

**4/01547/17/FHA - CAR PORT.
ELM COTTAGE, CHAPEL CROFT, CHIPPERFIELD, KINGS LANGLEY, WD4 9EQ.
APPLICANT: Mr & Mrs Webster.**

[Case Officer - James Gardner]

Summary

This application is recommended for APPROVAL. The car port would not be conspicuous in the street and would satisfactorily blend in with its surroundings. There would be no adverse impacts on residential amenity or the Chipperfield Conservation Area.

Site Description

The application site is located to the north of Chapel Croft, Chipperfield and comprises a brick built chalet bungalow with a hipped roof and a small dormer window on the front roof slope. The site is accessed via the car park of the nearby garden centre and turning left into an un-adopted road. The site falls just outside of the Chipperfield Conservation Area.

Proposal

Retrospective planning permission is sought for the erection of a car port located forward of the front elevation.

The car port is constructed from white painted 30mm diameter steel posts and has timber beams and cross members. The roof covering is proposed to be clear polycarbonate sheeting. It has a maximum height of 3.15 metres, an eaves height of 2.88 metres and covers an area of 27.70 square metres. The structure is currently being used to protect the applicants' camper van.

Referral to Committee

The application is referred to the Development Control Committee due to the contrary views of Chipperfield Parish Council.

Policies

National Policy Guidance (2012)

National Planning Policy Framework (NPPF)

Adopted Core Strategy (2013)

CS6 – Small Village in Green Belt

CS12 - Quality of Site Design

CS27 – Quality of the Historic Environment

Saved Policies of Local Plan (2004)

Policy 22 – Extensions to Dwellings in Green Belt and Rural Area

Supplementary Planning Guidance

Chipperfield Village Design Statement

Summary of representations

Chipperfield Parish Council

19/07/17

CPC planning committee objected strongly due to inappropriate materials used and design in the Conservation area.

25/07/17

For clarification

The draft minutes sent to Councillors following the meeting on the 17th July have been amended:

Conservation area has been adjusted. The minutes now read: Due to inappropriate materials and design this application does not comply with the Chipperfield Design Statement. Also CPC objected strongly. Albeit it is on the border of the Conservation area.

Neighbour Comments

None received.

Relevant Planning History

No recent history.

Considerations

Policy and Principle of the Development

The application site is located within the Green Belt wherein planning policies seek to restrain built development.

Saved Policy 22 states that extensions of existing dwellings will not be permitted unless:

- (a) The extension is compact and well-related to the existing building in terms of design, bulk, scale and materials used.
- (b) The extension is well-designed having regard to the size and shape of the site and retains sufficient space around the building to protect its setting and the character of the countryside.
- (c) The extension is not visually intrusive on the skyline.
- (d) The extension does not prejudice the retention of any significant trees and hedgerows.
- (e) The extension is limited in size.

The application site has recently been included in the village envelope and therefore Policy CS6 is applicable. Policy CS6 states that extensions to existing buildings are acceptable provided they are sympathetic to their surroundings and retain and protect features essential to the character and appearance of the village.

It is important to note that there are no restrictions on extension sizes within the village envelope.

Impact on Street Scene and adjacent Conservation Area

There would be no adverse effects.

Policy CS11 and CS12 of the Core Strategy seek to ensure that development preserves attractive streetscapes and satisfactorily integrates with the character of the area. The Chipperfield Village Design Statement does not provide specific guidance on car ports.

The access road is dead-end and therefore only visitors or residents are likely to walk along it. The structure is not conspicuous when standing at the junction of the access road and the garden centre car park; indeed, as mentioned above, the structure is of lightweight construction. Furthermore, it is effectively screened by shrubbery along the frontage.

There are two examples of corrugated iron garages, in varying degrees of decay, along the access road, one of which is in close proximity to the garden centre car park.

Outbuildings / garages forward of the main building line are generally discouraged as they can detract from attractive streetscapes; however, an important consideration in this instance is that the application site does not front a street in the traditional sense.

The car port is in close proximity to the Chipperfield Conservation Area and thus has the potential to affect its setting. Consequently, the case officer has discussed the matter with the Conservation Officer who has confirmed that he does not wish to object to the application. If permission is granted, a condition will be included requiring the timber and metal posts to be painted dark brown in order to aid integration with the surroundings. Both the Chipperfield Village Design Statement and saved Policy 120 of the Local Plan encourage the use of traditional materials. However, were thick wooden supports to be used to support the roof of the car port, then this would be more likely to draw attention to the structure. As a result, the use of lightweight materials in this inconspicuous location is preferable.

Impact on Surrounding Properties and Occupiers

There would be no adverse effects.

The car port would not be in close proximity to the New Bungalow, and the former commercial premises to the east are understood to be presently unoccupied.

No objections have been received from the surrounding properties.

Community Infrastructure Levy (CIL)

This application is not liable to CIL as the total new floor area created would not exceed 100m².

Summary and Conclusion

For the reasons outlined above, the proposal is considered acceptable and complies with the NPPF and policies CS5, CS11 and CS12 of the Core Strategy (2013) and saved Policies 22 and 120 of the Dacorum Local Plan (2004).

RECOMMENDATION - That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

- 1 **The development hereby permitted shall not be retained other than in accordance with the following approved plans/documents:**

1910-01

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

- 2 **Within two months of the date of this decision the timber beams, cross members and metal posts shall be painted in dark brown colour.**

Reason: To ensure that the development is not visually prominent and satisfactorily integrates into the street scene, in accordance with Policies CS11 and CS12 of the Core Strategy.

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.