves would measure the same height as the existing porch.

Taking all of the above into account, it is not considered that the proposal would have a significant impact upon the residential amenity of occupants of surrounding residential units in terms of visual intrusion, loss of light or loss of privacy.

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 resulting in less than 100m² of additional floor space.

Other Material Planning Considerations

An objection has been raised by Nash Mills Parish Council. The issues raised are addressed in turn below:

1. Porch extension not in keeping with the street scene.

As outlined above, there are many examples within the street scene of similar porch extensions, for example at numbers 44, 46 and 48.

2. Bulk and size of porch overshadowing neighbours from door, porch overlapping the joint wall. The porch would project from the front elevation of the neighbouring property by 1.57m with an eaves height of 2.4m and a ridge height of 3.6m. It is not considered that this would have a significant impact in terms of overshadowing or light provision. Furthermore, the front door of number 16 serves a hallway/utility area, neither of which are considered to be habitable rooms.

3. Rear extension wall foundations located on the boundary. Parking space seems unrealistic. Boundary issues are not a material planning consideration. Regarding the parking space, the Highway Authority has not raised an objection.

4. Joint access for both properties, appears to be one set of steps.

Private rights of access are not a material planning consideration.

An objection has been raised by 16 Chambersbury Lane regarding the porch extension reducing access to the neighbours' front door. The proposed porch will extend out further than the existing boundary wall by 0.3m. It is not considered that this would have an impact upon the accessibility or safety of occupants of the neighbouring property. The objector also commented on the proposed brick finish of the porch extension, stating that it would look out of place. It is considered that the brick finish would harmonise with the parent dwelling and surrounding properties. It is not considered that the application could be refused on these grounds.

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 **Prior to the commencement of the use hereby permitted the proposed onsite car parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.**

Reason: To ensure the permanent availability of the parking area, in the interests of highway safety.

- 3 **The gradient of the vehicular access shall not exceed 1:10 for the first 5 metres into the site as measured from the near channel edge of the adjacent carriageway.**

Reason: In the interests of the safety of persons using the access and users of the highway.

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

P-02

P-03

P-04

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

Article 35

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 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.

INFORMATIVES

Contaminated Land

1. Historical maps show that the property is situated within the vicinity of a former mill. There exists the slight possibility that this activity may have affected the application site with potentially contaminated material. The developer is advised to keep a watching brief during ground works on the site for any potentially contaminated material. Should any such material be encountered, then the Council must be informed without delay, advised of the situation and an appropriate course of action agreed.

Highways Safety

2. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

3. Obstruction of public highway land: 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 website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

4. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.