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| 4/01863/18/FUL | DEMOLITION OF EXISTING GARAGE AND CONSTRUCTION OF TWO STOREY EXTENSION AS A SEPARATE DWELLING. |
| Site Address | 1 AUSTINS MEAD, BOVINGDON, HEMEL HEMPSTEAD, HP3 0JX |
| Applicant | Mr Mark Whitewood, 1 Austins Mead |
| Case Officer | Sally Robbins |
| Referral to Committee | Contrary view of Parish Council - object on the grounds of overdevelopment, lack of amenity area. |

1. Recommendation

1.1 That planning permission be **GRANTED**

2. Summary

2.1 The principle of residential development in this location is considered acceptable. The proposal comprises the demolition of a single storey attached garage, followed by the construction of a two storey one-bedroom dwelling with rear amenity space and associated car parking. The site has planning permission for a two storey side extension (ref. 4/03075/17/FHA), therefore the principle of the development has already been established in respect of the bulk, scale, mass and height. The subdivision of the plot is considered to be acceptable as it will not have a significant impact upon the character and appearance of the surrounding area or residential amenity of surrounding properties. The proposed development therefore complies with the National Planning Policy Framework (2019), Policies CS1, CS4, CS10, CS11, CS12 and CS17 of the Core Strategy (2013), Saved Policies 10, 18, 21, 58, 99 and 100 and Appendices 3 and 5 of the Local Plan (2004).

3. Site Description

3.1 The application site is located on the southwest side of Austins Mead in Bovington. The site comprises a two storey semi-detached dwellinghouse composed of facing brickwork on the ground floor and cream painted render at first floor level. There is a single storey attached garage and parking on the driveway for three vehicles.

4. Proposal

4.1 The application seeks full planning permission for the demolition of the existing garage and the construction of a two storey one-bedroom dwelling.

5. Relevant Planning History

4/03075/17/FHA DEMOLITION OF GARAGE AND CONSTRUCTION OF TWO STOREY SIDE EXTENSION
Granted
19/03/2018

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy

CS1, CS4, CS10, CS11, CS12 and CS17

6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10, 18, 21, 58, 99 and 100; Appendices 3 and 5

6.4 Supplementary Planning Guidance / Documents

- Accessibility Zones for the Application of car Parking Standards (2004)

7. Constraints

- LARGE VILLAGE

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 B

9. Considerations

Main issues

9.1 The main issues to consider are:

- Policy and principle
- The 'tilted balance'
- Impact on character and appearance of surrounding area
- Impact on residential amenity
- Trees and landscaping
- Parking & highway safety
- Other

Policy and Principle

9.2 Core Strategy (2013) Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged. Furthermore, within the Core Planning Principles outlined in the NPPF (2019) there is heavy emphasis on the planning system's responsibility to deliver more homes. Paragraph 59 of the NPPF stresses this further, seeking to boost the supply of housing and paragraph 118 promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land

supply is constrained and available sites could be used more effectively. Paragraph 68 of the NPPF states that decision makers should give great weight to the benefits of using suitable sites within existing settlements for homes. Saved Policy 10 of the Local Plan (2004) seeks to optimise the use of available land within urban areas.

9.3 Additionally, due to the fact that the Local Planning Authority (LPA) cannot currently demonstrate a 5 year housing land supply, decisions should apply a presumption in favour of sustainable development. This is discussed in further detail below.

The 'Tilted Balance'

9.4 The LPA cannot currently demonstrate a 5 year housing land supply, and therefore paragraph 11 of the NPPF (2019) is engaged. Paragraph 11 and footnote 7 clarifies that in the context of decision-taking "the policies which are most important for determining the application are out-of-date" when the LPA cannot demonstrate a five year supply of deliverable housing sites. The most important policies for determining a housing application are considered to be Policies CS1 (Distribution of Development), CS4 (The Towns and Large Villages) and CS17 (New Housing). Paragraph 11 continues, "Plans and decisions should apply a presumption in favour of sustainable development...where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

a) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

b) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

9.5 The NPPF identifies that there are 3 dimensions to sustainable development: social, economic and environmental.

- The social benefits of the scheme would include a small contribution towards making up the shortfall in housing in the Borough thereby facilitating the Government's aim of boosting the supply of housing.

- The economic benefits of the scheme would include the creation of construction jobs in the short-term during the construction of the development. In addition, it is likely that future residents would support the local economy such as using the amenities in the village centre. It is therefore considered that the proposal will have some positive benefits to the local community, and can be considered sustainable from an economic perspective.

- In terms of the environmental benefits, the principle of residential development is acceptable in this location and the site does not reside within an area of particular importance (for example a habitat site, Green Belt, AONB, heritage site - see footnote 6 of the NPPF). One of the key strands of the NPPF is the expectancy of high quality development that will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Any new development is expected to protect the surrounding built environment and make effective use of land.

9.6 It is considered that there are social, economic and environmental benefits to the scheme. Therefore the proposal constitutes sustainable development and for that reason the tilted balance in favour of one additional housing unit on the site is sufficient to justify development.

9.7 Taking all of the above into account, the proposal is acceptable in principle and would make a small but valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). The development would be located in a sustainable location and would seek to optimise the use of urban land. The proposal is in accordance with Policies CS1, CS4 and CS17 of the Core Strategy (2013), Saved Policy 10 of the Local Plan (2004) and the NPPF (2019).

Impact on Character and Appearance of Surrounding Area

9.8 Core Strategy Policies CS10, CS11 and CS12 state that development within settlements should respect the typical density in the area and integrate with the streetscape character. Policy CS12 states that development should respect surrounding properties in terms of scale, mass, height and appearance. Saved Appendix 3 of the Local Plan promotes good layout and design practice for residential areas and seeks to ensure that proposals harmonise with the surrounding area. Furthermore, Chapter 12 of the NPPF emphasises the importance of good design in context and, in particular, paragraph 130 states that permission should be refused for development of poor design that fails to improve the character and quality of an area and the way it functions.

9.9 As outlined above, the principle of the demolition of the garage and the construction of a two storey side extension has already been established via planning permission ref. 4/03075/17/FHA. The current proposal comprises an increase in depth of 0.45m, an increase in height of 0.2m and an increase in width of 0.54m in comparison with the approved scheme. However, the overall bulk, scale and mass of the proposed scheme is considered to be comparable to the approved scheme.

9.10 The proposed dwelling would be externally finished in materials to match the existing dwelling, including facing brickwork at ground floor level, cream painted render at first floor level, plain roof tiles and brown uPVC windows. The proposed roof would continue the form and pitch of the existing roof. The entrance door for the proposed dwelling would be on the side elevation and would therefore be discretely positioned within the streetscene.

9.11 In terms of layout, Saved Appendix 3 of the Local Plan states that private gardens should normally be positioned to the rear of dwellings and have an average minimum depth of 11.5 m. However, a reduced rear garden depth may be acceptable for small starter homes and development backing onto or in close proximity, to open land, public open space or other amenity land.

9.12 A small amenity space would be provided to the rear of the dwelling (approximately 32 sqm). Whilst this is a modest space, it is considered that a small amenity space would be sufficient for the proposed one-bedroom dwelling. The amenity space would face the southwest and would therefore provide a valued sitting out area, albeit modest in size. Furthermore, the site is located close to open land with open countryside to the northeast of Chipperfield Road and southwest of Austins Mead, providing access to open amenity space.

9.13 The Council's Conservation and Design Officer has been consulted and commented, "Whilst the design for the front of the extension would be acceptable, the two-storey canted corner to the new dwelling exposes the extremely limited and awkward amenity space and proximity to the gable end of the adjacent building." The Conservation and Design Officer's comments have been taken into consideration, however as the scale, form and design of the proposed dwelling has been approved under application ref. 4/03075/17/FHA, it is not considered that there are sufficient grounds to refuse the application on the basis of the design. As discussed above, the amenity space is modest, however this is considered to be acceptable for a small starter home.

9.14 It is considered that the layout, architectural style and built form of the proposed dwelling would not result in a detrimental impact upon the character and appearance of the surrounding area. The proposal therefore complies with Saved Appendix 3 of the Dacorum Local Plan (2004), Policies CS10, CS11 and CS12 of the Core Strategy (2013) and the NPPF (2019).

Impact on Residential Amenity

9.15 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 and Policy CS12 of the Core Strategy, seek to ensure that new development does not result in detrimental impact upon the neighbouring properties and their amenity space. Thus, proposals should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light or privacy.

9.16 In relation to adjoining property 27 Austins Mead, the proposed dwelling would be situated at an oblique side-to-side relationship. On the side elevation of 27 is a door and window at ground floor level and an obscure glazed window at first floor level. One window is proposed on the side elevation at first floor level that would serve a bathroom and would be obscure glazed. As such it is considered that there will be no significant additional overlooking or loss of privacy in relation to no. 27.

9.17 In terms of the visual impact, the proposed dwelling would replace the existing garage, which measures 4.445m wide with a ridge height of 4.6m. The proposed dwelling would have a width of 4.51m and a ridge height of 7.4m. The separation distance between the host property and 27 Austins Mead is 4.5m at the narrowest point, widening to 7m. Taking all of the above into account, it is not considered that the proposed dwelling would have a significant impact on the light provision to no. 27's side facing windows.

9.18 Overall it is considered that the proposed development will not detrimentally impact the residential amenity of neighbouring properties, or future occupiers, thus is considered acceptable in terms of the NPPF (2019), Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013).

Impact on Trees and Landscaping

9.19 Saved Policies 99 and 100 of the Dacorum Local Plan (2004) and Policy CS12 of the Core Strategy (2013) seek to ensure that retained trees are protected during development and that new planting is a suitable replacement for any removed trees.

9.20 There are no trees within the site that would be affected by the proposal. However, the proposed scheme has the potential to provide some soft landscaping on site, as well as appropriate screening. Should planning permission be granted a condition would be recommended requesting details of hard surfacing materials, proposed boundary treatment and screening and other soft landscaping details.

9.21 The proposal is considered to accord with Saved Policies 99 and 100 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013).

Impact on Parking & Highway Safety

9.22 Policy CS12 of the Core Strategy (2013) seeks to ensure that developments have sufficient parking provision. Paragraph 105 of the NPPF (2019) states that when setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles. Policy CS8 of the Core Strategy (2013) and Saved Policies 57, 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

9.23 The existing dwelling comprises three bedrooms, the maximum requirement for which is 2.25 spaces according with Saved Appendix 5 of the Local Plan. The proposed dwelling would have one bedroom, which would require a maximum of 1.25 spaces. The development would retain 2 car parking spaces for the existing dwelling and 1 car parking space for the proposed dwelling (a total of 3 spaces), which meets the maximum requirements set out in Saved Appendix 5. In addition, the application site is considered to be in a somewhat accessible location, situated close to bus stops on both sides of Chipperfield Road providing services to Hemel Hempstead and Watford and within 0.5 km of the local amenities of Bovington village centre. As such, it is not considered that the proposed development would have a negative impact on local parking provision.

9.24 In terms of highways safety, the Highways Authority were consulted and raised no objection to the proposal. The existing and proposed dwellings would share an access and the existing vehicle crossover would be retained, as shown on the block plan. The Highway Authority has indicated that the vehicle crossover would need to be extended, however has raised no objection, noting that Austins Mead is an unclassified local access road so vehicles are not required to enter and leave the highway in forward gear. The Highway Authority has recommended that an informative note be added to any permission with regards to the vehicle crossover.

9.25 The proposed development will not result in a detrimental impact on local parking provision, nor will it have a severe impact to the safety and operation of the adjacent highway. Thus, the proposal meets the requirements of Policy CS8 and CS12 of the Core Strategy (2013) and Saved Appendix 5 of the Local Plan (2004).

Response to Neighbour comments

9.26 Local residents have raised concerns regarding the following:

- Car parking and access

- Proposed terraced dwelling out of character
- Overdevelopment of such a small plot
- Loss of existing view, adversely affect residential amenity

9.27 These points have been addressed above other than concerns regarding overdevelopment. The subdivision of the plot would result in a modest garden area for the proposed dwelling. It is however considered that this is commensurate with other dwellings on Austins Mead, which includes flats and maisonettes. The proposed dwelling would be one bedroom and it is therefore considered that the resultant plot size would be appropriate. It is not considered that the proposal would place excessive demands on infrastructure and services, or impact on the amenity and character of the local area. Furthermore, more weight is given to paragraph 118 of the NPPF (2019), which promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively. Paragraph 68 of the NPPF states that decision makers should give great weight to the benefits of using suitable sites within existing settlements for homes.

CIL

9.28 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 CIL Liable.

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

Conditions

| No. | Condition |
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| 1 | <p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p><u>Reason:</u> 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 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 No.1 Austins Mead, Bovingdon (as indicated in section 7 of the application form submitted with this application).</p> <p><u>Reason:</u> To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Dacorum Borough Core Strategy (September 2013).</p> |
| 3 | <p>No development, other than groundworks and demolition, shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include:</p> |

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| | <p>a) Hard surfacing materials b) All on site vehicular parking areas c) Details of surface water interception and disposal d) Means of enclosure e) Boundary treatment f) Soft landscape works g) Refuse storage.</p> <p>The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.</p> <p><u>Reason:</u> To ensure a satisfactory appearance to the development, to safeguard the visual character of the immediate area and in order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises, in accordance with Core Strategy (2013) Policy CS12.</p> |
| 4 | <p>Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.</p> <p><u>Reason:</u> In the interest of highway safety, in accordance with Core Strategy (2013) Policy CS8.</p> |
| 5 | <p>Pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the vehicle crossover, which will be restricted to a double width, i.e. as per Roads in Herts - Highway Design Guide 3rd ed guidance, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.</p> <p><u>Reason:</u> In the interest of highway safety, in accordance with Core Strategy (2013) Policy CS8.</p> |
| 6 | <p>The proposed parking spaces shall have measurements of 2.4m x 4.8m respectively. Such spaces shall be maintained as a permanent ancillary to the development, shall be paved and shall be used for no other purpose.</p> <p><u>Reason:</u> To ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining highway, in accordance with Core Strategy (2013).</p> |
| 7 | <p>The development hereby permitted shall not be occupied until the double width crossover has been constructed in accordance with approved drawing 2018-3 Rev.B (04 April 2019).</p> <p><u>Reason:</u> In the interests of highways safety in accordance with Policy CS12 of the Dacorum Core Strategy (September 2013).</p> |
| 8 | <p>The window at first floor level on the south elevation of the dwelling hereby permitted (labelled L/H Side Elevation on plan no. 2018-4 REV A) shall be permanently fitted with obscured glass and non-opening below a level of 1.7m above internal floor level.</p> |

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| | <p><u>Reason:</u> In the interests of the residential amenities of the occupants of the adjacent dwellings, in accordance Core Strategy (2013) Policy CS12.</p> |
| 9 | <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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:</p> <p>Schedule 2 Part 1 Classes A, B, C and E</p> <p><u>Reason:</u> To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the privacy of 27 Austins Mead and to retain the rear amenity space as a garden for the new dwelling, in accordance with Core Strategy (2013) Policy CS12 and Saved Appendix 3 of the Local Plan (2004).</p> |
| 10 | <p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>2018-3 REV. B (received 4 April 2019) 2018-4 REV. A</p> <p><u>Reason:</u> For the avoidance of doubt and in the interests of proper planning.</p> <p><u>Article 35 Statement</u> 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 (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p><u>INFORMATIVES</u></p> <p>1. 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/</p> <p>2. 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</p> |

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.

3. 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

APPENDIX A

Consultation responses

1. Bovingdon Parish Council:

Over development of site in congested residential area. Lack of amenity area. Unsuitable parking arrangements - no access and would be difficult as on a tight bend.

2. Strategic Planning:

We do not wish to comment on this application. Please refer to policies/guidance in the DBLP/Core Strategy/Site Allocations as appropriate.

3. Highways Authority:

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Hertfordshire County Council as Highway Authority does not object to the development, subject to the conditions and informative notes below.

CONDITIONS:

1. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.
Reason: In the interest of highway safety.

2. Pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the new vehicle crossovers, which will be restricted to a double width, ie as per Roads in Herts - Highway Design Guide 3rd ed guidance, within which there

shall be no obstruction to visibility between 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety.

3. The proposed parking spaces shall have measurements of 2.4m x 4.8m respectively. Such spaces shall be maintained as a permanent ancillary to the development shall be paved and shall be used for no other purpose.

Reason: The above condition is required to ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining Highway.

4. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

INFORMATIVES

1. 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/>

2. 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.

3. 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

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COMMENTS

This application is for Demolition of existing garage and construction of two storey extension as a separate dwelling.

ACCESS

Although drawing no 2018-3 "Block Plan" does not indicate any VXOs at all, there is an existing one serving the current garage.

Furthermore, the applicant has indicated in section 8 of the application form that no new or altered vehicular access is proposed to or from the public highway. However, a new one is required to be constructed to provide vehicular access to the proposed two new spaces in the front garden of the existing house.

PARKING

One parking space for the new property and two for the current one are proposed. Austins Mead is an unclassified local access road so vehicles are not required to enter and leave the highway 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, subject to the conditions and informative notes above.

Comments on amended location plan:

Subject to the informatives the highway authority would not wish to restrict the grant of planning permission.

HCC as Highway Authority recommends inclusion of the following Advisory Notes (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website:<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN2) 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

AN3) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and 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, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

Comment / Analysis The proposals consist of the demolition of existing garage and erection of two storey extension as a separate dwelling. The Highway Authority has commented on a similar application. Austins Mead is designated as unclassified and provides a local access function in the road hierarchy. It is subject to a speed limit of 30mph and maintainable at public expense. There have been no recorded accidents in a rolling 5 year period. The application confirms the existing crossover to be extended to a double which is acceptable and to retain the existing 3 parking spaces. Accordingly, the proposal has no highways implications therefore, this level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity therefore; subject to the informatives the highway authority would not wish to restrict the grant of planning permission.

Amendment

Subject to the informatives the highway authority would not wish to restrict the grant of planning permission. HCC as Highway Authority recommends inclusion of the following Advisory Notes (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN2) 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

AN3) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and 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, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

Comment / Analysis The proposals consist of the demolition of existing garage and erection of two storey extension as a separate dwelling. The Highway Authority has commented on a similar application. Austins Mead is designated as unclassified and provides a local access function in the road hierarchy. It is subject to a speed limit of 30mph and maintainable at public expense. There have been no recorded accidents in a rolling 5 year period. The application confirms the existing crossover to be extended to a double which is acceptable and to retain the existing 3 parking spaces. Accordingly, the proposal has no highways implications therefore, this level of development is unlikely to generate any extra movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity therefore; subject to the informatives the highway authority would not wish to restrict the grant of planning permission.

Decision

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

4. Conservation Officer:

Whilst the design for the front of the extension would be acceptable, the two-storey canted corner to the new dwelling exposes the extremely limited and awkward amenity space and proximity to the gable end of the adjacent building.

APPENDIX B

Neighbour notification/site notice responses

2 Austins Mead (objects):

I object to the proposal, in particular "AS A SEPARATE DWELLING" for the following reasons.

Car parking space in Austins Mead is already a huge problem. A separate dwelling will more than likely bring the need for further car parking space(s).

Already due to the excessive volume of vehicles parked in Austins Mead Dacorum council refuse lorries are constantly unable to gain access around the Mead to empty the bins.

This proposal will result in my semi-detached property becoming an end of terrace. Not only is this out of character and not in keeping with the rest of Austins Mead's frontage, where all the properties are detached and semi-detached, but this change in property type will have a detrimental effect on the value of my semi-detached property.

I vehemently object to the change of use from a side extension to a one-bedroom separate dwelling which I view to be a total over development of such a small plot and needs to be inspected in person to review my grave concerns.

Comments on amended location plan:

Further to the amendments to the proposed application, chiefly concerning the double width crossover to comply with Highways Dept, design, this exacerbates the parking and access issues around this congested tight bend on Austins Mead.

The proposed double width crossover actually decreases the amount of public road parking for residents in favour of the residents of No 1 Austins Mead and the proposed new development.

As previously stated, the majority of properties do not have their own driveway and/or garage space and therefore park on the narrow road, verges and pavements. This already causes an issue for drivers and pedestrians with many families with children who have to negotiate parked and moving vehicles. Removing existing public road parking access by increasing the crossover area to the proposed development is a regressive step to the residents of Austins Mead.

Missed bin collections with a smaller vehicle having to be sent and access for emergency vehicles are valid concerns and the amended proposal does not alleviate these issues.

Proposed parking space P1 at No 1 Austins Mead is sited on the extreme boundary of No 1 and No 2. P2 is also very close. This would mean that No 2 Austins Mead will have toxic exhaust fumes entering the house when cars are using the parking spaces. This is a health hazard and is not acceptable.

The proposed amendments do not alleviate the detrimental appearance of reducing garden land and which is out of character with the other properties 2 -5 Austins Mead.

The proposed development is an unacceptable, incongruous over-development of the site involving the loss of garden land and the open aspect of the neighbourhood. Valid parking and access concerns have not been addressed and have been exacerbated by the proposed development and amendments.

26 Austins Mead (objects):

There is already insufficient parking in the street to accommodate any further cars associated with this new dwelling.

3 Austins Mead (objects):

The proposed development is an unacceptable over-development of the site involving the loss of garden land and the open aspect of the neighbourhood. A loss of existing view to neighbouring property would also adversely affect residential amenities.

The development is also out of character in terms of its appearance and its impact on the neighbourhood. Numbers 1-5 Austins Mead are two pairs of semi-detached properties with a detached house between them. This original design gave a balanced and attractive appearance facing outwards towards Chipperfield Rd. This would be lost with the proposed development and would appear incongruous.

Parking and access around Austins Mead is an issue. The majority of properties do not have their own driveway and/or garage space and therefore park on the narrow road, verges and pavements. This already causes an issue for drivers and pedestrians. Austins Mead has many families with children who have to negotiate parked and moving vehicles.

The converting of the front garden of No 1 into a car park has been detrimental to the appearance of the properties and this together with the proposed inadequate parking space will further reduce garden land and increase the hazard whilst parking and reversing across a busy footpath to both drivers and pedestrians.

Refuse vehicles are often unable to access and empty bins because they cannot get around tight bends. This often results in bin collections being missed and a smaller vehicle having to be sent around days after due collections. Access for emergency vehicles is a serious concern and this would only be increased by more vehicles being parked on a tight bend.

Comments on amended location plan:

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