

**4/00620/17/FUL - DEMOLITION OF SINGLE STOREY SIDE EXTENSION AND CONSTRUCTION OF TWO STOREY SIDE AND REAR EXTENSION AND SINGLE STOREY REAR EXTENSION. DIVISION OF PROPERTY TO CREATE AN ADDITIONAL SEMI-DETACHED DWELLING WITH ASSOCIATED PARKING AND VEHICULAR ACCESS. 10 WRENSFIELD, HEMEL HEMPSTEAD, HP1 1RN.  
APPLICANT: MR & MRS D JOHNSTON.**

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[Case Officer - Amy Harman]

### **Summary**

The application is recommended for approval.

### **Site Description**

The application site is currently occupied by a 1960s/70s two storey detached dwelling located to the North of Wrensfield in Hemel Hempstead. The site is located within the Counters End Area Character Appraisal (HCA8). Parking provision is available in an area of hard standing to the front of the property.

Wrensfield is a cul-de-sac characterised by similarly designed detached dwellinghouses of relatively identical architectural style and build line. However many properties in the area have been the subject of extensions and alterations. The majority of the properties in Wrensfield have parking areas to the front of their properties, many of which have been extended. The overall character of the area is evident.

### **Proposal**

The proposal is for the demolition of single storey side extension and construction of two storey side and rear extensions. Division of property to create an additional semi-detached dwelling with associated parking and vehicular access.

### **Referral to Committee**

The application is referred to the Development Control Committee due to being called in by Councillor Andrew Derek Williams for the following reason;

*'I feel the proposal is out of keeping with the area, will constitute an overdevelopment of the site and will have a detrimental effect on the neighbouring property'.*

### **Planning History**

- 4/00362/16/FUL DEMOLITION OF SINGLE STOREY SIDE EXTENSION AND CONSTRUCTION OF NEW TWO STOREY FOUR BED DWELLING WITH ASSOCIATED PARKING AND VEHICULAR ACCESS  
Refused  
05/10/2016
- 4/02979/14/FUL DEMOLISH EXISTING DWELLING AND CONSTRUCT TWO NEW FOUR BEDROOM PROPERTIES AND ONE FIVE BEDROOM PROPERTY WITH ASSOCIATED PARKING.  
Withdrawn  
05/05/2015

4/01190/05/FHA GARAGE CONVERSION, ALTERATIONS TO FRONT AND REAR  
FENESTRATIONS AND INTERNAL ALTERATIONS  
Granted  
26/07/2005

## **Policies**

### National Policy Guidance

National Planning Policy Framework (NPPF)  
Circular 11/95

### Adopted Core Strategy

NP1 - Supporting Development  
CS1 - Distribution of Development  
CS4 - The Towns and Large Villages  
CS8 - Sustainable Transport  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS13 - Quality of Public Realm  
CS17 - New Housing  
CS25 - Landscape Character  
CS28 - Renewable Energy  
CS29 - Sustainable Design and Construction

### Saved Policies of the Dacorum Borough Local Plan

Policies 10, 12, 13, 15, 18, 19, 21, 22, 23,...  
Appendices 3, 7

### Supplementary Planning Guidance / Documents

Environmental Guidelines (May 2004)  
Area Based Policies (May 2004) - Residential Character Area, HCA 8 - Counters End Area  
Character Appraisal  
Water Conservation & Sustainable Drainage (June 2005)  
Energy Efficiency & Conservation (June 2006)  
Accessibility Zones for the Application of car Parking Standards (July 2002)  
Landscape Character Assessment (May 2004)

### Advice Notes and Appraisals

Sustainable Development Advice Note (March 2011)

## **Summary of Representations**

### Hertfordshire Highways

## COMMENTS

This application is for Demolition of single storey side extension and construction of two storey side and rear extension and single storey rear extension. Division of property to create an additional semi-detached dwelling with associated parking and vehicular access.

## ACCESS

The proposed new property will require a new vehicular and pedestrian access onto Wrensfeld, which is an unclassified local access road, with low flows of pedestrians and vehicles. Whilst no speed measurements have been undertaken, the 85th percentile speed is not expected to exceed 30mph. There have been no collisions that have resulted in personal injury during the last 5 years.

## PARKING

The proposed new property will be provided with three off road parking spaces, one in an integral garage.

Impact on the Highway Network: It is expected that there will be very little impact on the highway network following the creation of an additional dwelling and its associated extra traffic movements. Although the property is on the outside of a bend, it is still recommended that the standard visibility condition be applied to secure the sight lines for the future.

CONCLUSION: The assessment does not indicate any significant issues with the proposal. Therefore the Highway Authority does not wish to restrict the grant of permission, subject to the above conditions and advisory notes

## Trees and Woodlands

Due to the distance from trees to proposed works, there would be no detrimental effect

## Response to Neighbour Notification / Site Notice / Newspaper Advertisement

### **142 Signature Petition - Summary of objection;**

- Does not respect the character of the area
- Would create a dangerous precedent
- Would have an adverse effect on its immediate neighbours

## Neighbours

29 letters of objections and 12 online objections (some in duplicate) have been received from addresses in Wrensfeld, Barberry Road, Finchdale, Gravel Lane, Robinsfield, Cardy Road, Fulmar Crescent, Counters Close and Gullbrook. Comments are summarised as

- Does not respect the character of the area
- It would set an adverse precedent
- Effect on neighbouring properties (numbers 8 and 12) - loss of privacy and light
- Effect on TPO trees
- Increasing the house density above the norm.
- Lack of garage for Plot 10
- Overdevelopment of the plot
- 45 degree rule is infringed from the sole window of 4th bedroom of number 12 Wrensfeld
- Proposals would double the size of the property
- Loss of privacy and unacceptable overlooking into adjacent properties
- Overshadowing of rear patio of number 12 Wrensfeld
- Access Arrangement would result in loss of privacy and amenity to neighbours
- Increased traffic in area
- Increase in on-street parking / lack of garage for one of the semi-detached properties
- Unwelcome precedent set for this type of development
- Anomaly in the internal drawings / chimney

- Title / Covenant issues

### **Constraints**

No specific policy designations, established residential area of Hemel Hempstead.

### **Key Considerations**

The application site is located within a residential area, wherein accordance with policy CS4 of the Core Strategy (2013) the principle of residential development is generally held to be acceptable subject to compliance with the relevant national and local policies outlined below.

The main issues of relevance to the consideration of this application relate to the policy and principle justification for the proposed sub-division of the existing dwelling, the impact on layout and the character and appearance of the area and street scene, the impact on neighbouring properties, and the impact on car parking.

These matters are assessed against the relevant policies in the following paragraphs of this report.

#### **Principle of sub-division**

The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. Similarly Policy CS4 of the Core Strategy directs residential development to the towns, including Hemel Hempstead and within established residential areas, where the application site is located. Further, there would be a strong presumption in Policy CS17 of the Core Strategy in favour of providing a mix of houses. It requires that new homes should match the existing needs of the community in terms of size, type and affordability. Planning for a mix of housing types is very important. This is further supported in Policy CS18 of the Core Strategy and saved Policy 18 of the Local Plan which requires that new housing development will provide a choice of homes. Therefore the principle of providing a mix of units is supported.

The character appraisal of the area, HCA 8: Counters End highlights the type of housing being predominately detached dwelling with occasional examples of the semi-detached house.

Therefore semi-detached houses are not out of character in this area.

More importantly, the SPG details that there is scope for conversion of dwellings into smaller units provided that the character and appearance of the area is not harmed, furthermore it allows scope for variety, innovation and modernity in design. The sub-division of 10 Wrensfield is therefore acceptable if the alterations do not harm the appearance of the area.

In summary, the principle of the sub-division of 10 Wrensfield into a pair of semi-detached properties would be acceptable.

#### **Effects on appearance of building**

The proposal is to sub-divide the existing single detached dwelling into a pair of semi-detached dwellings. The external alterations include;

- the addition of another entrance to the front of the house
- an additional drive way to provide parking for up to three cars
- The demolition of the single storey side extension to the western flank and the replacement with a two storey wrap around extension. The extension to the south west flank(facing 8 Wrensfield) would protrude an additional 0.6m further than the demolished single storey side extension (a maximum of 3.82 metres overall). There would be no additional fenestration in the front elevation of this extension. The roof line would match existing,

being gable ended.

- The wrap around two storey extension would project a further 3.43 metres to the rear (no side extension facing 12 Wrensfield)
- The single storey rear extensions would measure a further 3.4 metres to serve the newly created 10 Wrensfield (6.8 metres including the two storey extension) and 7.47 metres to serve 10A Wrensfield

The only element of the proposals which would be evident from the front is the two storey side extension to the south west flank. However, this would be visually unobtrusive because it would be viewed as an extension to the existing roof by a maximum of 3.82 metres (0.6 metres wider than the existing single storey side extension). Although this element would not be subordinate to the original dwelling, it is considered the cohesive design is acceptable.

The wrap around two storey extension projects a maximum of 3.43 metres to the rear. This is considered a proportionate addition to the original dwelling.

The single storey extensions project a maximum of 7.47 and 6.9 metres respectively from the rear elevations of the original dwelling. These are not considered to be excessive.

It is worth noting that a single storey rear extension could be built out to a maximum of 8 metres under the prior approval process. A rear two storey extension could also be undertaken under permitted development up to 3 metres (only 0.433 smaller than what is proposed).

In accordance with the submitted application the proposed dwelling would be of simple, traditional design, comprising of brickwork walls to match existing, brown concrete tiled roof, and white UPVC windows and doors.

These materials are considered acceptable and in-keeping with the existing materials of No.10 Wrensfield. With regard to the fenestration, the windows are considered to be well spaced and proportionate to the size of the dwelling's elevation and similar in style to the neighbouring properties.

The proposals retain the gabled end roof form to the front of the property and also retain the centralised chimney stack which is a distinctive character of the properties within Wrensfield.

In conclusion, it is considered that the architectural style and built form of the proposed dwellings would not result in a detrimental impact upon the character or appearance of the area. Therefore, the proposed adheres with saved policies 10, 13, 18, 21, 111 and appendices 3 and 7 of the Dacorum Local Plan (1991) and policies CS1, CS4, CS10, CS11 and CS12 of the Core Strategy (2013), the National Planning Policy Framework (2012) and the Counters End Character Appraisal.

#### Impact upon the street scene

The site is located within the residential area of Hemel Hempstead where Core Strategy policies CS1, CS4, CS11 and CS12 are relevant to this site. CS11 is concerned with quality of neighbourhood design; to respect the typical density for an area and preserve attractive streetscapes. CS12 requires any development to avoid harm to neighbouring properties, respect the general character and appearance of the street, provide adequate parking and amenity spaces, provide suitable access arrangements and make efficient use of the land.

Furthermore Appendix 3 requires that proposals should be guided by the existing topography of the site and its immediate surrounding areas. There is a need for variety and imagination in the layout and design of housing so as to avoid residential development which lack character and identity. The design of individual buildings should respect the overall street scene. Appendix 7 requires that it is also important not to disrupt a clear consistent roof line.

The Residential Character Area HCA:8 Counters End, which the property falls within, encourages residential development to maintain the defined character of the area and follow the defined building line.

It encourages extensions within the plot to normally be subordinate in terms of scale and height to the parent building. It also suggests that sub-division would be acceptable if the character of the area is not harmed.

The application is for the subdivision of the existing property into two four bedroom dwellings. However the appearance from the street scene would be the retention of the one detached house by the extension of the gable roof form and the treatment of the frontage. Although the side extension is not subordinate, the proposals are actually considered to be preferable to a set down ridge as it achieves a more cohesive design thus not interrupting the consistent roof line. Therefore it is considered that the proposals would retain the character of the prevailing pattern of development in the local area. The impact on the street scene is limited.

It should be noted that the provision of an additional door to the front of the house could be carried out without the need for planning permission.

In conclusion, it is considered that the subdivision of the existing dwelling would not result in a detrimental impact upon the street scene and the character of the area. Therefore, the proposed adheres with saved policies 10, 13, 18, 21, 111 and appendices 3 and 7 of the Dacorum Local Plan (1991) and policies CS1, CS4, CS10, CS11 and CS12 of the Core Strategy (2013), the National Planning Policy Framework (2012) and the HCA 8: Counters End residential character assessment SPG.

#### Impact on Residential Amenity

The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Appendix 3 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact on neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion and loss of light and privacy. Moreover, saved Appendix 7 of the Local Plan advises that alterations should be set within a line drawn at 45 degrees from the nearest neighbouring habitable window.

The existing dwelling has first floor windows on both the north east and the south west side elevations. The proposals retain the position of the first floor window in the north east elevation. The two windows in the south west side elevation are replaced with a single window and will be located in the same location but a maximum of 3.3 metres closer to number 8 Wrensfield. It is considered that, with the reduction of one window in this elevation that the increased opportunity for overlooking is limited.

The side and rear extension (both two and single storey) facing 8 Wrensfield would not impact on the 45 degree line when taken from the centre of the nearest habitable room. Due to the orientation of 8 Wrensfield, being located to the west of 10 Wrensfield, the proposed extension would have little effect on the sunlight into the habitable rooms on the rear of 8 Wrensfield.

Similarly the nearest habitable window at number 12 is not impacted by the rear extensions, the 45 degree line taken from the nearest habitable room is not breached by the single or first floor rear extensions. The 25 degree line is not breached. The two storey rear extension nearest number 12 does not project beyond the existing flank wall and only projects to the rear

by 3.433 metres.

The replacement windows in the rear two storey extension do not give rise to the potential for any additional overlooking. In fact, it is considered, as they are now set back a further 3.4 metres, they look into the rear of the garden of 12 Wrensfield as opposed to the patio area adjacent to the house, thus allowing greater privacy to be afforded to the patio area of number 12 Wrensfield.

In summary, the extensions do not significantly impact on the adjacent properties at numbers 8 and 12 Wrensfield and have minimal impact on their daylight and sunlight and therefore the proposal would be in accordance with saved policies 99, 100, 101 of the Dacorum Local Plan (1991) and Policy CS12 of the Core Strategy (2013).

#### Amenity Space

The resultant and proposed dwellings would have garden lengths that meet the average minimum garden depth standard of 11.5m as set out under saved Appendix 3 (ii) of the Local Plan.

Spacing between dwellings should be provided at a distance which is consistent with the surroundings. This is detailed as being in the range of 2 metres to 5 metres as set out in HCA8: Counters End. After the demolition of the existing single storey side extension the house would protrude a further 0.6 metres to the west, reducing the spacing to 1.18 metres maximum at the north west corner (the pinch point), this would increase to 5 metres between the rear extension and the boundary with number 8. This spacing is considered acceptable and in accordance with Saved Appendix 7.

The additions to the property to form the two dwellings are substantially less than 50% of the existing amenity space of the original property, moreover the amenity space remaining for the two dwellings is considered more than adequate for two four bedroom houses. The density of the development does not change the density levels of the estates materially.

#### Access / parking / Impact on Highway Safety

It is proposed that Number 10 would use the existing driveway parking arrangements whilst the second dwelling would use a new driveway to the frontage. It is considered that a second vehicle crossover could easily be accommodated in the site's frontage. The impact of additional cars parked to the front of 10 Wrensfield is a minimal impact to the adjacent properties as the proposed vehicle access is not an uncommon feature in this locality. It is not considered that the creation of a crossover in this location would have an adverse impact on the street scene. No objections to an additional access have been raised from a highways perspective.

#### Provision of Waste and Sustainability

Developers are expected to provide adequate space and facilities for the separation, storage, collection and recycling of waste. Policy CS29 of the Core Strategy (2013) states that new development should comply with the highest standards of sustainable design and construction possible. In this respect adequate bin storage is shown.

#### Impact on Trees and Landscaping

No impact due to the distance from the TPO trees

#### Other Material Planning Considerations

## Objections

There have been a large number of objections relating to this planning application. The objections which relate to specific material planning considerations have been addressed in this report.

The objection relating to an unwelcome precedent being set in this area is not considered a valid planning objection. Each planning application is considered on its merits and does not prejudice the consideration of individual planning decisions.

The objection relating to the internal layout is not considered relevant. The retention of the chimney stack is a welcome design solution. If the internal plans do not provide a working fireplace, then this is irrelevant. The removal of an internal fire-place would not require planning permission.

The objections relating to covenants are not material planning considerations.

## Community Infrastructure Levy (CIL)

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. The application site is CIL1

## **Conclusions**

In conclusion the proposals for the demolition of a single storey extension and construction of two storey side and rear extension and single storey rear extension and the division of property to create an additional semi-detached dwelling with associated parking and vehicular access is considered acceptable. The impact of the proposals on the existing property and the street scene are minimal. The detail of the application ensure that the sub-division is not apparent from the street scene thus not materially altering the character of the area. The amenity of the adjacent properties has been considered and it is concluded that the overall effects are not unduly harmful.

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 development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

**1336 01L**  
**1336 001 L**

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

- 3 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 Adopted Core Strategy CS12

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**Prior to the occupation of the development, hereby permitted, a visibility splay measuring 43m x 2.4m shall be provided to each side of the new access where it meets the highway and such splays shall thereafter be maintained at all times free from obstruction between 600mm and 2m above the level of the adjacent highway.**

Reason: In the interests of highway safety and in accordance with saved policy 58 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013)

**5. The proposed car parking spaces shall have measurements of 2.4m x 4.8m min. and be located on land within the ownership of the applicant. Such spaces shall be maintained as a permanent ancillary to the development and shall be paved and used for no other purpose.**

Reason: In the interests of highway safety and in accordance with saved policy 58 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013)

**6. Before the premises are occupied all on site vehicular areas shall be surfaced in accordance with the approved plans 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 the interests of highway safety and in accordance with saved policy 58 of the Local Plan (1991) and policy CS12 of the Core Strategy (2013)

## **INFORMATIVES**

1. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highways Authority prior to commencement of the development.

2. The development shall not be brought into use until the new vehicle crossover has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

3. 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/>

4. 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.

5. 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

#### **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) (Amendment No. 2) Order 2015.