

**ITEM NUMBER: 5d**

<b>22/03810/FHA</b>	<b>Single and two storey rear extension</b>	
<b>Site Address:</b>	<b>16 Croft Cottages, Croft Lane, Chipperfield, Kings Langley, Hertfordshire, WD4 9DX</b>	
<b>Applicant/Agent:</b>	<b>Mr &amp; Mrs Clare &amp; Paul Oxley</b>	<b>Mr Damien Poulter</b>
<b>Case Officer:</b>	<b>Nicole Quinn</b>	
<b>Parish/Ward:</b>	<b>Chipperfield Parish Council</b>	<b>Bovingdon/ Flaunden/ Chipperfield</b>
<b>Referral to Committee:</b>	<b>Contrary views of Parish Council</b>	

**1. RECOMMENDATION**

1.1 That planning permission be **GRANTED**.

**2. SUMMARY**

2.1 The application site is located within the village of Chipperfield within the Green belt wherein house extensions are acceptable in accordance with Policies CS1, CS5 and CS6 of the Dacorum Borough Core Strategy (2013) provided they are sympathetic to their surroundings, including the surrounding countryside and retain and protect features essential to the character and appearance of the village.

2.2 The overall size, scale and design of the proposed alterations are acceptable, they relate well to the parent dwelling, and would not result in any harm to the character or appearance of the street scene/area or the Green Belt/countryside. Sufficient space is retained in and around the building/extension such that the works would not appear cramped. The works are not considered to have any significant adverse impacts on the residential amenity of neighbouring properties by being visually overbearing or resulting in a loss of light or privacy.

2.3 Furthermore, it is not considered that the scheme would have an adverse impact on the road network or create significant parking stress in the area. The proposals result in the creation of a four bedroom dwelling and the required three allocated off-street parking spaces have been demonstrated.

2.4 Given all of the above, the proposal complies with the National Planning Policy Framework (2021), Policies CS1, CS5, CS6, CS8, CS11, CS12 of the Dacorum Borough Core Strategy (2013), Saved Appendices 3 and 7 of the Local Plan (2004) and the Parking Standards Supplementary Planning Document (2020).

**3. SITE DESCRIPTION**

3.1 The site is located on the on Croft Lane in Chipperfield, Kings Langley. The site contains a two-storey end of terraced dwelling and is located within the Metropolitan Green Belt.

**4. PROPOSAL**

4.1 The proposed development is for a single and two storey rear extension.

**5. PLANNING HISTORY**

Planning Applications : None

Appeals : None

## **6. CONSTRAINTS**

CIL Zone: CIL2  
Green Belt: Policy: CS5  
Heathrow Safeguarding Zone: LHR Wind Turbine  
Parish: Chipperfield CP  
RAF Halton and Chenies Zone: Green (15.2m)  
Small Village: 3  
Parking Standards: New Zone 3  
EA Source Protection Zone: 3

## **7. REPRESENTATIONS**

### Consultation responses

7.1 These are reproduced in full at Appendix A.

### Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

## **8. PLANNING POLICIES**

Main Documents:

National Planning Policy Framework (2021)  
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)  
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development  
CS1 - Distribution of Development  
CS4 - The Towns and Large Villages  
CS5 – Green Belt  
CS6 – Selected Small Villages in the Green Belt  
CS10 - Quality of Settlement Design  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2020)  
Planning Obligations (2011)  
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)  
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

## 9. CONSIDERATIONS

### Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;  
The quality of design and impact on visual amenity;  
The impact on residential amenity; and  
The impact on highway safety and car parking.

### Principle of Development

9.2 The application site is located within the Green Belt. Paragraph 149 of the National Planning Policy Framework (NPPF) (2021) states that one of the exceptions to inappropriate development in the Green Belt is the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building. In the context of the NPPF, 'original building' means a building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

9.3 Core Strategy (2013) Policy CS5 aims to protect the character and openness of the Green Belt and states that small-scale development will be permitted, such as limited extensions to existing buildings, provided that it has no significant impact on the character and appearance of the countryside.

9.4 In addition to seeking to ensure that extensions are compact and well-related to the existing building in terms of design, bulk, scale and materials, saved Policy 22 of the Dacorum Local Plan requires an assessment based on the increase in floor area, allowing for a 30% increase. Policy 22 is only partly consistent with the more recent NPPF and Core Strategy and as such Policy 22 is given less weight. The main issue is whether the proposed extension is 'limited' and 'proportionate' and whether it would have a significant impact on the character and appearance of the countryside.

9.5 Although percentage increases are no longer typically used as a limiting factor in establishing whether an extension is acceptable in principle, these measurements do provide a good starting point in an assessment of the proportionality of a development.

9.6 Furthermore as stated the application site is located within the small village of Potten End, whereby in accordance with Policy CS6 of the Core Strategy, additional flexibility is offered to the size of extension permitted to existing dwellings as it is acknowledged that these settlements are primarily residential with additional capacity for development, subject to there being no harm to the openness and character of the countryside. Unlike Policy CS5, CS6 does not specify that house extensions must not result in disproportionate additions for them to be acceptable. Allowing for larger house extensions to be acceptable, provided it is sympathetic to the surroundings including the adjoining countryside. Furthermore the proposals should retain and protect features essential to the village.

9.7 The application site has no planning history and by visiting site it does not seem the dwellinghouse has been extended previously. The proposed extensions are fairly large extending the width of the existing dwelling and has a depth of approx. 4m at ground floor level and is staggered at first floor. The smaller aspect at first floor level has a depth of approx. 1.5m increasing to 4m. The proposed development is considered to be of a smaller floor area and volume in comparison to what could potentially built under permitted development.

9.7 whilst fairly large the mass and bulk of the proposed additions are considered acceptable and relate well to the plot/site without appearing cramped or overdeveloped. Furthermore, as the

proposed development is located to the rear and surrounded by existing buildings, it is considered that the development proposed would not have an adverse impact on the openness of the Green Belt and thus is acceptable.

9.9 Overall, the proposed development is considered an acceptable addition. Seen in the context of the site as a whole, the visual impact with regard to sprawl across the site and footprint would have a lesser impact than what can be built under permitted development. In this instance, it is not considered that the development proposed would have an adverse impact on the openness of the Green Belt / countryside and thus is acceptable in principle and complies with policies CS5 and CS6 of the Core Strategy (2013).

#### Quality of Design / Impact on Visual Amenity

9.10 Policies CS11 and CS12 of the Dacorum Core Strategy state that development should, inter alia, respect the typical density intended in an area, preserve attractive streetscapes, integrate with the streetscape character; avoid large areas dominated by car parking, and respect adjoining properties in terms of layout, scale, height, bulk, materials etc.

9.11 Appendix 7 of the Dacorum Local Plan states that extensions should harmonise with the original design and character of the house in terms of scale, roof form, window design and external finishes.

9.12 The impact on the appearance of building, street scene and Green Belt are to be considered. Whilst large, the proposed extensions to the dwelling are considered to be of an appropriate design and scale and would not harm the character or appearance of the parent property. As the proposed development is located to the rear of the property it will not impact the street scene. The proposed materials are also considered acceptable given the variety evident in the area.

9.13 The proposed extension is considered to be appropriate in terms of its design, bulk, scale and use of materials and will have limited impact on the character and appearance of the street scene and village.

9.14 The development would therefore accord with Policies CS6, CS11 and CS12 of the Dacorum Core Strategy and saved Appendix 7 of the Dacorum Local Plan.

#### Impact on Residential Amenity

9.15 Policy CS12 of the Dacorum Core Strategy states that development should, amongst other things, avoid visual intrusion, loss of sunlight, daylight, loss of privacy and disturbance to surrounding properties.

9.16 Given the plot size, size and siting of the development, and the configuration and orientation of adjacent properties, the proposed extension would not adversely impact the neighbouring properties. At first floor level the proposals do not breach a 45 degree line taken from the nearest adjacent habitable bedroom windows of the attached neighbour and whilst visible the development would not appear unduly prominent or visually intrusive to the detriment of residential amenity. Adequate garden amenity space would also be retained at the rear for the use and enjoyment of occupiers of the extended dwelling.

#### Impact on Highway Safety and Parking

9.17 9.12 The NPPF (2021), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), and the Parking Standards Supplementary Planning Document (2020) all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers.

9.18 The proposal does give rise to greater parking requirement as the existing three bedroomed property would become four bedroomed. However there is sufficient parking on the front drive for at least three cars. As such, the development is in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy and the Parking Standards SPD. A four bedroom property requires 3 allocated off-street parking spaces which have been shown.

Chipperfield Parish council have objected on the application stating that the parking provision for the property as proposed would be insufficient. The proposals however meet the parking standards required by the adopted policy and as such a refusal could not be sustained. There is an existing single garage set back from the property which could be argued to provide additional space. The garage is existing but does not meet the minimum dimensions set out in the SPD to be classed as a garage such that it has been disregarded from the parking assessment already set out. . In addition it is important to note that the dwelling could also be extended under permitted development and have the potential to include the addition of even more bedrooms than that proposed under this application, this would fall outside the control of the LPA and would have a similar if not increased parking demand to the current proposal.

9.19 Overall, it is considered that the proposal would not result in an unacceptable impact on highway safety and would comply with Policies CS8 and CS12 of the Dacorum Core Strategy and the Parking Standards SPD.

#### Other Material Planning Considerations

##### *Response from Parish/ Town Council*

9.21 Objection - Insufficient parking provision. Chipperfield is wholly dependent on car use therefore it is Chipperfield Parish Council's policy to request parking provision of one car parking space per bedroom subject to a minimum of 2. We urge 4 on-site parking spaces for this application.

9. 22 These comments have been addressed above in the 'Impact on Highway Safety and Parking' section above.

#### Response to Neighbour Comments

9.23 A neighbour response has been received from No. 16 (the applicant) in response to the council's objection regarding parking. They state that the driveway is able to park 3 cars/ 4 smaller cars and there is a garage, therefore the property has 5 parking spaces. The existing driveway can fit up to 3 cars by DBC standards which state a minimum dimension of 2.4m by 4.8m. As the existing garage has not been shown on the plans it cannot be confirmed if the garage is large enough to be considered a parking space by DBC standards. Notwithstanding this the three parking spaces to the front comply with the Parking Standards SPD.

#### Community Infrastructure Levy (CIL)

9.24 Policy CS35 of the Core Strategy 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 was adopted in February 2015 and came into force on 1 July 2015. CIL relief is available for affordable housing, charities and Self Builders and may be claimed using the appropriate forms.

## **10. CONCLUSION**

10.1 It is considered that the proposed scheme is appropriate development and would not result in harm to the Green Belt. It is not felt that the works would have an adverse impact on the appearance of the dwelling or would significantly impact the street scene or the openness of the Green Belt or

this part of the Countryside. The development would not have a detrimental impact on the amenity of neighbouring properties or highway safety/car parking or ecology. Therefore, the proposal is acceptable in accordance with the aims of the National Planning Policy Framework 2019 and Policies CS5, CS6, CS8, CS11, CS12 and CS29 of the Core Strategy 2006-2031.

## 11. RECOMMENDATION

11.1 That planning permission be **GRANTED, subject to the conditions below.**

### Condition(s) and Reason(s):

- The development hereby permitted shall begin 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.

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

**Drg No. P02 Rev C, Proposed Plans and Elevations**

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

- The development hereby permitted shall be constructed in accordance with the materials specified on the application form.**

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

### Informatives:

- 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 (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

## APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Chipperfield Parish Council	OBJECTION. Insufficient parking provision. Chipperfield is wholly dependent on car use therefore it is Chipperfield Parish Council's policy to request parking provision of one car parking space per bedroom subject to a minimum of 2. We urge 4 on-site parking spaces for this application.

## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
6	1	0	0	1

### Neighbour Responses

Address	Comments
16 Croft Cottages Croft Lane Chipperfield Kings Langley Hertfordshire WD4 9DX	In response to Objection regarding Insufficient Parking Provision. The property currently enjoys a driveway sufficient for 3 large or 4 smaller cars plus a single garage (current provision could support up to 5 vehicles). The proposal is to increase the dwelling to 4 beds. I trust the current parking provision meets the above suggested requirement.  (The Home Owner / Planning Applicant)