

WELWYN HATFIELD BOROUGH COUNCIL
DEVELOPMENT MANAGEMENT COMMITTEE – 3 MARCH 2016
REPORT OF THE DIRECTOR (GOVERNANCE)

6/2015/2231/FP

93 BROOKMANS AVENUE, BROOKMANS PARK, HATFIELD, AL9 7QG

ERECTION OF 2 STOREY FRONT AND REAR EXTENSIONS, FIRST FLOOR SIDE EXTENSION, INCORPORATING A LARGER LOFT CONVERSION & REMODELLING OF EXISTING DWELLING AND ERECTION OF SINGLE STOREY ATTACHED GARAGE

APPLICANT: Mr & Mrs M. K. Drinkwater

(Brookmans Park and Little Heath)

1 Site Description

1.1 The site contains a detached property with a hipped pitched roof. The dwelling hosts an extension to the east with a cat-slide roof to ground floor level with a garage below. The cat-slide roof to the east of the property hosts a small dormer window at first floor level. There is also a ground floor flat roof garage to the west flank as well as various previous ground and two storey rear enlargements, all hosting hipped pitched or lean-to roofs. The property also hosts a rear dormer window to the rear as well as two front roof lights. The dwellings plot is generous with a large rear garden. The current dwelling at ground floor level extends from boundary to boundary across the site with the exception of an approximate 1m gap left to the east for access to the rear garden.

2 The Proposal

- 2.1 The proposals comprise the erection of a 2 storey front and rear extension, first floor side extension, incorporating a larger loft conversion & remodelling of existing dwelling, and the erection of single storey attached garage.
- 2.2 The resultant dwelling would host a crown roof with matching pitch to the existing dwelling. The ridge height would be slightly increased by approximately 0.4m with the increase in eaves being 0.2m approximately.
- 2.3 The front elevation of the main dwelling would host a two storey porch with a ridge height below the resultant ridge height and an eaves height above height of eaves of the main bulk of the dwelling. The first floor element of the front projection would host full height glazing panels with pitches to match the pitch of the gable end.
- 2.4 There would also be an attached front garage at ground floor level with a crown roof to the west of the plot.

- 2.5 To the rear there would be two small two storey projections hosting pitched gable ends. The projection to the east would match the ridge height of the main dwelling with higher eaves. The projection to the west would have matching height eaves and a lower ridge height. There would also be two rear roof lights.
- 2.6 The floor plans show which walls of the original dwelling would remain. This is taken at face value, and as such, the application can be assessed as a householder extension. Any impending consent will be conditioned stating that these original walls remain throughout the construction. If the walls do not remain, the build would be the construction of a new dwelling, and as such a new application would need to be submitted on the basis of it being a replacement dwelling.

3 Reason for Committee Consideration

- 3.1 This application is presented to the Development Management Committee because the Parish Council has objected.

4 Relevant Planning History

- 4.1 S6/1991/0161/FP - Single storey rear extension to living room and garage with pitched roof over and single storey front extension to garage A(G) 08/04/1991
- 4.2 S6/1980/0844/ - Single storey rear extension and new room in roof space A(G) 19/03/1981
- 4.3 S6/1975/0463/ - Two storey side extension A(G) 21/11/1975
- 4.4 No.95 Brookmans Avenue – S6/2014/2446/FP - Erection of part single, part two storey rear and side extensions and alterations to roof A(G) 20/01/2015
- 4.5 No.91 Brookmans Avenue - S6/2015/0679/FP - Erection of two storey front and rear extensions and erection of rear conservatory and roof alterations A(G) 11/06/2015

5 Relevant Planning Policy

- 5.1 National Planning Policy Framework 2012 (NPPF)
- 5.2 Welwyn Hatfield District Plan 2005 (Policies D1, D2, GBSP2 & M14)
- 5.3 Supplementary Design Guidance, February 2005 (Statement of Council Policy)
- 5.4 Supplementary Planning Guidance (SPG), Parking Standards, January 2004
- 5.5 Interim Policy for Car Parking Standards and Garage Sizes, August 2014

6 Site Designation

- 6.1 The site lies within the specified settlement of Brookmans Park as designated in the Welwyn Hatfield District Plan 2005.

7 Representations Received

- 7.1 The application was advertised by means of neighbour notification letters and site notice. No representations have been received.

8 Parish Council Representations

8.1 North Mymms Parish Council has objected with the following:

“The design appearance and materials (aluminium) does not fit in with other properties on the street.”

9 Analysis

9.1 The main planning issues to be considered in the determination of this application are:

- 1. Features high quality design which incorporates the design principles of the plan and Supplementary Design Guidance (GBSP2, D1)**
- 2. Respects and relates to the character and context of the area, as a minimum maintaining and where possible enhancing or improving the character of the existing area (D2)**
- 3. The potential impact on the living conditions of adjoining neighbours (D1)**
- 4. The impact of the development on the safe use of the highway and parking provision (M14)**

- 1. Features high quality design which incorporates the design principles of the plan and Supplementary Design Guidance (SDG) (GBSP2, D1) &**
- 2. Respects and relates to the character and context of the area, as a minimum maintaining and where possible enhancing or improving the character of the existing area (D2)**

9.2 Local Plan Policies D1 and D2, alongside the Supplementary Design Guidance (SDG), seek to ensure a high quality of design which relates to the character and context of the dwelling and surrounding area. The policies require extensions to complement and reflect design and character, be subordinate in scale, and not look cramped within the site in regards to bulk. These policies are in line with the National Planning Policy Framework (NPPF) section 7 in that planning should require good design.

9.3 Brookmans Avenue has mixed character and context, with large individually designed dwellings maximising the width of the plot utilising varying materials. Brookmans Park, Cuffley and Digswell are described within the Supplementary Design Guidance Statement of Council Policy (2005) as:

“Large villages in the north and south of the district, which grew mainly during the 20th century as commuter settlements as based around railway stations. They are generally characterised by detached housing on large plots, albeit within a variety of different settings”

9.4 The existing building hosts a pitched, hipped roof, with some evidence when viewed from the street scene of flat roofs. The existing rear elevation has evidence of further hipped pitched roofs as well as a lean-to roof above a ground floor enlargement. The existing building also hosts metal framed Georgian style glazing in tall, thin window panels equally spaced and sized in the ground and first floor. The frontage is rendered and painted white with some evidence of mock-Georgian black painted exposed timber in the existing front projection at

first floor level. The existing front projection including a storm porch hosts a hipped roof and is approximately central to the main bulk of the property.

- 9.5 The resultant dwelling would present a crown roof to the main dwelling as well as the front garage and ground floor side addition. The windows would present tall clear glazing within the main bulk of the dwelling, with matching fenestration size and location to the ground and first floor. There would be a front projection with storm porch central to the main bulk of the dwelling. The projection would have a higher eaves height than the main dwelling and host a gable pitched roof maintaining the pitch of the main roof. The fenestration detailing would be bespoke in size, width and shape, yet maintain the materials of the rest of the property (aluminium). The storm porch would be framed by a reconstituted stone cladding and entablature.
- 9.6 Whilst the appearance of the dwelling would not reflect the existing dwelling directly, some features, such as the spacing, size and location of most fenestration detailing and the pitch of the roofs would complement the existing dwelling. The stone features, including window surrounds and cills, cornice, cladding and entablature as well as grey aluminium fenestration detailing would introduce new architectural detailing. On this note, the National Planning Policy Framework is mindful to state that *“planning policies should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative...It is, however, proper to seek to promote or reinforce local distinctiveness”*. Having regard to this guidance, the proposal would complement the existing dwelling to some degree, and whilst some architectural detailing is not reflective, it would not impinge upon local distinctiveness by virtue of the varied character and individual designs within the immediate locality.
- 9.7 The resultant dwelling, when viewed from the street scene, would result in no material increase in the width of the built form. There would be an increase in the width of the dwelling at first and second (roof) floor level by virtue of the cat-slide side addition with side facing dormer being incorporated into the bulk of the dwelling. There are various examples within the street scene and immediate locality of crown roofs similar to that proposed. The scaled drawings show a small increase in ridge and eaves height by approximately 0.4m and 0.2m respectively, and the resultant roof, despite maintaining the pitch of the existing roof, would present a crown roof when views of the side are afforded due to the increase in depth of the dwelling.
- 9.8 The existing garage, in accordance with the Interim Policy for Car Parking and Garage Sizes is not fit for its intended purpose. The proposed front projection accommodating the front attached double garage, is therefore well reasoned in terms of requirement and need. The distance between the front projection and the street, alongside the layout of the driveway access, siting of the garage and front screening results in an addition which fails to distract from the host dwelling or the character and context of the area.
- 9.9 In accordance with the above discussion, it is considered that the dwelling which would result from the various proposed additions would not increase the bulk of built form which sits within the plot to the extent where it would look cramped. By virtue of the size and scale of surrounding dwellings, both proposed in the case of No.95 and No.91 in the immediate locality, and built in the wider area, the proposals would respect and reflect the spacing of adjacent buildings. In this light, the 1m spacing requirement between multi-storey, two-storey and first floor

side extensions and the adjoining flank boundary of the SDG would be respected.

- 9.10 The first floor rear projections would be sufficiently set in from flanks of the main dwelling and roof as to not impact on the character and context of the area. This also applies for the fenestration detailing to the rear which would be reflective of the rest of the dwelling in terms of its symmetry in size and spacing between first and ground floor, with bespoke detailing to the top of the rear projections.

3. The potential impact on the living conditions of adjoining neighbours (D1)

- 9.11 With regard to the impact on the amenity of adjoining neighbours, Policy D1 and the SDG states that any extension should not cause loss of light or appear unduly dominant from an adjoining property. The impact of the proposed development should be assessed in regard to loss of day/sun/sky light, whether it is overbearing and will impact on outlook from an adjoining property.

- 9.12 The dwelling would extend approximately 4m to the rear at multi-storey level along the host dwellings west flank wall. The multi-storey element of the enlargement would be set in from the boundary by approximately 3m. The existing dwelling representing No.91 Boundary Lane to the west of the host dwelling is a two storey dwelling with a hipped pitched roof. The rear wall of the two storey bulk of the neighbouring dwelling extends to the same extent as the existing dwelling, and at first floor level is separated from the shared boundary by approximately 1m. Accordingly, at first floor level, while the proposal would extend the first floor bulk of the dwelling a further 4m to the rear, the separation distance between the two dwellings, as well as the orientation of the host dwelling and neighbouring dwelling, the enlargements would not impinge upon the residential amenity of the occupier of the adjoining premise in terms of loss of light or undue dominance. The first floor side windows proposed would host obscure glazing, and accordingly there would be no impact in terms of loss of privacy.

- 9.13 The multi storey extension to the rear along the east flank would extend approximately 2m further to the rear than the existing bulk of the dwelling, retaining the 1m spacing between the dwelling and the boundary and increasing the bulk along the boundary by virtue of changing the cat-slide roof form with a dormer window to a more traditional two storey wall with hipped crowned roof above. No.95 Boundary Lane, in its existing state, hosts a cat-slide roof which extends to within approximately 1m of the shared boundary. There is no first floor accommodation at first floor level along this boundary, nor any side windows within the roof. Both rear walls of the two dwellings end at the same point in terms of depth within their respective plots. The presence of the two storey wall with hipped crowned roof above within 1m of the shared boundary and extending an additional 2m to the rear would not impact the neighbouring property in terms of loss of light or unduly dominant form. The first floor side windows proposed would host obscure glazing, and accordingly there would be no impact in terms of loss of privacy.

4. The impact of the development on the safe use of the highway and parking provision (M14)

- 9.14 Paragraph 39 of the NPPF states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car

ownership levels and the overall need to reduce the use of high emission vehicles. Saved policy M14 of the District Plan and the Parking Standards Supplementary Parking Guidance use maximum standards and are not consistent with the framework and are therefore afforded less weight. In light of the above, the Council have produced an interim Policy for Car Parking Standards that states that parking provision will be assessed on a case by case basis and the existing maximum parking standards within the SPG should be taken as guidance only.

- 9.15 The proposal does not include an increase in the number of bedrooms. Accordingly, there is no requirement for an increase in the accommodation of vehicular parking on-site. Notwithstanding the above, the application includes the erection of an attached, front projecting double garage. The garage has an internal depth of approximately 5m, and a width of approximately 6m. Whilst the interim policy for parking standards and garage sizes suggests the depth is not sufficient for purpose at 5m, its width is sufficient at 6m. While the interim standards suggests the garage would not be sufficient for the parking of two vehicles, it could park one vehicle and the rest of the space used as storage without reducing parking capacity on site below that suggested within the guidance (on-site parking for three vehicles).

10 Conclusion

- 10.1 The proposed alterations, including conversion, remodelling and enlargements would be of good quality design which would not add bulk to the extent where the resulting dwelling would look cramped within its site, would not impinge on the character and context of the area and would maintain the amenity of the occupiers of adjoining dwellings. Accordingly, the proposal complies with Policy D1, D2, GBSP2 and M14 of the Welwyn Hatfield District Plan 2005, Supplementary Design Guidance Statement of Council Policy 2005, Supplementary Planning Guidance Parking Standards 2004, Interim Policy for Car Parking and Garage Sizes 2014 and relevant parts of the National Planning Policy Framework 2012.

12. Recommendation

- 12.1 It is recommended that planning permission be approved subject to the following condition:

1. Development in accordance with approved plans and details: 109_00 & 109_14 & 109_07 & 109_01 & 109_05 & 109_03 & 109_04 & 109_08 & 109_09 & 109_010 & 109_011 & 109_013 & 109_012 & 109_06 & 109_02 received and dated 03 November 2015.

2. The brickwork, roof tile, bond, mortar, detailing, guttering, soffits and other external decorations of the approved extension/alterations must match the existing dwelling/building in relation to colour and texture.

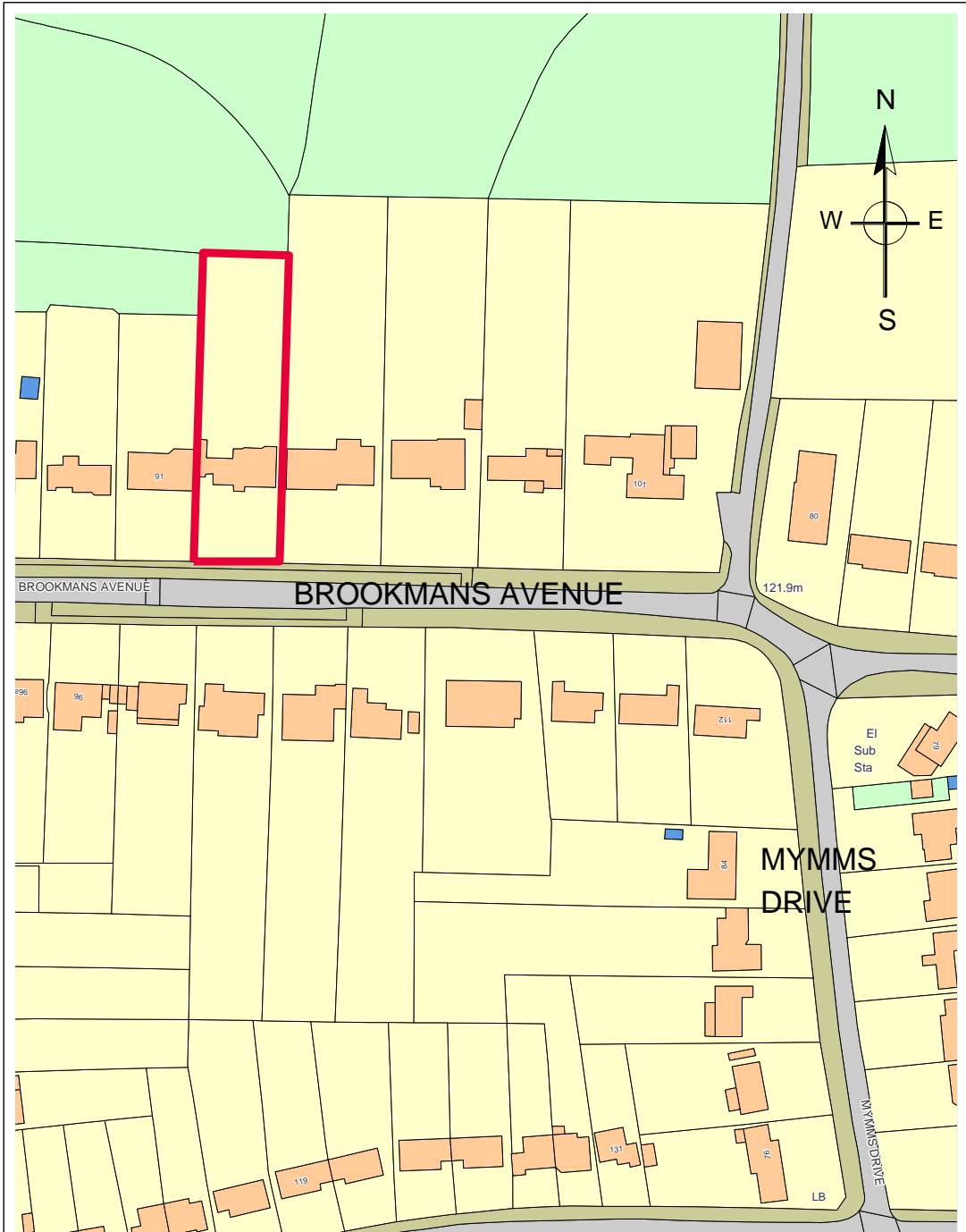
REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with the National Planning Policy Framework and Policies D1 and D2 of the Welwyn Hatfield District Plan 2005.


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).

Sam Dicocco, (Strategy and Development)
Date 16/02/2016

Expiry Date: 29/12/2015



 Council Offices, The Campus, Welwyn Garden City, Herts. AL8 6AE	Title: 93 Brookmans Avenue, Brookmans Park		Scale: DNS
	Project: DMC Meeting		Date: 2016
	Drawing Number: 6/2015/2231/HOUSE		Drawn: Andrew Windscheffel
© Crown Copyright. All rights reserved Welwyn Hatfield Borough Council LA100019547 2016			