

<b>4/00349/19/FHA</b>	<b>DEMOLITION OF PART SINGLE STOREY REAR EXTENSION. CONSTRUCTION OF TWO STOREY REAR EXTENSION WITH WALL MOUNTED LIGHTING. CONSTRUCTION OF FRONT PORCH WITH WALL MOUNTED LIGHTING (AMENDED SCHEME)</b>
<b>Site Address</b>	<b>2 PHEASANT COTTAGE, WINGRAVE ROAD, TRING, HP23 5EZ</b>
<b>Applicant</b>	<b>Mr &amp; Mrs Paterson, 2 Pheasant Cottage</b>
<b>Case Officer</b>	<b>Colin Lecart</b>
<b>Referral to Committee</b>	<b>Contrary view of Tring Town Council</b>

## **1. Recommendation**

1.1 That planning permission be **GRANTED**

## **2. Summary**

2.1 The proposal is an amended scheme of planning permission 4/02903/18/FHA. The amendment relates to an increase in depth of the first floor rear extension by approximately 1 metre almost in line with the build line of the ground floor extension. The extension is set in from the boundary with the neighbour at number 1 Pheasant Cottage and would not obstruct a 45 right to light line drawn from the centre of the nearest habitable window of this property. It is considered that the slight increase in depth of the first floor rear extension would not have a detrimental effect on the street scene when viewed from Wingrave Road to the south and Grove Road from the south east.

## **3. Site Description**

3.1 The application site comprises a two storey semi-detached dwellinghouse which used to form a public house together with number 1 Pheasant Cottage before being converted into residential use and features white render with black painted window frames.

The building is in a prominent position and fronts directly onto the junction of Grove Road and Wingrave Road. The site is located within the designated built up area of Tring, within TCA12, New Mill East.

The site is surrounded mainly by residential properties comprising terraced, semi-detached and detached properties, but is generally of high density with small spacing between those buildings that are detached.

## **4. Proposal**

4.1 The application seeks permission for the demolition of a part single storey rear extension and the construction of a two storey rear extension and front porch, both with wall mounted lighting. The scheme is an amended application of planning permission 4/02903/18/FHA which proposes an increase in depth of the first floor element of the extension by approximately 1 metre.

## **5. Relevant Planning History**

4/00256/14/FUL - Conversion of existing building into two residential units and construction of two new detached dwellings - GRANTED

4/002903/18/FHA - Demolition of part single storey rear extension, construction of two storey rear extension with wall mounted lighting. Construction of front porch with wall mounted lighting - GRANTED (11/01/2019).

## **6. Policies**

### 6.1 National Policy Guidance

National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)

### 6.2 Adopted Core Strategy

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

### 6.3 Saved Policies of the Dacorum Borough Local Plan

Saved Appendix 3 - Layout and Design of Residential Areas  
Saved Appendix 7 - Small-scale house House Extensions

### 6.4 Supplementary Planning Guidance / Documents [include only those relevant to case]

- Area Based Policies (May 2004) - Residential Character Area TCA12: New Mill East

## **7. Constraints**

- 15.2M AIR DIR LIMIT

## **8. Representations**

### Consultation responses

8.1 These are reproduced in full at Appendix A

### Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix A

## **9. Considerations**

### Policy and Principle

9.2 The application site is located within an established residential area wherein

accordance with Policy CS4 of the Core Strategy (2013), the principle of residential extension is acceptable subject to compliance with the relevant national and local policies outlined below. The main issues of consideration relate to the impact of the proposal on the original building and surrounding street scene as well as the residential amenity of neighbouring properties.

### Effect on Appearance of Building and Street Scene

9.3 Saved Appendix 7 of the Dacorum Local Plan (2004), Policies CS11, CS12 of the Core Strategy (2013) and the NPPF (2018) 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.

9.4 The proposed two storey rear extension would not be visible when travelling down Wingrave Road from the North of the property. However, it would be visible when travelling up from the south along both Wingrave Road and Grove Road from the rear of the property. While this is the case, it is considered that the overall size of the extension is not disproportionate in terms of scale, massing, bulk and height in relation to the original building. The plans also indicate that black coloured window frames are to be introduced onto the rear elevation to match the existing front elevation of the property which is welcomed.

9.5 White render to match the existing would feature on the single storey element of the extension while the first floor element would be constructed in Cedar Timber Cladding. It is considered that while Cedar Timber Cladding is not conventional, it serves to break up the perceived bulk of the extension and so no objection is raised. Furthermore, the existing side elevation of the house comprises buff coloured facing brickwork which fronts onto Wingrave Road which is to be replicated on the ground floor element of the rear extension. The timber cladding (when viewed on physical coloured plans produced at a site meeting) appears to sit comfortably with this buff coloured brickwork and the slate roof.

9.6 It is noted that a section of wall that is located to the rear of the property and forms the boundary of the site will be rebuilt upwards to form the side elevation of the single storey rear extension. Highways raised no objection to this and have stated that a Highways Obstruction informative would cover with this aspect of the application.

9.7 In addition to this, a wide range of building design exists within the immediate area with tightly packed terraced houses to the north of the site and detached new builds featuring red brickwork directly to the rear of the site.

9.8 Tring Town Council has objected to the scheme, stating that by removing the setback of the first floor extension, the mass and appearance of the alterations would be over-bearing and harm the character of the cottage-style conversion from the original public house

9.9 The above assessment formed the basis of the approval of planning permission 4/00203/18/FHA. It is considered that the proposed increase in depth of the first floor extension by approximately 1 metre (to a total depth of approx. 4.8 metres) is a modest amendment and when considering the above, would not lead to significant harm to the Street Scene. Furthermore, the dwelling derives the majority of its character and style

(black window frames and doors contrasting with white rendering) from the front elevation fronting onto where Grove road splits off from Wingrave Road. This is the most prominent view of the site from which the extension would not be visible and as such the proposal is not considered to detriment the character of the original building.

#### Effect on Residential Amenity

9.10 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 detrimental impact upon neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light and privacy

9.11 The proposal would not result in any adverse on residential amenity in terms of loss of light and privacy. The first floor portion of the rear extension would be set in from the boundary of number 1 and would not obstruct the 45 degree right to light line drawn from the neighbours nearest habitable window. The ground floor extension is largely set in from the boundary with the neighbours with the utility room on the boundary being flush with the existing build line.

#### Impact on Highway Safety

9.12 The application would increase the bedroom size of the property by one. The property would maintain private parking provision located to the rear accessed off Grove Road. It is considered that the introduction of one new bedroom within the property would not result in a serious impact on highway safety.

#### Community Infrastructure Levy (CIL)

9.13 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 100m<sup>2</sup> of additional floor space.

### **10. Conclusions**

10.1 Overall, it is considered that the varying materials on the proposed rear extension would break up the bulk of proposal. It is considered that the increase in depth by 1 metre on the first floor element of the extension would not lead to an increase in perceived bulk that would be deemed detrimental to the street scene. The extension would not be visible from the north travelling down Wingrave Road, which is considered to be the most prominent view. Moreover, the differing materials proposed serve to break up the bulk of the scheme more so than the original minor set-back of the first floor extension. The extension, with this increase, would not breach a 45 degree right to line drawn from the nearest habitable window of 1 The Pheasants and will not result in a significant loss of residential amenity.

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

Conditions/Reasons for Refusal

No	Condition
1	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p>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.</p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>131-01 131-03 131-04 131-05 131-10 Rev E 131-11 Rev E 131-15 Rev C</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
3	<p>Source of Illumination</p> <p>The intensity of illumination shall be controlled at a level that is within the limit recommended by the Institution of Lighting Engineers in the publication 'Technical Report No 5: Brightness of Illuminated Advertisements'. No part of the source of the illumination shall at any time be directly visible to users of the adjacent public highway.</p> <p>Reason: So that drivers of vehicles along the adjacent public highway are not dazzled or distracted, leading to interference to the free and safe flow of traffic along the highway</p> <p>Article 35 Statement</p> <p>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 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.</p> <p>Highways Informatives</p> <p>INFORMATIVES:</p> <p>1. 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</p>

	<p>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: <a href="http://www.hertfordshire.gov.uk/services/transtreets/highways/">http://www.hertfordshire.gov.uk/services/transtreets/highways/</a> or by telephoning 0300 1234047.</p> <p>2. 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 <a href="http://www.hertfordshire.gov.uk/services/transtreets/highways/">http://www.hertfordshire.gov.uk/services/transtreets/highways/</a> or by telephoning 0300 1234047</p>
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## Appendix X

### Consultation responses

## Appendix X

### Neighbour notification/site notice responses

#### Objections

Address	Comments
THE MARKET HOUSE,61 HIGH STREET, TRING,,HP23 4AB	The Council recommended refusal of this application on the grounds that by removing the set-back of the first floor rear extension, the mass and appearance of the alterations would be over-bearing and destroy the character of the cottage-style conversion from the original public house. This is particularly relevant given the visibility of the site from the Wingrave Road. As such it would be contrary to CS12 of the Core Strategy.

#### Supporting

Address	Comments
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## Commenting

Address	Comments
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