

WELWYN HATFIELD BOROUGH COUNCIL – DEVELOPMENT MANAGEMENT
DELEGATED REPORT

APPLICATION No: S6/2014/1398/FP

SITE ADDRESS: 50 Bluebell Way, Hatfield

DESCRIPTION OF DEVELOPMENT: Erection of two storey rear extension and rear dormer window and single storey front/side extension

RECOMMENDATION: Approve with conditions

1. SITE AND APPLICATION DESCRIPTION:

The site is located within the former British Aerodrome area, towards the end of a cul-de-sac with the rear garden bordering an open area and open land to the front providing play area and playground. The dwelling is modern having been built this century. Other dwellings within Bluebell Way are of a similar design and appearance.

The proposal seeks full planning permission for a two storey rear extension and rear dormer window and single storey front/side extension

2. SITE DESIGNATION:

The site lies within the excluded settlement of Hatfield and Area of Archaeological Significance as designated in the Welwyn Hatfield District Plan 2005.

3. RELEVANT PLANNING HISTORY:

S6/2002/0967/FP - Erection of 46 Dwellings. (Amendments to Planning Approval Ref. S6/1999/971/FP) - Approved 30/09/2002

S6/1989/1073/FP - Change Of Use of Land from Agricultural Use to Use as Sports Ground and New Vehicular Access onto Great Braitch Lane - Refused 02/03/1990

4. CONSULTATIONS:

Hertfordshire County Council (Archaeology) – no objections.

5. NEIGHBOUR REPRESENTATIONS:

No representations have been received from the public.

6. TOWN/PARISH COUNCIL REPRESENTATIONS

No representations have been received from the Town Council.

7. MAIN PLANNING ISSUES AND RELEVANT PLANNING POLICIES:

The main planning issues with this application are:

- a) Whether the development is of a good design and maintains the character and appearance of the existing dwelling and locality (NPPF, GBSP2, D1, D2)
- b) Whether the proposal maintains the amenity of adjoining occupiers (NPPF, D1)
- c) Whether there is an appropriate amount of parking provision
- d) Other considerations

8. ANALYSIS:

a) Policies D1 and D2 are applicable, together with the design elements of the National Planning Policy Framework (NPPF). These require high quality design in all new development and for proposals to respect and relate to the character and context of their location. The residential design guidance emphasises that extensions should complement and reflect the design and character of the dwelling and be subordinate in scale. Additionally, extensions should respect existing spacing and not appear cramped on the site and the locality in general, not cause loss of light, materials should match and any overlooking towards living areas of adjacent dwellings should be minimised.

The extensions would be subordinate in scale to the original dwelling in terms of height and depth. Existing separation distance would be maintained from the flank side boundaries thereby maintaining existing spacing within the streetscene. By virtue of their location, the proposed rear extensions would have no discernible impact on the character of the area and the design is considered acceptable for an addition to the rear. The two storey element would be very similar to that in existence at 52 Bluebell Way (approved under application S6/2010/2153/FP) which does not appear at odds compared to the existing dwelling.

A dormer window would be sited on the rear replacing two existing rooflights. The design of this matches the design of the dormer window to the front elevation. Whilst the provision of a two-storey extension and dormer window can result in development appearing cluttered and at odds with the host dwelling frequently, due to the scale of the dormer which has been designed to comply with the Supplementary Design Guidance for dormer windows, together with the shallower pitch of the 2-storey element, this is considered appropriate for the dwelling.

The extension of the front of the dwelling would bring this part of the development forward in line with the front elevation of the main dwelling. This in itself would not appear at odds with the general character of the area as the majority of neighbouring dwellings feature integral garages. The extension would be finished with a lean-to roof featuring a shallow pitch and a parapet along the flank elevation. The roof design, in particular the parapet wall, is awkward in appearance and fails to reflect the application dwelling. However, this design is the same as approved at 52 Bluebell Way and the harm that would result is not considered sufficient to warrant refusal of planning permission, in addition to policy considerations being the same as at number 52.

The plans detail that the materials used, brickwork, roofing materials, windows and doors would all match the existing dwelling and subject to this, it is considered that the development would comply with local and national design policies.

b) The occupiers most likely to be affected by the development are those at numbers 48 and 52. The first floor windows to the rear elevation would be no larger than the existing windows and would serve bedrooms 1 and 2 as existing. No windows are proposed within the flank elevations of the extension. At ground floor, one window and patio doors are proposed to serve the kitchen/diner. It is considered unlikely that the extensions would result in an increase in the potential for

overlooking to neighbouring properties, accordingly there would be no significant loss of privacy over and above the current situation.

With regards to light, the impact on amenity as a result of the extension is likely to be minimal by virtue of orientation and the relatively shallow depth of the extensions proposed. Existing separation distances would be maintained from the flank side boundaries. The development is therefore in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005 and the accompanying Supplementary Design Guidance (Statement of Council Policy).

c) Condition 11 of planning application S6/2002/0967/FP required the retention of parking spaces including garages for the parking of private motor vehicles. The existing plans show that the garage, whilst retaining the outer door, has been converted into a lounge. There has therefore been a breach of this condition. The proposed development shows that the garage would be extended forwards at single storey level and a garage door would remain to the front elevation. However, the proposed floor plans show that a small area annotated 'garage' would be provided with a utility area behind. The area shown as garage would not be large enough for a car to park and would likely be used for the storage of bicycles and bins.

The agent has been contacted during the course of the application and has provided information to show the provision of 2 off-street parking spaces. The site is located such that a maximum of 2.25 parking spaces are required in accordance with the parking standards. Therefore the proposal would comply with the standards and policy M14 of the Welwyn Hatfield District Plan 2005.

It is not considered necessary to investigate this breach of planning control subject to the provision of these parking spaces as the overall number that would be provided is the same as when the development was permitted.

d) Archaeological Impact: the application site is located within an Area of Archaeological Significance, however the proposed extensions are attached to a modern dwelling constructed within the last few years. Archaeology was considered at the time of the original planning application and therefore whilst County Archaeology has not responded, the proposal is not considered an archaeological investigation would be required or reasonable to request.

9. CONCLUSION:

The proposal complies with the necessary local polices and National Planning Policy Framework and subject to conditions should be approved.

10. CONDITIONS:

1. C.2.1 - Time limit for commencement of development
2. C.13.1 - Development in accordance with approved plans and details 1455-01 rev C
3. C.5.2 – Matching materials
4. The area set aside for car parking as shown on the block plan shall be laid out and surfaced before the extension hereby permitted is first occupied and shall be retained permanently thereafter for the accommodation of residents/occupiers vehicles and shall not be used for any other purpose.

- 5.
6. REASON: To ensure that the spaces are provided prior to the occupation of the units in the interests of highway safety in accordance with National Planning Policy Framework

SUMMARY OF REASONS FOR THE GRANT OF PERMISSION:

The decision has been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be inspected at these offices).

INFORMATIVES:

None

Signature of author..... Date.....