

**4/03728/15/FHA - TWO-STOREY SIDE AND SINGLE STOREY REAR EXTENSION. NEW GARAGE, PORCH, RAISED PATIO AND ENLARGED DRIVE-WAY..
4 CANGELS CLOSE, HEMEL HEMPSTEAD, HP1 1NJ.
APPLICANT: N Bateman & M Brookes.**

[Case Officer - Elspeth Palmer]

Summary

The application is recommended for approval.

The proposal will be in character with the existing dwelling and the street scene along Cangels Close and will not have a detrimental impact on highway safety. The proposal will be in compliance with Core Strategy Policy 11 and 12 and Appendices 5 and 7.

Site Description

The site is located on the eastern side of Cangels Close at the intersection with Moorlands Road. The site is located within a residential area of Hemel Hempstead and comprises a two storey semi-detached dwelling with attached garage.

Proposal

The proposal is for a two storey side and single storey rear extension, new garage, porch, raised patio and enlarged drive-way.

Referral to Committee

The application is referred to the Development Control Committee due to the applicants both being DBC officers.

Planning History

None.

Policies

National Policy Guidance

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

Adopted Core Strategy

NP1 - Supporting Development
CS4 - The Towns and Large Villages
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS25 - Landscape Character
CS29 - Sustainable Design and Construction

Saved Policies of the Dacorum Borough Local Plan

Appendix 5,7

Supplementary Planning Guidance / Documents

Area Based Policies (May 2004) - Residential Character Area [HCA 7 Boxmoor]
Accessibility Zones for the Application of Car Parking Standards (July 2002)

Summary of Representations

Any comments received from neighbours will be reported at the meeting.

Hertfordshire Highways

Hertfordshire County Council (HCC) as a Highway Authority does not object to the proposed development. The proposals would not have a material impact on the highway network. However, the following informatives should be included within the decision notice should the Local Planning authority wish to grant planning permission.

The highway authority recommends inclusion of particular Advisory Notes (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980. These have been added to the conditions.

Description of the Proposal

The above application is for a two storey side and single storey rear extensions, new garage, Porch, patio and enlarged driveway. Access to the site will remain off Cangels Close via the simple existing vehicle crossover which appears to be unmodified. Please note that the maximum width that the highway authority would allow would be a double width vehicle crossover. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

Cangels Close is an unclassified local access road, L2, 2U534/10. It is 134m long from its junction with Northridge Way to Moorlands. The average width is 5m but at the site which used to be a turning head feature it is over 13.5m wide. The road is lit and has a 30mph speed limit. Road safety Looking at the five year rolling RTC data there are no recorded injury incidents in the road near to the site. However, there have been some slight injury incidents in Fishery Road near the junction with Horsecroft Road. This information can be obtained from the Gazetteer (<http://www.hertsdirect.org/actweb/gazetteer/>) or Webmaps.

Analysis A Transport Statement or Assessment is not required for this application due to the small size of the proposed development. This is in line with Roads in Hertfordshire: Highway Design Guide requirements.

Highway Impact

Trip Generation The trip generation profile is not required as the development proposed for this proposal as it is unlikely to impact on the overall function of the local highway network.

Travel Plans The applicant has not submitted a travel plan as part of this application. The scale of the development falls below the threshold that requires either a Travel Plan or a Statement

Planning Obligations/ Community Infrastructure Levy (CIL)

It is not considered that any planning obligations are considered applicable to the proposed development.

Conclusion

The assessment does not indicate any significant issues with the proposal with increased off street parking. The highway authority would not wish to restrict the grant of planning permission subject to the above informatives.

Considerations

Policy and Principle

The principle of an extension at this location is acceptable and should be considered against the Core Strategy policies CS 11, CS12 and saved DBLP Appendices 5 Parking Provision and 7 - Small Scale House Extensions.

Effects on appearance of building

The proposed extensions are in character with the existing building in terms of roof design, scale and materials.

Impact on Street Scene

The majority of dwellings along Cangel Close are large two storey detached dwellings with similar design to the subject site. The predominant character along Moorlands Road is that of Bungalows.

The proposal will be in character with the surrounding properties and will not project forward of the dwelling in a way that dominates the streetscene.

Impact on Trees and Landscaping

There are no significant trees in proximity to the proposal.

Impact on Highway Safety

Highways are satisfied that there will be no detrimental impact on highway safety as a result of the proposal.

The house currently has 3 bedrooms with two off street parking spaces. The proposal will allow for 4 bedrooms with three off street parking spaces.

The maximum parking standards outlined in Appendix 5 of the DBLP are a 3 bedroom dwelling requires 2.25 spaces and for a 4 bedroom dwelling 3 spaces are required.

The proposal satisfies the maximum parking standards.

Impact on Neighbours

The two storey side extension is well removed from any of the neighbours as it is adjacent to Moorlands Road.

The single storey rear extension will project outwards by two metres with no north facing windows so will not cause a loss of light, privacy or visual intrusion for the attached neighbour.

The new windows in the rear elevation will look onto the side elevation of the neighbour to the rear which has a window in the roof slope facing the subject site. There will be one additional window at first floor and windows at ground floor. The additional window at first floor will be for a bathroom so any potential loss of privacy will be reduced by conditioning that the window be permanently fitted with obscure glass and top hung.

The windows at ground floor could be part of a small extension allowable under permitted development rights.

Sustainability

The proposal would be built to modern building regulation standards thereby improving the overall sustainability of the home. The proposal therefore accords with CS29.

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 and to comply with Core Strategy Policy CS 11 and 12.

- 3 Notwithstanding the details shown on the approved plans the new window at first floor level in the rear elevation of the extension hereby permitted shall be top hung and shall be permanently fitted with obscured glass.**

Reason: In the interests of the amenity of adjoining residents and to Comply

with Core Strategy Policies 11 and 12.

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

CIL

Drawing No. 01 Rev A

Drawing No. 02 Rev A

Drawing No. 03 Rev A

Drawing No. 04 Rev A

Drawing No. 05

Drawing No. 10 Rev F

Drawing No. 13 Rev E

Drawing No. 14

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

Article 35 Statement:

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) Order 2015.

Highway Informatives:

Storage of materials AN1) Storage of materials: The applicant is advised that the storage 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 <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

Obstruction of the highway 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 <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

Mud on highway AN3) 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.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.