

4/00176/16/FUL - ENLARGEMENT OF EXISTING DWELLING AND CONVERSION INTO TWO DWELLINGS.

6 SEVERNMEAD, HEMEL HEMPSTEAD, HP2 6DX.

APPLICANT: MR T NAYLOR.

[Case Officer - Martin Stickley]

Summary

The application is recommended for approval.

The principle of residential development is considered acceptable in the sites location within a residential area. The proposal would not have any adverse impact on the appearance of the streetscene or on the amenity of neighbouring properties. The access and car parking is deemed satisfactory. Therefore, the proposal is acceptable in accordance with the aims of the National Planning Policy Framework; Policies CS4, CS11 and CS12 of the Core Strategy and saved Policies 58, and saved Appendices 5 and 7 of the DBLP.

Site and Surroundings

The application site is located on the eastern side of Severnmead, a residential cul-de-sac within the Hemel Hempstead Character Area 32 (Grove Hill). The plot currently comprises a two-storey dwelling characterised by a mono-pitch roof. The area is characterised by simple design, reflecting the styles of public sector housing in the 1960s and 1970s. However, there are notable details from this period including tile hanging, weatherboarding and rendering, with simple wooden window designs.

Proposal

The application seeks planning permission for the enlargement of the existing dwelling, which would involve demolishing a single-storey front and side extension, and the construction of two-storey side extensions to both flanks. The enlarged dwellinghouse would then be converted into two two-bedroom properties. The proposal would involve the demolition of the detached garage to provide an parking area. Each property would be designated two spaces.

Referral to Committee

The application is referred to the Development Control Committee following a call-in from Councillor Julie Banks following concerns raised by the neighbouring residents. These will be discussed in the 'Impact on Residential Amenity' section below.

Planning History

No relevant history.

Relevant Policy

National Policy Guidance

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

Adopted Core Strategy

NP1 - Supporting Development

CS1 - Distribution of Development

CS4 - The Towns and Large Villages

CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS29 - Sustainable Design and Construction

Saved Policies of the Dacorum Borough Local Plan

Policies 10, 13
Appendices 3, 5 and 7

Supplementary Planning Guidance/Documents

Area Based Policies (May 2004)
Accessibility Zones (July 2002)

Summary of Representations

Consultees

Thames Water

WASTE COMMENTS

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

WATER COMMENTS

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Further comments

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public

sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

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Water Comments

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Hertfordshire Highways

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:

Decision

Hertfordshire County Council has no objection to the principle of the proposed new dwelling(s) with vehicular access, subject to a S278 Agreement for any modifications and the following condition and informatives.

S278 Agreement Any works within the highway boundary will need to be secured and approved via a S278 Agreement with the HCC.

SHC 18: Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) a pedestrian visibility splay measuring 2m x 2 metres shall be provided to each side of the accesses where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

The 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) Where works are required within the public highway to facilitate the new vehicle access or modify an existing (no works planned at present but the applicant needs to be made aware), 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. Before works commence the applicant will need to apply to Hertfordshire County Council Highways team to obtain their permission and requirements. Their address is County Hall, Pegs Lane, Hertford, Herts, SG13 8DN. Their telephone number is 0300 1234047.

AN2) 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.

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.

Description of the Proposal

Conversion of existing dwelling into two dwellings (C3 use) including the demolition of existing garage to create two additional off street parking spaces as shown on the submitted plans at 6 Severnmead, Hemel Hempstead.

Severnmead - This is an unclassified local access road, L2, 2U997/10 that runs from Marlborough Rise to the end, is 95m long and approximately 5.6m wide where the VXO is. The road is lit and has a 30mph speed limit. The road and footways are maintained at public expense by the highway authority. There are neither traffic counts nor any traffic calming measures shown. This information can be obtained from the Gazetteer (<http://www.hertsdirect.org/actweb/gazetteer/>) or Webmaps.

Road Safety

Looking at the rolling 5year RTC data there has been no recorded RTC in this period.

Analysis

The applicant has not submitted any transport information ie - Transport Assessment, Transport Statement or a Travel Plan. As part of a Design and Access statement, the application should take account of the following policy documents; • National Planning Policy Framework (March 2012); • Hertfordshire County Council (HCC) Local Transport Plan 3-2011-2031 • Roads in Hertfordshire Design Guide 3rd Edition • Dacorum Borough Local Plan, Appendix 5 Parking Provision

Trip generation and distribution

As there are no supporting/mitigating details from the applicant regarding trip generation and distribution that this level of development will generate. However, this level of development is unlikely to generate significantly high levels of movements which would ultimately lead to demonstrable harm to the highway network in terms of free flow and capacity. This conclusion is based on the above mentioned traffic volume data, speed of traffic and known RTC information.

Impact on Highway Network

The creation of two dwellings on this site will only impact on the highway if the development fails to provide sufficient off street parking space. This includes visitor parking if applicable.

Highway Layout

The submitted plan shows two new additional parking bays taking access off Severnmead. These bays will be formed where the current garage is. The any widening or modifications to this access will need to be built to the highway authority's standards hence the condition

covering pedestrian visibility requirements and the informative covering construction protocol/permission for the dropped kerbs

Parking

Although parking is a matter for the Local Planning Authority (LPA), the applicant should provide details of parking provision and whether or not there will be any impact on the highway. In this case the applicant is providing a total of 4 off street parking spaces. It is unclear if these spaces will be DDA compliant though. The applicant will also need to provide cycle spaces.

Roads in Hertfordshire highway design guide 3rd edition states that the dimension and location requirements for parking bays, driveways shall be in accordance with the guidance in DfT Manual for Streets.

Accessibility

Forward Planning Officers (Passenger Transport Unit) have not supplied any details of bus services and bus infrastructure to identify gaps in the service. Refer to HCC's Bus strategy (<http://www.hertsdirect.org/docs/pdf/b/busstrategy.pdf>).

Public Rights of Way (PRoW) there appears to be no Public Rights of Way affected by this proposal. If this is incorrect then feedback from Right of Way Officer should be requested. Note that the granting of planning permission does not entitle the developer to obstruct the Public Right of Way and permission would need to be granted to temporarily close the route if required. The applicant must ensure all necessary legal procedures for any diversions are implemented. Enforcement action may be taken against any person who obstructs or damages a Public Right of Way.

Servicing Arrangements Refuse and recycling receptacle storage will need to be provided. It is likely that this will be via a kerb side service. No information is provided regarding servicing of the property and a servicing arrangement is required.

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. The highway authority would not wish to restrict the grant of planning permission subject to the inclusion of the above legal agreement, conditions and informatives.

Trees and Woodlands

I have no objection to the proposals. The site contains no vegetation of quality or significance in the local landscape.

Councillor Julie Banks

Call in.

Local Residents

1 Severnmead, Hemel Hempstead, HP2 6DX

We strongly oppose the planning on several points:

1. Loss of privacy to our garden
2. Visual intrusion to our bedrooms
3. Most days this quiet col-de-sac is gridlocked from excessive parking of cars & vans, which raises a concern on whether emergency vehicles would be able to gain access, therefore we feel our road would not cope with more cars that that two new four bedrooms dwellings would create

2 Severnmead, Hemel Hempstead, HP2 6DX

I wish to oppose the planning application. I do not feel my road, which is a small cul-de-sac, could take any further cars from parking on it, as it is very over crowded as it is, due to properties being rented and having more than three vehicles attached to them. I feel that two four-bedroom dwellings would further increase dangerous parking and overcrowding on my already overcrowded cul-de-sac, therefore, putting residents at risk, if emergency vehicles, such as the Fire Brigade could not gain entry because of this issue.

4 Severnmead, Hemel Hempstead, HP2 6DX

To begin with, none of the submitted drawings correctly reflect the existing dwelling OR adjoining properties; the existing site and layout plans do not even match, the site plan showing a completely different shaped property to that illustrated in the GA plans. Windows are omitted on plan or are incorrectly positioned; the elevations of the existing and proposed units do not in any way reflect the fact that the property is in fact semi-detached.

The proposals contain windows at first floor level directly on a boundary this will be a problem in terms of Building Regulations in terms of fire spread. No account has been taken that the existing dwelling contains Party Walls and Party Structures which will have to be retained. The proposals about the boundary hard-up, which will be impossible to construct (in terms of foundations where our building already exists). All of this paints a confusing and concerning picture of lack of considered detail and lack of clarity, which gives no confidence that should the application be permitted, the constructed scheme would reflect the approved drawings.

There is a significant change in level across the site, as evidenced by the steps down the existing side passageway; this is not reflected in the submitted plans and is further evidence that the proposals have not been thoroughly thought through and presents further doubt that the as built development would reflect the submitted drawings.

Environment Agency maps show that the site area is in an area at risk of flooding from Surface Water. A Flood Risk Assessment is therefore required especially as the area of permeable drainage is being significantly reduced. We have witnessed the impact of flood devastation at our property 4 Severnmead when we lived there and had to be relocated for many months whilst repair works were carried out.

The applicant claims the space to the side of the garage is derelict land; this is clearly public space/green buffer, which is present throughout the whole estate and is not in any way derelict. This is not land open for development and clearly the applicant does not own the land (going by their application form). It is clearly soft buffer space, present throughout the whole estate layout and therefore should not be disregarded as being unimportant to the character and appearance of the estate as a whole. Removal of the green soft landscaping to the front

of dwellings in the estate would result in the urbanisation and de-greening of the local environment, which the Local Authority states is strongly contrary to its Local Plan objectives and which would be contrary to Policy CS12.

The creation of two no. four bedroom properties is highly likely to result in the need for parking of more than four vehicles (especially as, as the applicant confirms, there are four spaces for the existing single dwelling) meaning that the temptation to park in front of the neighbours garage will be too great. The new parking will therefore increase parking pressure by introducing more demand for the same number of spaces.

The lack of any buffer between the principle living spaces of the proposed front unit and the parking area sets a new precedent for the estate the well-established planted buffer (the derelict land according to the applicant) and the front garages create private space setting the existing dwellings back from the street. The proposal to have parking AND bins located directly outside the sole living room windows will create an extremely poor outlook for the new residents and will significantly decrease the external appearance of the property. This will be detrimental to the character and appearance of the existing property and more pertinently to the estate as a whole and will as a result negatively affect the adjoining properties (in contravention of the essence of the Planning Policy CS11).

The provision for bin storage is totally unacceptable and should be an enclosed store in a far less obtrusive location. There is also insufficient provision for two no. four bedroom dwellings and all of this will result in bin-blight, completely against planning objectives for new-build residential proposals.

The property currently has no access off the side public footpath and creating a new pedestrian access would require a legal agreement to create a new Right of Access across that land. The proposals should not be approved (or at the very least a Condition attached that the development cannot be occupied) until such agreement had been undertaken.

This side access will go against the principles of Secured by Design and Planning Policies CS11 and CS12 in rendering natural security surveillance impossible, increasing the risks of crime and the fear of crime and providing access which is neither safe nor satisfactory.

Under Planning Guidance (Housing Standards Review etc.) minimum bedroom standards are not met, nor are circulation requirements (tight angled access to ground floor WC).

The lack of clarity, porosity of detailed information, lack of landscaping proposals (and other supporting information) and contravention of Planning Policy mean that we strongly urge the Planning Authority to consider refusal of this application, at the very least until MUCH more accurate, detailed and informative/definitive proposals have been submitted.

5 Severnmead, Hemel Hempstead, HP2 6DX

I am astounded that this planning application has got to this stage.

I am extremely concerned about the extra traffic that will be created in such a small cul-de-sac by this development.

Living next door to a previously family occupied home. This is now a multi occupancy dwelling resulting in many vehicles two of which are permanently park in turning areas. Quite often I have to reverse into or out of my premises up to 150 feet.

Surely extra vehicles from this development will exacerbate the situation in the near future.

8 Severnmead, Hemel Hempstead, HP2 6DX

I wish to formally raise an objection to the development on the following grounds:

1. The development as proposed shows a significant lack of amenity space reflected in the reduced size of the garden. The development of 4 bedroom house requires significantly larger garden space than is proposed as detailed in the Dacorum Borough Council guidance documents.

No garage spaces are provided for in the proposal for either of the 2 houses in the plan. Neither is any attic/loft space. Where/ how will the occupants be able to store belongings like all their neighbours? e.g. Wheelchairs and prams? Garden sheds in the small back gardens are very inconvenient for accessibility insecure and will further reduce amenity provision. No space is available for adding storage in the garden.

2. The extent of the land on the plans as proposed is not in the ownership of the applicant and has land noted as derelict. It is in fact in the ownership of the local authority and is part of the highways protection strip.

3. The parking area as proposed has an existing and longstanding right of way in place since 1 April 1971 that allows the passing and repassing of people and/or vehicles over the first two spaces. That right is required to access the existing garage to my property. The designation of the area as parking as shown on the plans will prevent any access to the garage.

New national guidance August 2014 seeks to ensure more parking spaces are provided alongside new homes to end a vicious cycle where clogged up streets leave motorists to run a gauntlet of congestion. That seems likely to increase yet further pressure upon the very limited off-road space proposed and in turn yet more pressure upon on already busy on-road.

This property is part of a building scheme constructed under the provisions of Transfer by the Commissions for the New Towns and the covenants relating to that scheme includes specific covenants which are for the benefit and protection of all properties within the area covered by the scheme. That Area being defined as the whole of the land at Hemel Hempstead of which the New Town's Commission was on the first day June 1971 the Freeholder. Whilst I am aware that these are private covenants enforceable in private law. I would expect the Local Authority, as both the planning authority and successors to the New Town Commission would ensure that they are upheld.

Area HCA23 Adeyfield North

DEVELOPMENT PRINCIPLES

Landscaping and planting: Encouraged throughout. New development proposals will be expected to supplement and enhance existing landscaping provision. No evidence of supplement or enhancement proposed.

On-street parking: Limit effect by effective on-site provision in new development proposals. No provision for visitor parking off-street

Off-street parking: Provision by on-site parking is encouraged.

The 4 spaces incorrectly proposed have little manoeuvring space and could encourage visitors and even occupiers to park on road.

4. There will be significant effects on the privacy of my property from the windows of the front elevation of the development as they will have a direct line of sight into my conservatory and bedroom windows. It will also create a lack of privacy to my front and rear enclosed gardens that have been in existence since 1971.

5. The density of the development and the effect on the neighbouring properties will place further pressure on the environment as a result of the increase in parking within the street from visitors.

6. The provision of the entrance to one of the units from a section of land in separate ownership does not satisfy the provisions for access under the Equality Act for disabled people and as such the proposal for the second unit will be unlawful and unsaleable.

A1.3 The Sustainability Checklist An applicant should consider does my proposal improve access to buildings for all.

The applicant appears not to have considered that this key Dacorum Sustainability policy applies to the elderly and households with children as well as disabled persons and their visitors.

Applications requiring a Full Access Statement include new and substantially extended buildings.

This application is for a totally new building: No Full Access Statement has been provided.

The development is excessive and impinges on the quiet enjoyment of all the neighbours within the close.

We will follow-up this online comment with a letter that also includes a full copy of the deeds.

Further comment

It should be noted by the planning committee that Mr Naylor has been informed by my solicitor that the parking spaces could not in fact be provided and therefore if planning permission were granted there would be additional parking on the highway.

Comments on amended/additional information

Please find the following further objection to the subsequent plans and Design and Access statement. The amended plan and Design and Access statement fails on several fronts and planning permission should be refused.

1. The amended plan to two 2 bedrooms and a study is a sham. The study on the plan on both properties are unenforceable to be used as studies so they must be treated as bedrooms. Therefore making both properties three bedrooms in reality increasing density to the amenity space

2. Although it is difficult to tell as there is no footprint guide on the new plans. The ground floor plans make it seem at least between half and two thirds smaller in size than the original plans. Indeed the garden now looks massive in comparison. A completely false statement of the plans.

3. The access plan will have no affect other than create more vehicles in the already overcrowded cu-de-sac. The four parking spaces are an unworkable solution. The plan to demolish the garage and use the green space for parking spaces will only create a problem for cars that are already parked now on the highway as they wont be able to park in their current positions otherwise they will trap in cars parked in the newly formed parking spaces. Therefore having a negating affect.

The other two spaces on my right of access to my garage will block my use of my garage. One

of the few measurements on the plans is 5.5 meters from my garage to the start of the parking spaces. This will make it impossible for me to access my garage. By giving planning permission this will result in litigation to enforce my rights. It would be disappointing if the council were to encourage this dispute. As you can see from the photo SITE ANALYSIS 2. The applicants AUDI is blocking my access to my garage and continues to do so despite requests not to from my solicitor. This has been the case for the last six months since the applicant's first approach to planning.

4. I have lived at no. 8 for 23 years the previous owners kept the plot in good order and parked their cars in accordance with the parking agreement indeed a Mitsubishi shogun was parked in the garage and another vehicle was parked in the parking space to the side of the garage. No parking on the forecourt in front of both garages was ever an issue as we both respected each other's right of access.

Since 2012 when sold to the current encumbent the garden and leylandii have been left to become overgrown and not tended at any time. Strangely since planning permission has been sought the leylandii has been cut to the side of the footpath and my boundary on which it overhanged severely. Also the green space (unregistered land) in front of 4 and 6 has been cleared completely of any shrubs. Amazing as nothing has been tended to in the last four years.

5. The statement regarding overlooking my front and rear garden fails to recognise that the plan is to go up and double in size towards my gardens thus severely overlooking my front garden and rear garden and conservatory.

6. The background statement states that the plot is larger than average. This is false as no.1 and no.6 are the smallest plots in the close of fourteen houses because they only have one garden to the front thus one smallest amenity spaces.

7. It is a fact that the close is becoming overcrowded with vehicles forcing them to park on grass verges. This development will only exacerbate the situation.

In conclusion

I have proved that the proposals would adversely affect the amenity of the adjoining neighbours
I have proved that the proposals would adversely affect the privacy of adjoining neighbours
I have proved that the proposed parking solution is unworkable and would increase traffic and parking to an already overcrowded cul-de-sac. The current dwelling has been neglected since the last owner and just needs the garden tidied up trees cut down and lick of paint it's no excuse to build two houses on an unsuitable sized plot.

9 Severnmead, Hemel Hempstead, HP2 6DX

This development should not be allowed because.

4. The thought of 2 houses on the site of 1 house does mean things would be cramped.
5. The parking allotted to each house will not be adequate, the roads are already crowded. We live at 9 Severnmead close to us 7 Severnmead has been made into a multi-occupier house, the car parking associated with this house is horrendous, the road has cars parked in it even the turning point has cars/vans parked in it.
6. Big question is how the fire brigade is supposed to get down Severnmead with their appliances, with all the associated parking problems.
7. I believe some areas on the plans are actually rights of way.
8. I believe the plans show the buildings encroaching on the planned wildlife corridor at the edge of Marchmont fields.

10 Severnmead, Hemel Hempstead, HP2 6DX

We are concerned about the problems that may be caused by the extra vehicles that will be parking in this small cul-de-sac if this application is passed.

14 Severnmead, Hemel Hempstead, HP2 6DX

This plan will increase car usage by far more than just 4 cars. It will congest a small residential road which is already full to capacity. The road is set on a very steep hill and in bad weather is very treacherous even without increased cars.

28 Marlborough Rise, Hemel Hempstead, HP2 6DU

The proposed conversion does not conform to the concept of all existing houses within this area of Grovehill. All properties within this area around Marlborough Rise are purposely intended by orientation and design to respect privacy and never overlook another property. The existing building allows for this requirement by being located towards the front of the site and only exists with a single story erection at the rear. Dwelling 6a does comply with these criteria whereas the proposed dwelling 6b is to be built further towards the rear of the site and intrudes on adjacent property. This should not be allowed because of its location, would be two stories high rather than the existing single height, with windows now located overlooking adjacent property.

The proposed development would also involve an increased building density which would be undesirable for the small road structure of Severnmead. There is already a severe traffic problem resulting from the lack of parking within Severnmead with its current density. This results in many vehicles owned by Severnmead's residents parking in adjacent Marlborough Rise including blocking the designed turning bay at the end of this road and causing severe difficulties for large lorries and other vehicles.

Considerations

Policy and Principle

The site is located within the residential area of Hemel Hempstead where the Core Strategy, Policies CS1, CS4, CS11 and CS12 are relevant. Policy CS4 supports appropriate residential development in such locations, whilst CS11 is concerned with quality of neighbourhood design; to respect the typical density for an area and preserve attractive streetscapes. The location of this development in an urban area is acceptable providing it also meets the following criteria: avoids harm to neighbouring properties; respects the general character and appearance of the street; provides adequate parking and amenity spaces; provides suitable access arrangements and makes efficient use of the land.

In terms of compatibility with the Character Area Appraisal (HCA32), the development principles for the area are as follows:

- No special requirements, although where infilling is proposed, new buildings must follow the architectural proportions, style, colour and details of adjacent development.
- Small to moderately sized dwellings are encouraged.
- High density development in the range of 35 to 50 dwellings/ha (net) is generally acceptable, although the density of development schemes should be commensurate with that of nearby and adjacent development.

Density of Development

As mentioned above, the Character Area Appraisal promotes a high density of development in this area. This is reinforced by saved Policy 10 of the Dacorum Borough Local Plan (DBLP), which seeks to optimise the use of urban land. Further to this, national guidance (NPPF) states

that with regards to density, new development should correspond with neighbouring buildings and the local area. It is clear that in terms of density, this proposal for one additional dwellinghouse is acceptable in accordance with HCA32, saved Policy 10 and the NPPF (Paragraph 59).

Impact on Streetscene

No adverse impact.

HCA32 requires infill development to follow the architectural proportions, style, colour and details of adjacent development. Policy CS12(g) reinforces this, stating that new development should respect adjoining properties in terms of site coverage, scale, height, bulk and materials. It is felt that the proposal responds to the character of the area in terms of dwelling type, scale and design. The bulk of the neighbouring properties are reflected in the height, width and depth of the proposed, achieving a balance between the proposal and the neighbouring properties. Policy CS11(b) and Policy CS12(f) emphasise the need for new development to integrate and preserve attractive streetscapes. It is considered that the scheme not only performs well against relevant policy provisions but also preserves the streetscape character whilst ensuring that the potential of the site is optimised. The proposal will be in-keeping with the adjacent properties, resulting in a harmonious collection of dwellinghouses.

Impact on Residential Amenity

There have been nine objections received from neighbouring properties. These objections have been identified, summarised and addressed below. Throughout the determination period, the areas of concern raised by the neighbours were discussed with the agent and a number of amended schemes submitted. It is felt that all of the issues raised have been mitigated by changes in design. These are explained below.

Overlooking/Loss of Privacy

No adverse impact.

The neighbour to the rear of the property (4 Severmead) raised concerns about potential overlooking. However, the only window on the rear elevation of the proposed units is obscure glazed and non-opening, as shown on drawing 'TM006'. The windows on the eastern flank are situated towards the end of No. 4's rear garden and face away from the property. Therefore, views towards the house from these windows are non-existent and any views into the neighbour's garden are extremely limited. The neighbour at No. 8 also raised concerns about loss of privacy to first-floor windows, conservatory and garden. It should be noted that this neighbour has no windows directly facing the application site. The current dwelling already has a direct line of sight from the south facing first-floor windows into both front and rear gardens of number 8 Severmead. Thus, the new proposal will make little difference to the current privacy status of this neighbour's garden and conservatory. An additional plan has been submitted, demonstrating the minimal change in the location of the existing and proposed first-floor windows. Alongside this, the agent has replaced the most south-western window with obscure glazing to ensure that overlooking is not exaggerated to an unacceptable degree. Overall, it is considered that the loss of privacy would not be significant enough to warrant a refusal.

Loss of Light

No adverse impact.

A number of neighbours objected with regards to loss of light. The existing building already breaches the 45 degree rule as set out by saved Appendix 7 of the DBLP. This would be slightly worsened by the proposal and therefore the agent was approached and asked to

supply evidence that there would not be a detrimental loss of light caused to any of the neighbours. Following this, a daylight/sunlight assessment was undertaken by MES Building Solutions. They stated the following:

"Daylight loss to neighbouring properties as a result of a new development (or extension) is usually assessed in accordance with *BRE 209: Site Layout Planning for Daylight and Sunlight*. As you're aware there is a staged process outlined in this document in determining the depth of analysis necessary for any given application. This culminates in what is known as a Daylight and Sunlight Impact Assessment, which incorporates four calculations that analyse whether or not the proposed development will have a detrimental impact upon its neighbours.

After having visited the site of the proposed extension on 19th February 2016 I am of the opinion that the planned development would not be likely to materially cause a detrimental impact on the neighbouring daylight, sunlight and amenity space sunlight. This is as a result of relatively small amount of additional massing that is proposed to be constructed and the distance between this massing and the neighbouring windows."

Therefore, following advice from a registered professional it is apparent that the proposal would be acceptable in terms of retaining sufficient light to the surrounding properties in accordance with BRE Guidelines and Policy CS12 of the Core Strategy.

Additional Traffic and Parking

All of the objectors were concerned with parking in the area and the potential for the additional dwelling to generate more parked cars on the road. Saved Appendix 5 of the Local Plan advises that as a maximum standard, dwellings comprising two bedrooms should accommodate 1.5 parking spaces. Therefore, both proposed dwellings combined should provide three parking spaces. The proposal comprises the demolition of a garage, which was built to vehicle dimensions in the 1970s, and is too narrow for feasible use by modern vehicle. Following the demolition of this garage, a number of additional parking spaces would be installed. The resultant layout would comprise four off-street parking spaces. One of the objectors commented on the fact that the upstairs study rooms could easily be converted into additional bedrooms. This has been taken into consideration. If both properties comprised three bedrooms, our maximum standards require 2.25 spaces per unit. This would leave an overall shortfall of 0.5 spaces. Considering that these are maximum standards and considering the proximate (walking distance) to local centres within Hemel Hempstead and nearby public transport links, the proposal is deemed acceptable in accordance with Policy CS12 of the Core Strategy and saved Policy 58 of the Local Plan.

The neighbour at 8 Severnmead was particularly concerned about access to his garage, as it fronts the proposed parking area. Contact was made with David Varney at Hertfordshire County Council and he confirmed that a 5.5m gap would need to be retained between any development and the entrance to the neighbour's garage. The agent was approached and he re-configured the parking layout to leave a sufficient (5.5m) gap between the proposed parking area and the neighbour's garage. The proposal would therefore have no impact on the neighbour accessing his garage.

Ownership of Derelict Land / Loss of Greenery

A number of neighbours commented on the ownership of the derelict piece of land to the east of the site, which would be incorporated as an access point for the proposed parking area. Although one of the neighbours claimed that this land was owned by Hertfordshire County Council, contact was made with our Estates Department and it was confirmed that this land was unregistered. All of the correct procedures were undertaken to ensure that this land could be incorporated into this planning application. For instance, Certificate D was signed in the application form and an advert was put in the local newspaper. The full paper trail regarding

this is stored on Anite. The piece of derelict land had become seriously overgrown and the majority of the pavement had been engulfed with shrubbery. To improve the aesthetics of this area, if approved, a condition would be attached to the application to ensure that additional landscaping is implemented.

Lack of Amenity Space

A few of the neighbouring residents commented on the lack of amenity space within the proposed site. The final amended scheme submitted reduced the building sizes to free up more amenity space. HCA32 states that "front garden areas should be provided at a size, depth and layout common to that of nearby and adjacent development." Although the shape and location of the site does not allow for rear gardens, the front gardens are considered sufficient when compared to the surrounding residential development. One of the proposed dwellings would accommodate 70sq.m of outdoor amenity space and the other would provide 106sq.m. Approximate calculations have been taken from GIS for the garden/amenity areas for a number of the surrounding properties (see below)

1 Severnmead	115sq.m
7 Severnmead	125sq.m
10 Severnmead	154sq.m
12 Severnmead	125sq.m

It is clear that properties on Severnmead generally benefit from larger amenity areas than what is proposed. However, it must be noted that the majority of these properties are larger and provide more bedrooms. Considering this and considering the proximate (walking distance) to Margaret Lloyd Park, just 100-200 metres to the north and the large open fields to the west of the site, it is not considered that a slight under provision of amenity space would warrant a refusal.

RECOMMENDATION - That planning permission be **GRANTED** 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 accordance with Policy CS12 of the Dacorum Borough Core Strategy.

- 3 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 development falling within the following classes of the Order shall be carried out without the prior written approval of the local planning authority:**

Schedule 2 Part 1 Classes A, B, C, D and E

Reason: Over development of the residential plots and enlargement of the

individual dwellings may result in a cramped layout and insufficient amenity space for the occupants. To enable the local planning authority to retain control over this, and in the interests of safeguarding the visual amenity of the locality, the condition above has been imposed in accordance with Policy CS12 of the Dacorum Borough Core Strategy.

- 4 **The car parking spaces shall have minimum dimensions of 2.4m by 4.8m. Such spaces shall be maintained as a permanent ancillary to the development and shall be used for no other purpose.**

Reason: To ensure the adequate provision of off-street parking in order to minimise the impact on the safe and efficient operation of the adjacent highway in accordance with Policy CS8 (h) and CS12 (b) of the Core Strategy.

- 5 **Pedestrian visibility splays of 2m by 2m shall be maintained, on both sides of the existing and proposed hardstanding areas, within which there shall be no obstruction to visibility between 600mm and 2m above the carriageway.**

Reason: In the interests of highway safety.

- 6 **No development shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:**

- hard surfacing materials;
- means of enclosure;
- soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- proposed finished levels or contours.

The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policies CS12 and CS25 of the Dacorum Borough Core Strategy.

- 7 **No development, other than the demolition of the single-storey front/side extension and detached garage, shall take place until full details of the on-site surface water drainage mechanisms for the parking spaces, have been submitted to and approved in writing by the Local Planning Authority. The parking spaces and pathways shall be constructed in accordance with the approved details prior to the occupation of the dwellings hereby permitted.**

Reason: To minimise danger, obstruction and inconvenience to highway users and to ensure the satisfactory disposal of surface water in accordance with Policies CS8 and CS31 of the Dacorum Borough Core Strategy.

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

**TM004
TM005
TM006**

TM007A
TM007B
TM008A
TM008B

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

Article 35 Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. 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) Order 2015.

INFORMATIVES:

Highways Department

S278 Agreement Any works within the highway boundary will need to be secured and approved via a S278 Agreement with the County Council.

Advisory Notes

AN1) Where works are required within the public highway to facilitate the new vehicle access or modify an existing (no works planned at present but the applicant needs to be made aware), 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. Before works commence the applicant will need to apply to Hertfordshire County Council Highways team to obtain their permission and requirements. Their address is County Hall, Pegs Lane, Hertford, Herts, SG13 8DN. Their telephone number is 0300 1234047.

AN2) 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.

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.