

## UTT/14/3257/HHF (Littlebury)

(Reason: Applicant related to Councillor)

**PROPOSAL:** Erection of open sided car port.

**LOCATION:** Chestnut Barn, Green Farm, Littlebury Green Road, Littlebury.

**APPLICANT:** Mr P and Mrs S Menell.

**EXPIRY DATE:** 30 December 2014.

**CASE OFFICER:** Clive Theobald.

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### **1. NOTATION**

1.1 Outside Development Limits / Curtilage listed buildings to adjacent Grade II Listed Building.

### **2. DESCRIPTION OF SITE**

2.1 The site is situated towards the western end of Littlebury Green on its south side at the end of a short section of shared access driveway and comprises a curtilage listed two storey traditional midstreyed barn converted to residential use with single storey subservient outbuilding range leading off to the side with associated domestic curtilage. The site is enclosed to the immediate north by Hillbury House, to the immediate east by Greenswood Barn and to the immediate south by the Grade II listed Teapond House with converted curtilage outbuilding (formerly known as Green Farmhouse).

2.2 Chestnut Barn has a steeply pitched peg tiled roof with black weatherboarded wall cladding with stained timber windows, whilst the subservient outbuilding range to the side has shallower and stepped down pantiled roofs with brick and weatherboarded wall cladding and timber windows also. The front of the site is at split level running north to south with a paved hardstanding area to the side at higher ground level enclosed by 1.8 metre high close boarded entrance gates onto the shared drive. Planted vegetation exists along the northern boundary of the site, whilst a Sweet Chestnut tree which is subject to a TPO stands close to the site frontage with the entrance gates.

### **3. PROPOSAL**

3.1 This proposal relates to the erection of an open-sided cart lodge style double bay car port to be sited on the existing paved hardstanding area at the front corner of the site adjacent to the site entrance. The car port would have a clay pantiled gable roof with black shiplap gable ends and green oak upright support beams set onto brick piers with a stated height to the underside of the ridge of 4 metres and a stated width of 6 metres. A distance of 2.2 metres would be maintained between the outer side of the car port and the northern frontage boundary with Hillbury House beyond. The ridge height of the car port would be level with the ridge height of the lower height single storey extension range to Chestnut Barn.

### **4. APPLICANT'S CASE**

4.1 None submitted, although not required.

## **5. RELEVANT SITE HISTORY**

- 5.1 Conversion of barn with new extensions to form one residential dwelling at Green Farm (Barn 3) approved in 1992. Retention of chimney approved in 1995. Conversion and alterations to existing double car port garage and kitchen to form utility room and enlarged kitchen area approved in 2005. Insertion of 4 no. additional windows to ground floor approved in 2010. Installation of triangular window to east elevation and strengthening/alteration to tie beam approved in 2012. Preliminary enquiry made in 2014 in respect of proposed car port and rear porch to Chestnut Barn where this enquiry (car port only) forms the basis for the current planning application submission.

## **6. POLICIES**

### **6.1 National Policies**

- National Planning Policy Framework.

### **6.2 Uttlesford District Local Plan 2005**

- ULP Policy S7 – The Countryside
- ULP Policy ENV2 – Development affecting Listed Buildings
- ULP Policy ENV3 - Trees
- ULP Policy GEN2 – Design
- ULP Policy GEN8 – Vehicle Parking Standards

## **7. PARISH COUNCIL COMMENTS**

- 7.1 Comments not received.

## **8. CONSULTATIONS**

### **Specialist Advice on Conservation and Listed Buildings**

- 8.1 Chestnut Barn is viewed as being listed by virtue of the former historic curtilage with the adjacent Green Farmhouse (now Teapond House). When the application for conversion of the barn to residential use was originally considered, the conclusion was reached that the historic benefits of retaining the building in the context of the historic farmstead was sufficient to outweigh national and local planning policies to restrict residential development in the open countryside. It could be said that the agricultural appearance of the site has been in great measure retained despite the barn's residential conversion.
- 8.2 Following the aims of protecting the character of such buildings, typically domestic features should be avoided. The proposed car port the subject of the current application has been subject to preliminary design advice. The car port would have a traditional pitched roof and would incorporate traditional external cladding materials. The proposed development is therefore considered acceptable in principle at this listed curtilage location and I am therefore able to support the application as submitted.

## **9. REPRESENTATIONS**

- 9.1 1 representation received. Neighbour notification expired 27 November 2014. Advertisement expired 4 December 2014. Site notice expired 5 December 2014.

## Teapond House, Green Farm, Littlebury Green

No objections providing the overall height of the proposed structure is not greater than the nearest existing building to ensure that the proposed development supports the massing of existing buildings.

### **10. APPRAISAL**

The issues to consider in the determination of the application are:

- A Whether the proposed development by reason of its siting, design and scale would adversely affect the rural amenities of the area (ULP Policies S7 and GEN2);
- B Whether the development would adversely affect the character and setting of the curtilage listed building within the site and adjacent listed farmhouse (ULP Policy ENV2);
- C Impact of proposal on existing parking arrangements (ULP Policy GEN8);
- D Impact on residential amenity (ULP Policy GEN2);
- E Impact on adjacent TPO tree (ULP Policy ENV3).

#### **A Whether the proposed development by reason of its siting, design and scale would adversely affect the rural amenities of the area (ULP Policies S7 and GEN2).**

10.1 The site is located within the countryside within a small tightknit cluster of dwellings on the south side of Littlebury Green Road. ULP Policy S7 of the adopted local plan seeks to protect the countryside for its own sake, although this rural constraint policy allows for the provision within the countryside of appropriately sited, designed and scaled domestic extensions and curtilage outbuildings where significant harm to rural amenity would not occur by way of their introduction.

10.2 The proposed car port the subject of this householder application would be erected within the residential curtilage of Chestnut Barn immediately forward of the side extension range to the barn and would be partially screened by both the side entrance gates to the property and the hedged frontage boundary with Hillbury House. As such, the car port would be sited within a discreet and unobtrusive position within the application site close to the dwelling to which it would relate and would not by reason of these factors have an adverse impact on the rural amenities of the area. As such, the development would comply with ULP Policies S7 and GEN2.

#### **B Whether the development would adversely affect the character and setting of the curtilage listed building within the site and adjacent listed farmhouse (ULP Policy ENV2).**

10.3 The car port as a domestic curtilage outbuilding would be subservient in size and scale to Chestnut Barn given its single storey nature and would have a traditional design and appearance incorporating a clay pantiled roof and the use of green oak timber. The roof to the carport would have a ridge and eaves line commensurate with that of the roofs of the single storey side range to the main barn with matching roof pitch and roof tiles. The development would therefore maintain consistency with the architectural treatment and materials of the existing curtilage listed barn and extension range so as to minimise its impact on the barn's character and setting and those of the principal listed building (Tea Pond House) located to the immediate south. The proposal would therefore comply with ULP Policy ENV2 and also addresses the representation received concerning adjacent building compatibility.

### **C Impact of proposal on existing parking arrangements (ULP Policy GEN8).**

- 10.4 The existing paved parking area to the front of the site currently has space for the parking of two resident cars where it should be noted that a former covered parking area originally incorporated into the footprint of the single storey side extension range for the barn conversion was subsequently converted to a utility room and enlarged kitchen area following the grant of planning permission by the Council in 2005 where the two remaining hardstanding spaces for the dwelling was considered to be an acceptable level of parking.
- 10.5 The proposed double bay car port would have stated size dimensions of 5.5m (W) x 6m (D) and would effectively fill the front hardstanding parking area. These stated dimensions would meet currently adopted parking standards of 5.5m x 2.9m for a single parking bay meaning that two cars could be adequately accommodated at the site as at the present time, only under cover again with no further loss of parking at the site. No parking objections are therefore raised to the proposal under this basis under ULP Policy GEN8.

### **D Impact on residential amenity (ULP Policy GEN2).**

- 10.6 The car port would be sited a stated distance of 2.2 metres from the site's northern boundary with Hillbury House. The now established planting line along this northern boundary would ensure that only the roof of the structure would be visible from the rear garden of this adjacent property, which has a generous site curtilage. No amenity objections are therefore raised under ULP Policy GEN2.

### **E Impact on adjacent TPO tree (ULP Policy ENV3).**

- 10.7 A mature Sweet Chestnut tree which is subject to a TPO stands just to the north-west of the site entrance along the shared access way. However, this tree would not be affected by the proposal given the separation distance involved and the open nature of the car port structure without reliance upon new strip footings. The proposal would therefore comply with ULP Policy ENV3.

## **11. CONCLUSION**

The following is a summary of the main reasons for the recommendation:

- A The proposed car port would not be harmful to the rural amenities of the area, existing heritage assets or residential or tree amenity by reason of its siting, scale, design and external appearance, whilst adopted parking standards would be met. The proposal would therefore comply with ULP Policies S7, ENV2, ENV3, GEN2 and GEN8 of the adopted local plan and would be acceptable subject to appropriate conditions.

### **RECOMMENDATION – CONDITIONAL APPROVAL**

Conditions/reasons

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

REASON: To comply with the requirements of Section 91 of the Town and Country

Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The clay roof pantiles for the car port hereby permitted shall match the pantiled roofs of the existing adjacent single storey range to the curtilage listed barn on the site.

REASON: To ensure that the development is compatible with the character and setting of the curtilage listed barn and the wider listed setting of Teapond House in accordance with ULP Policy ENV2 of the Uttlesford Local Plan (adopted 2005).

3. The gable ends of the car port hereby permitted shall be of featheredged boarding.

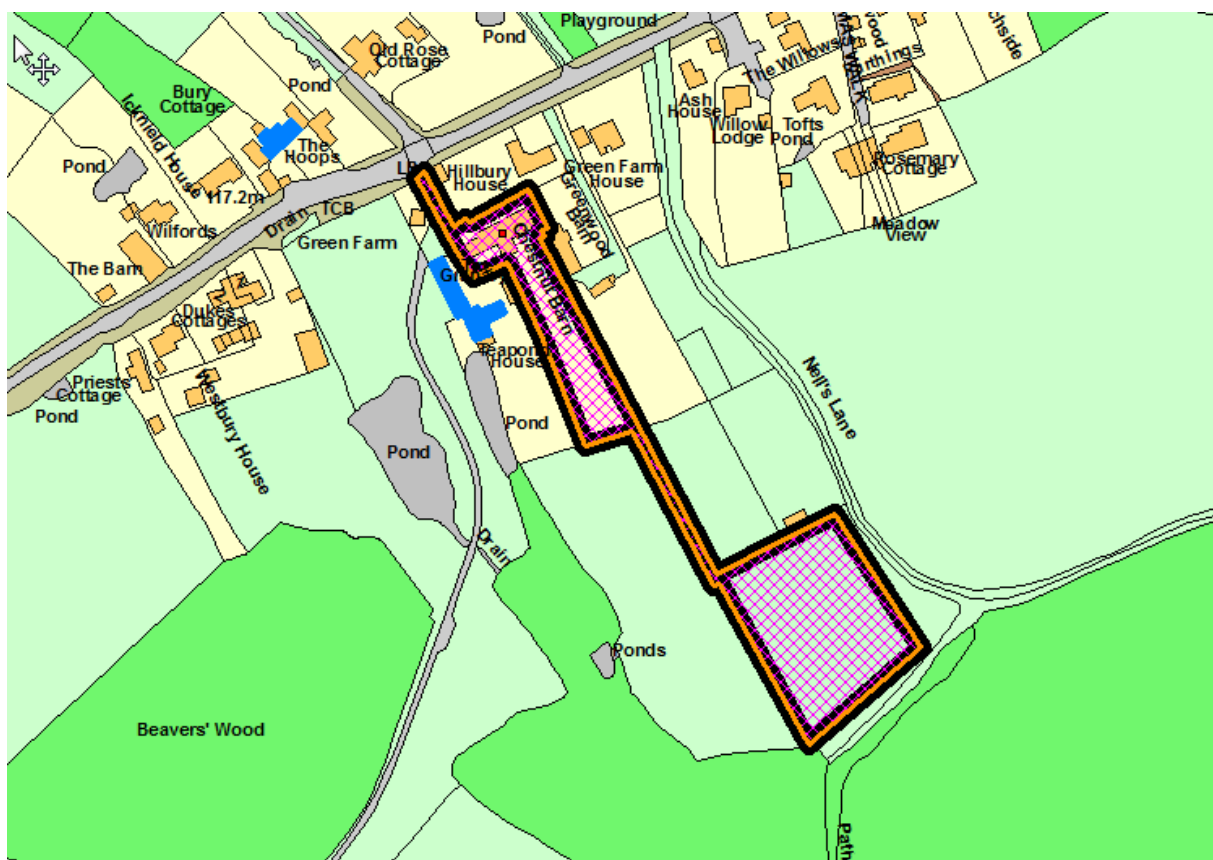
REASON: To ensure that the development is compatible with the character and setting of the curtilage listed barn and the wider listed setting of Teapond House in accordance with ULP Policy ENV2 of the Uttlesford Local Plan (adopted 2005).

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), the car port hereby approved shall be retained for the parking of domestic vehicles in connection with the use of the property and shall not be converted to another use, including conversion to habitable accommodation, without the prior approval in writing of the local planning authority.

REASON: To ensure that sufficient off-road parking is provided and maintained at the site and to avoid the requirement for further buildings for this purpose in accordance with ULP Policies GEN8 and S7 of the Uttlesford Local Plan (adopted 2005).

Application no.: UTT/14/3257/HHF

Address: Chestnut Barn, Green Farm, Littlebury Green Road, Littlebury



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