

**4/02818/15/FHA - PROPOSED PART TWO STOREY PART FIRST FLOOR FRONT EXTENSION, GROUND FLOOR SIDE EXTENSION, GARAGE CONVERSION AND INTERNAL ALTERATIONS WITH DETACHED SINGLE CAR-PORT.
18 HEMPSTEAD LANE, POTTEN END, BERKHAMSTED, HP4 2SD.
APPLICANT: Mr & Mrs Jarrett.**

[Case Officer - Jennifer Seaman]

Summary

The application is recommended for approval.

The proposal is not considered to be detrimental to the open character of the Green Belt, or to the appearance of the original house or the street scene. The proposal would also not be detrimental to the amenities of neighbouring properties. The proposal therefore accords with Policy CS6 and CS12 of the Core Strategy.

Site Description

18 Hempstead Lane is a detached house in a road of similar properties. The house is set back approximately 8m from the road. There is an established high hedge along the front boundary of the site which limits views into the site.

Most properties in the road consist of substantial detached two storey houses and there is no established building line along the road. Several properties in the road have large garages in front of the houses.

Proposal

It is proposed to erect a two storey front extension, conversion of the existing garage to habitable accommodation and the erection of a single car port in front of the house.

The extension projects 5.5m in front of the house, has a width of 5.3m and has a pitched gable end roof. This incorporates a single storey element on the side adjoining no. 16 of approximately 1m in width which is sited 1m from the side boundary. The two storey is sited approximately 2m from the boundary with no. 16 and at its nearest point approximately 8m from the side boundary with no. 20.

The single car port is 6m in length and 2.9m in width, with a pitched roof that is approximately 4m high at the highest point.

Referral to Committee

The application is referred to the Development Control Committee due to the contrary views of Potten End Parish Council.

Planning History

4/01845/05/FHA - Single storey side and rear extension and double car port. Grant

Policies

National Policy Guidance

National Planning Policy Framework (NPPF)
Circular 11/95

Adopted Core Strategy

CS5 - The Green Belt
CS6 - Selected Small Villages in the Green Belt
CS7 - Rural Area
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design

Summary of Representations

Potten End Parish Council

The Parish Council feels it would have made better sense to move the footprint of the house a little further south, i.e. into the rear garden.

Response to Neighbour Notification / Site Notice / Newspaper Advertisement

1 letter from the neighbouring property which states that they have no objections

Considerations

Policy and Principle

The proposal is acceptable in principle subject to the proposal complying with policy and resulting in no material harm to the openness and character of the Green Belt, the character and appearance of the area and the amenities of neighbouring properties.

Impact on Green Belt

Policy CS5 Green Belt allows, in line with national Green Belt Policy, limited extensions to existing buildings, provided that it has no significant impact on the character and appearance of the countryside.

Policy CS6 of the Core Strategy relates specifically to selected small villages within the Green Belt and Potten End is one of the identified villages. Policy CS6 states that house extensions will be permitted providing that development is sympathetic to its surroundings in terms of local character, design, scale, landscaping and visual impact and providing that development retains and protects features essential to the character and appearance of the village.

In this instance there was already a double garage approximately 1m in front of the house. The proposed two storey extension would occupy the same footprint and would

be linked to the house. It is therefore considered that the proposal constitutes a limited extension to the existing building and is not considered to have an unacceptable impact on the openness of the Green Belt or the character and appearance of the countryside.

The proposed single car port is proposed in the same location as the previously approved double car port. The car port would be screened from the public highway by the existing hedge and is smaller than the previously approved car port so would not have an unacceptable impact on the openness of the Green Belt or the character and appearance of the countryside.

Effects on appearance of building

The design of the two storey extension is considered to be in keeping with the original house and the car port design is considered acceptable.

Impact on Street Scene

The proposed extension is set back a considerable distance from the road, and designed to be in keeping with the original property. As such the proposal is not considered to have a detrimental impact on the street scene.

Impact on Trees and Landscaping

The proposed two storey extension is not close to any trees and a single storey structure already exists on site. The front garden is already block paved and a double car port was already approved in the same position as the proposed single car port. There is therefore considered to be no detrimental impact on trees and landscaping.

Impact on Highway Safety

It is not considered that there will be a detrimental impact on highway safety. There is room on site to park several cars and room to turn within the site so that the site can be entered and exited in forward gear.

Impact on Neighbours

16 Hempstead Lane is sited further forward than no. 18. There is a single storey structure approximately 2m from the boundary and so there is a distance of at least 3m between the proposed extension and the nearest part of the house at no. 16. Given the distance between the proposed extension and the neighbouring house, and that the neighbouring house is sited further forward, it is not considered that the proposal would be detrimental to the amenities of 16 Hempstead Lane.

The proposed two storey extension is a considerable distance from no 20. and that property is sited forward of no. 18. The car port will be mainly screened by the boundary fence and the principle of a car port in that location has already been established by the previous planning approval.

The proposal is not considered to be detrimental to the open character of the Green Belt, or to the appearance of the original house or the street scene. The proposal

would also not be detrimental to the amenities of neighbouring properties. Approval is recommended accordingly.

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 materials to be used in the construction of the external surfaces of the extension hereby permitted shall match in size, colour and texture those used on the existing building.**

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

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

CIL Form
Site Location Plan
Site Plan
556 SU 003
556 SU 002
556 SU 001
556 PL 011
556 PL 010
556 PL 002

Reason: For the avoidance of doubt and in the interests of proper planning in compliance with the NPPF and Policy CS12 of the Core Strategy.

4. **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 windows, dormer windows, doors or other openings other than those expressly authorised by this permission shall be constructed without the prior written approval of the local planning authority.**

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in compliance with the NPPF and Policy CS12 of the Core Strategy.

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 2012.