

**WELWYN HATFIELD BOROUGH COUNCIL
EXECUTIVE DIRECTOR - PLANNING, PUBLIC PROTECTION AND GOVERNANCE**

DELEGATED APPLICATION

Application No: 6/2019/0838/HOUSE
Location: 6 Bluebell Way Hatfield AL10 9FJ
Proposal: Erection of a bicycle shed-Retrospective
Officer: Mr A Commenville

Recommendation: Granted

6/2019/0838/HOUSE

Context	
Site and Application description	<p>The application site is a brick faced, three storey mid terrace dwelling, located on the northern side of Bluebell Way, Hatfield. The terrace comprises four dwellings with the middle two dwellings comprising four bedrooms while the end terraces comprising three bedrooms.</p> <p>The application dwelling comprises four bedrooms with two off-street parking available at the front of the dwelling. The residential development has a distinctive style which is reflected within the street scene of Bluebell Way and to a lesser extent in the surrounding area.</p> <p>Permitted development rights have been removed for Classes A and B under Part 2, Schedule 2 of the General Permitted Development Order (GDPO) under the original planning permission for the development (S6/1999/0971/FP). In addition, garaging and vehicle parking is required to be retained as per the original planning permission. The application site is identified on the approved planning map as Plot 159.</p> <p>The proposal seeks planning permission for the retention of a bicycle storage that has been erected to the front driveway. The outbuilding does not have building foundations.</p>
Constraints (as defined within WHDP 2005)	<p>GB - Greenbelt - Distance: 31.6 PAR - PARISH (HATFIELD) - Distance: 0 Wards - Hatfield Villages - Distance: 0 A4HD - Article 4 HMO Direction - Distance: 0 CP - Cycle Path (Cycle Facility / Route) - Distance: 6.64 HAT - Hatfield Aerodrome - Distance: 0 HHAA - Hatfield Heritage Assessment Area(Hatfield Garden Village) - Distance: 0</p>
Relevant planning history	<p>Application Number: 6/2016/1797/HOUSE Decision: Granted Decision Date: 15 November 2016 Proposal: Conversion of garage to office with alterations to openings and installation of 1 window</p> <p>S6/1999/0971/FP Decision: Granted Decision Date: 13/02/2001</p>

<p>Proposal: Erection of 144 houses and 26 flats with associated access roads, garages and parking areas and public open spaces, cycleways and footways. Condition 14</p> <p><i>“Prior to the occupation of any dwelling on the site the garaging or car parking spaces to serve that dwelling shall be laid out in accordance with the details shown on the approved layout drawing and shall be kept available for that purpose thereafter.</i></p> <p>Reason: To ensure adequate off-street parking is provided, in the interests of highway safety.”</p> <p>Condition 15</p> <p><i>“Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order) no development falling within Classes A, or B of Part 2 of Schedule 2 to that Order, and, in respect of Plot 1-74 inclusive as shown on drawing no. 4772/DL/101/L, no development falling within Classes A, B, D or F of Part 1 of Schedule 2 to that Order, shall be carried out without the prior written permission of the Local Planning Authority, granted on application.</i></p> <p>Reason: To enable the Local Planning Authority to exercise control over extensions to the dwellings on higher density plots, and means of enclosure, in the interests of visual and residential amenity, and over new accesses in the interests of visual amenity and highway safety.”</p>			
Consultations			
Neighbour representations	Support: 0	Object: 0	Other: 0
Publicity	Neighbour letters.		
Summary of neighbour responses	No representations have been received.		
Consultees and responses	None received.		
Relevant Policies			
<input checked="" type="checkbox"/> NPPF <input checked="" type="checkbox"/> D1 <input checked="" type="checkbox"/> D2 <input type="checkbox"/> GBSP1 <input checked="" type="checkbox"/> GBSP2 <input checked="" type="checkbox"/> M14 Others: Supplementary Planning Guidance – Parking Standards, Interim Policy for Car Parking Standards and Garage Sizes <u>Draft Local Plan Proposed Submission August 2016</u> SP4 Transport and Travel SP9 Place Making and High Quality Design SADM2 Highway Network and Safety SADM11 Amenity and Layout SADM12 Parking, Servicing and Refuse			
Main Issues			
Is the development within a conservation area?			
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Would the significance of the designated heritage asset be preserved or enhanced?			
<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A			
Comment (if applicable):			

Would the development reflect the character of the area?

Yes No

Comment (if applicable): The proposal seeks planning permission to retain a bicycle storage. The outbuilding measures approximately 2m in depth, 0.85m in width, 1.7 metres in height with a mono-pitched roof having eaves level at 1.55m. Given its limited size and siting, it is considered that the bicycle store appears subordinate in scale when compared to the host dwelling and does not result in an overly cramped form of development. The white weatherboard cladding is reflective of the white windows, front door, soffits and fascias of the host dwelling. Whilst the bicycle storage is visible within the street scene and surrounding area, its impact is limited and not detrimental to the extent that would justify refusal of planning permission.

Would the development reflect the character of the dwelling?

Yes No N/A

Comment (if applicable): See explanations above.

Would the development maintain the amenity of adjoining occupiers? (e.g. privacy, outlook, light etc.)

Yes No N/A

Comment (if applicable): It is noted that the bicycle store is located 1.4 metres from a ground floor front window at No. 8 Bluebell Way. However, taking into account that this window is serving a toilet, having regard to the remaining distance to this front window and considering the limited size and height of the bike storage, it is on balance considered that the proposal does not have an unacceptable impact upon the amenities of neighbouring occupiers at No. 8 Bluebell Way in terms of daylight, privacy or overshadowing to justify the refusal of planning permission. Additionally, it is noted that no objections have been raised by neighbours, the Parish Council or relevant Councillors to this planning application.

Would the development provide / retain sufficient parking?

Yes No N/A

Comment (if applicable): Saved Policy M14 of the District Plan and the Parking Standards SPG use maximum standards and are not consistent with the NPPF. Nevertheless the Council has adopted an interim Policy for Car Parking and Garage Sizes which identifies the car parking standards set out in the SPG Parking Standards as guidelines rather than maximums. Applications are determined on a case by case basis taking into account of the relevant circumstances of the proposal, its size context and its wider surroundings. The onus is on the applicant to demonstrate through submitted information that the level of car parking is appropriate.

Hatfield Garden Village is zoned as “elsewhere” and the guidance requires residential dwellings to have 3 spaces for a dwelling with four or more bedrooms.

The hardstanding frontage has been extended in order to accommodate two vehicles. It was recognised when considering the recent planning permission 6/2016/1797/HOUSE that two parking spaces is not considered sufficient for a four bedroom dwelling, however it was noted under this same planning permission that there was no change to the number of vehicle spaces available at the property and that the addition of an office would not impact on parking demand.

It is noted that part of the driveway is now lost through the erection of the bicycle shed. The block plan on measurement shows a retaining parking spaces for driveway of 4.7 m wide which falls short of the car parking standard dimensions for 2 no. parking spaces being 4.8 m. Given that the two parking spaces would serve a single dwelling, it would not be unreasonable for these cars to park closer together than in a public parking situation. Furthermore, it is noted that the bicycle store will increase cycling parking on site and promote alternative and more sustainable mode of transport. This is therefore on balance considered to be an improved situation between planning applications and it not considered that it would be reasonable to refuse planning permission on inadequate on-site car parking.

Any other issues	None.
Conclusion	
The development proposal would accord with all relevant local and national planning policies.	

DRAWING NUMBERS

The development/works shall not be started and completed other than in accordance with the approved plans and details:

Plan Number	Revision Number	Details	Received Date
Block Plan		Block Plan	8 April 2019
100053143		Location Plan	8 April 2019
Drawing 3.0		Proposed Elevations	23 April 2019
Drawing 2.0		Floor Plan	23 April 2019
Drawing 1.0		Pre Existing Plan	23 April 2019

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

1. POSITIVE AND PROACTIVE STATEMENT

The decision has been made taking into account, where practicable and appropriate the requirements of paragraph 38 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 viewed on the Council's website or inspected at these offices).

Determined By:

Mr Mark Peacock
18 June 2019