
121a Toms Lane
Kings Langley WD4
8NP

Design Statement

February 2024

pbarc
Potters Bar Architects

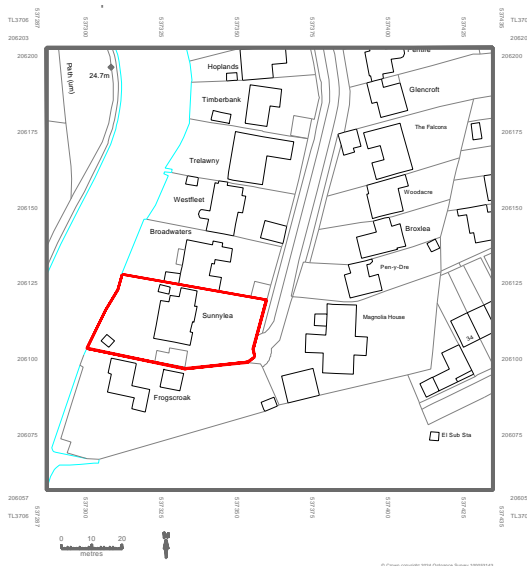


121a Toms Lane is a semi detached bungalow, situated on the Northern row of properties.

The House is not statutory or locally listed and does not fall within the conservation area.

The site falls within the Green Belt.

A prior approval application for a depth of 6m was granted in December 2023, 23/1948/PDE



Neighbouring 2 Storey House

Neighbouring extended Chalet bungalow

Parking provision (2 cars)

Existing Bungalow

Adjoining neighbour



2m high fence

Existing conservatory

Existing Garage

Neighbouring Development



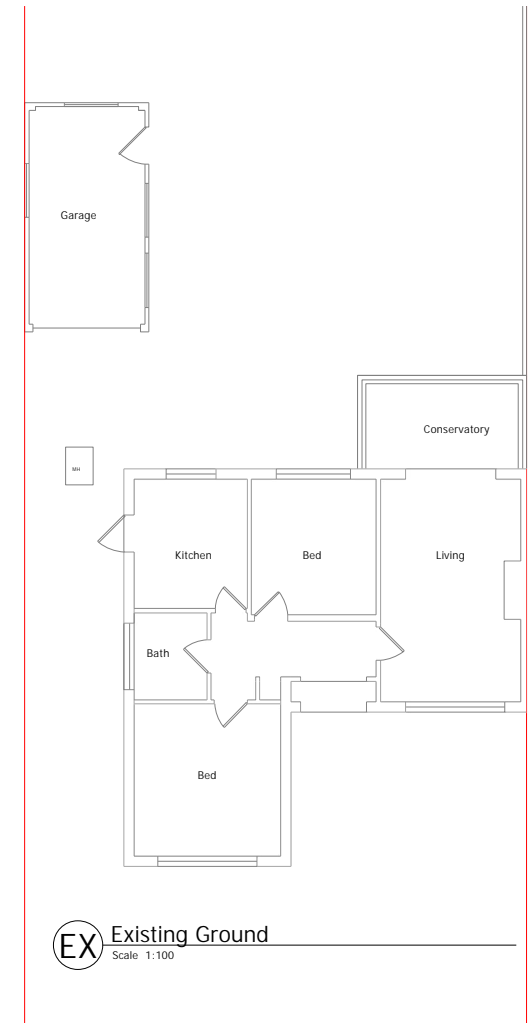
The existing built massing has a footprint of 89m² (inclusive of a 17m² Garage).

Additionally, a conservatory of 9.5m² has been added to the property - this will be demolished.

The Garage has a volume of 40m³.

The main House has a volume of 266m³.

The Conservatory (to be demolished) has a volume of 21m³.



A prior approval application for a depth of 6m was granted in December 2023, 23/1948/PDE.

This would provide an additional 59m² of footprint and a volume of 171m³.

The conservatory and Garage would have been omitted.

Additionally, permitted development allows a side extension of less than half the width of the House and not forward of the principal elevation. This would see allowable development built up to the boundary, providing a footprint of 23m² and 65m³.

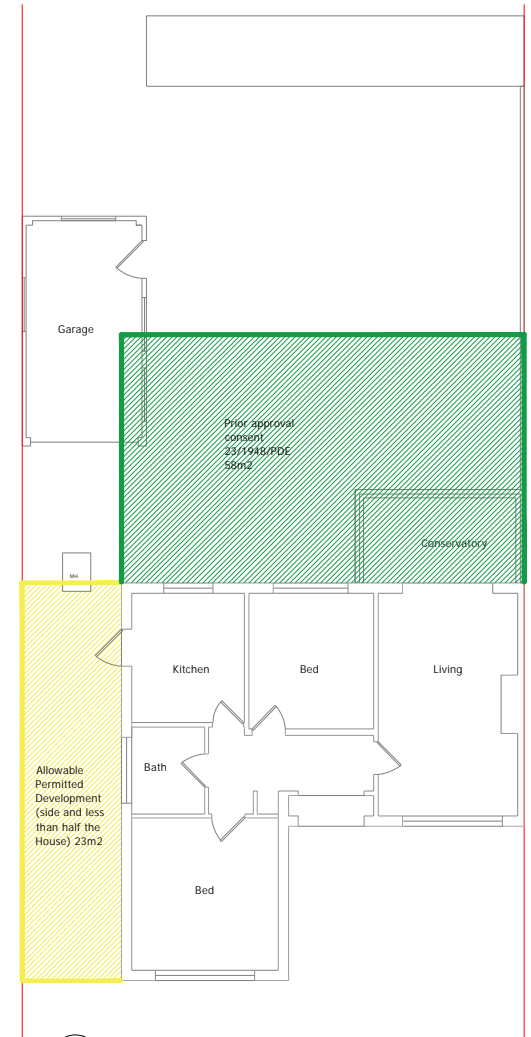
In total, the prior approval and permitted development rights would enable a footprint of 154m² and a volume of 502m³.

Roof additions up to 50m³ are also allowable, as well as porch additions of 9m³.

In total there is development potential of more than 550m³ under allowable permitted development rights.

This must be considered in assessing what is deemed 'disproportionate additions' within the Greenbelt.

Permitted Development (yellow) 65m³ Prior approval (blue) 171m³ Roof extensions (orange) 50m³



The proposals present a balance of what is allowable under permitted development and the impact on the Greenbelt.

To the rear, the depth of rear extension matches prior approval consent 23/1948/PDE and therefore presents no greater impact than what is allowable.

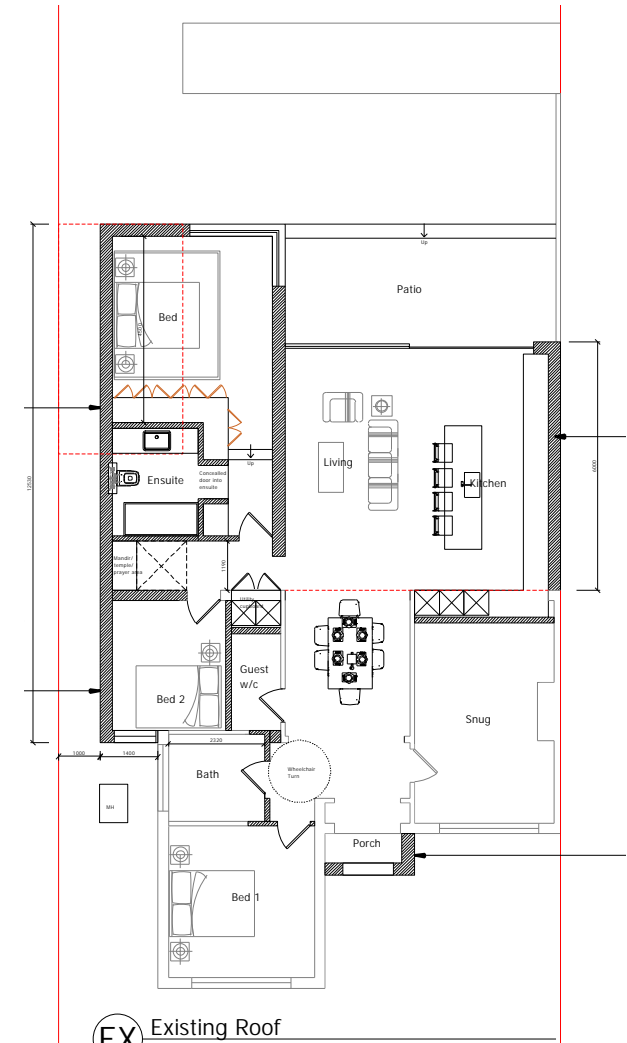
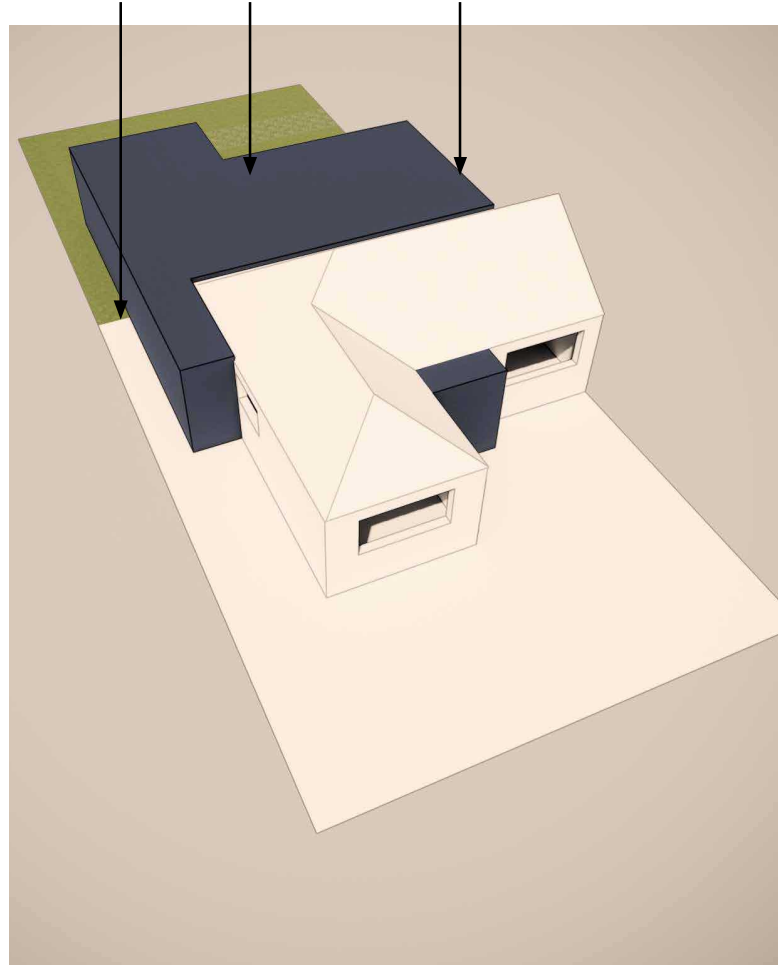
To the side, the extension is set in from the boundary and leaves 1m visual gap.

The Garage is demolished and the side rear extension is set in from boundary to increase visual separation between properties. The depth would be no deeper than Garage as currently exists and therefore there is no greater impact than existing.

The side and rear extensions add a footprint of 82m² with a volume of 230m³.

The porch adds 2.5m², with a volume of 7m³.

Permitted Development (yellow) 65m³ Prior approval (blue) 171m³ Roof extensions (orange) 50m³



The NPPF identifies the five purposes of including land in Green Belts as:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Paragraph 149 of the NPPF indicates that the construction of new buildings within the Green Belt should be regarded as inappropriate; inappropriate development in the Green Belt is, by definition harmful.

However, 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, is listed as one of the exceptions to inappropriate development as set out within the NPPF

The existing built massing has a footprint of 89m² (inclusive of a 17m² Garage).

Proposals would see the massing increased to 171m², representative of a 92% increase.

While this would appear excessive and in breach of the 40% guidelines, there must also be a consideration for what is allowable and consented, which provides a fallback position.

Prior approval permission exists to increase the existing House to 148m².

Permitted Development for a side extension would allow the House to increase to 171m², matching the proposals.

In essence, there is no difference in impact on the Greenbelt in what has already been consented via prior approval and what is allowable under permitted development and therefore the extensions are proportionate in terms of their legal rights of development.

In terms of volume, the existing House is 266m³, with a Garage of 40m³, totalling 306m³ of built massing.

Proposals will add 230m³, totalling 496m³.

The prior approval consent and permitted development (side) provides a total volume of 502m³. The proposals therefore represent less volume than allowable development and should therefore be considered appropriate development.

Finally, a visual analysis must be undertaken.

The existing Garage is built up to the side boundary, meaning there is no visual separation between properties and a lack of greenbelt openness when viewed from the street.

Permitted development would allow a side extension less than half the width, which is up to the boundary to 121 Toms Lane.

The proposals however are stepped in by 1m, allowing visual separation, increasing the 'openness' of the greenbelt and reducing the impact to the neighbouring property (121 Toms Lane). In essence, they are less harmful and intrusive than the existing condition and the allowable development.

In relation to depth, the main Living spaces extend to what is already approved and the total development does not exceed the existing Garage line.

For these reasons, the development presents appropriate development.