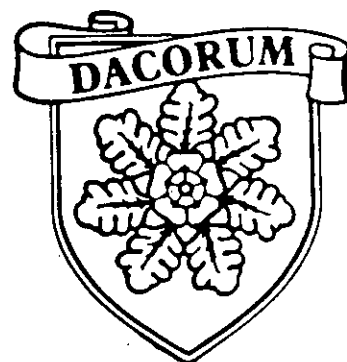


TOWN AND COUNTRY PLANNING ACT 1990

DACORUM BOROUGH COUNCIL



Application Ref No. 4/0722/91

J A Wiggs
100 Chipperfield Road
Kings Langley

M H Seabrook
4 Bradbery
Maple Cross
Rickmansworth

DEVELOPMENT ADDRESS AND DESCRIPTION
=====

100 Chipperfield Road, Kings Langley,

FIRST FLOOR SIDE EXTENSION & NEW PITCHED ROOF

Your application for *full planning permission (householder)* dated 26.05.1991 and received on 29.05.1991 has been **REFUSED**, for the reasons set out on the attached sheet(s).

Director of Planning

Date of Decision: 28.06.1991

(ENC Reasons and Notes)

REASON FOR REFUSAL
OF APPLICATION: 4/0722/91

Date of Decision: 28.06.1991



The proposed first floor extension would by reason of its height, mass and proximity to the adjoining property, have an overbearing effect and result in an unacceptable loss of light to that property.



Planning Inspectorate
Department of the Environment

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D-296-HAS-P

1) DNV
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Mr J A Wiggs
100 Chipperfield
KINGS LANGLEY
Herts
WD4 9JD

PLANNING DEPARTMENT
DACORUM BOROUGH COUNCIL

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|------|---------------------------------|------|------|------|--------|------|
| Ref. | Ack. T/APP/A1910/A/91/194578/P4 | | | | | |
| DoP | T.C.P.M. | D.P. | D.C. | B.C. | Admin. | File |
| | | | | | | |

13 FEB 1992

Received 14 FEB 1992

Comments

Sir

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPLICATION NO: 4/0722/91

1. I have been appointed by the Secretary of State for the Environment to determine your appeal. Your appeal is against the decision of the Dacorum Borough Council to refuse planning permission in respect of an application for a first floor side extension and a new roof over an existing building at 100 Chipperfield Road, Kings Langley. I have considered the written representations made by you and by the Council and also those made by the Kings Langley Parish Council and other interested persons including those made directly to the Council and forwarded to me. I made an unaccompanied inspection of the site on 21 January 1992.

2. From my consideration of the representations made and from my inspection of the site and the surrounding area, I consider that there are three main issues. Firstly, whether or not the proposal is an acceptable form of development allowable as an exception to restrictive green belt policies; secondly, the impact of the proposal on the street scene through massing and, thirdly, whether or not the proposal would materially harm the living conditions of adjoining occupiers with particular reference to daylight and sunlight.

3. No 100 Chipperfield Road is in a long line of dwellings built as ribbon development on the road between Kings Langley and the village of Chipperfield. The locality is part of the Metropolitan Green Belt in which there is a general presumption against inappropriate development, and approval should not be given for new buildings except in very special circumstances. However, extensions to existing dwellings may be appropriate and I consider that as an extension within a line of dwellings the proposal is an acceptable form of development and one which would not result in material harm to the objectives of the green belt.

4. Local planning policies are set out in the Hertfordshire Structure Plan and in the Dacorum District Plan, which is being replaced by the draft Dacorum Borough Local Plan (on deposit). The emphasis of these policies is on the maintenance and enhancement of the environment in the green belt and in existing residential areas. Environmental Guidelines in paragraph 10 of Part 5 of the draft local plan relate to extensions and seek to protect both the environment and residential amenity.



5. The proposal is to build a first floor onto the double width garage and the lounge behind it, and to enlarge and reshape the hipped roof to extend over the whole building.

6. One of the features of the locality is the openness from having countryside across the road and behind the dwellings. In this part of the road, the dwellings are not in spacious settings and the views over side garages are as important as those between dwellings. The proposal would close off such a view. However, I consider that in the overall setting and because of the house being at a lower level than the road, losing this view would have only a limited impact on the openness of the locality. Whilst not a satisfactory aspect, it would not justify rejection of your scheme.

7. The proposed side extension, whilst reflecting the style and materials of your house, would considerably increase the mass of two-storey building. This would take up almost all the frontage and I consider this to be out of character with the other dwellings in the immediate locality. The mass of the enlarged house, including the higher roof, would be in very marked contrast to the neighbouring bungalow, No 102, which is in close proximity. I consider that despite the diversity of dwelling types, sizes and styles within the locality, your enlarged house would appear intrusive and would have a detrimental effect on the street scene through massing.

8. Your proposal would bring two-storey building right to the edge of the common side boundary with the adjoining house, No 98. Building in these circumstances over the full width of the garage is not normally acceptable under the Environmental Guidelines and the distance between buildings would be less than 2 m, which is the minimum specified in the guidelines. On this side, No 98 has windows to main rooms on both floors and one of these windows is the only window to a middle bedroom. These windows face almost due west and would lose afternoon sunlight which now reaches them across the garage and the roof of your house. The downstairs windows to the lounge would face a two-storey building nearly 14 m long, and the room would lose daylight and have a closed in and overshadowed feel. In my view all this would materially and detrimentally affect living conditions for these neighbours, and would result in conditions out of keeping with those now enjoyed and with those to be expected in the locality.

9. I have noted the concern expressed about increased car parking on a very busy road, but whilst I can appreciate the dangers this would cause, I consider it not to be a likely consequence of your proposal as no garaging or on site parking space would be lost.

10. I have taken into account all the other matters in the written representations, including what you say about other extensions in Chipperfield Road, but none are of sufficient weight to affect my conclusion that this appeal should be dismissed.

11. For the above reasons, and in exercise of the powers transferred to me, I hereby dismiss your appeal.

I am, Sir
Your obedient Servant

John F. Hayward

JOHN F HAYWARD BA Solicitor
Inspector