

ITEM:		RECOMMENDATION:	APPROVAL
REF NO:	3PL/2017/1533/F	CASE OFFICER	Natalie Levett
LOCATION:	SHIPDHAM 27 Market Street Shipdham	APPNTYPE:	Full
APPLICANT:	Mr & Mrs Richard & Gilly Gamble 27, Market Street Shipdham	POLICY:	Part In Set Bndry
AGENT:	Vello Ltd Lakeside Roman Drive	ALLOCATION:	N
PROPOSAL:	Erection of a new self build residential dwelling on land to the rear of 27 Market Place, Shipdham.	CONS AREA:	N
		LB GRADE:	Adjacent Grade 2
		TPO:	N

REASON FOR COMMITTEE CONSIDERATION

The application is referred to Planning Committee as the site falls outside the settlement boundary.

KEY ISSUES

- Sustainability
- Impact on character and appearance
- Access and highway impact
- Impact on amenity
- Other matters

DESCRIPTION OF DEVELOPMENT

This application seeks full planning permission for the erection of a new self-build residential dwelling, with parking, garaging and amenity on land to the rear of 27 Market Place, Shipdham, following the demolition of an existing cart lodge and storage building.

SITE AND LOCATION

The proposed site is an area of land to the north of Market Street, to the rear an existing residential property 27 Market Place, Shipdham. The application site measures 0.06 hectares and forms amenity land for 27 Market Place. The application site accommodates two existing buildings, including a brick cart lodge and grey metal cladding storage building both of which are proposed to be demolished.

The application site lies outside but adjacent to the settlement boundary of Shipdham which is a Service Centre Village.

Numbers 23-25 Market Street to the south of the site is Grade II listed. The property is white rendered with

black contrasting plinth and window details and a red roof.

EIA REQUIRED

No

RELEVANT SITE HISTORY

No relevant site history.

POLICY CONSIDERATIONS

The following policies of the adopted Breckland Core Strategy and Development Control Policies and the adopted Site Specific Policies and Proposals Document, including the Proposals Maps, have been taken into consideration in the determination of this application. The provisions of the National Planning Policy Framework and National Planning Policy Guidance have also been taken into account, where appropriate

CP.01	Housing
CP.10	Natural Environment
CP.11	Protection and Enhancement of the Landscape
CP.13	Accessibility
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.12	Trees and Landscape
DC.16	Design
DC.17	Historic Environment
DC.19	Parking Provision
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
SS1	Spatial Strategy

OBLIGATIONS/CIL

Not Applicable.

CONSULTATIONS

SHIPDHAM P C

Made the following comments;

- unsure if the site is within the settlement boundary
- question if an application to move boundary is required
- parking and vehicular turning needs to be addressed.

NORFOLK COUNTY COUNCIL HIGHWAYS

No objection, subject to the following conditions;

- visibility splays
- access and parking area in accordance with plans.

HISTORIC BUILDINGS CONSULTANT

No objection.

CONTAMINATED LAND OFFICER

No objections subject to condition

PAUL HEWETT

I fully support this application: it improves the overall vista of this part of the village, removes unsightly commercial outbuildings, and highways recommendations mean improvements to the overall visual spay for local residents leaving the area. It adds (albeit marginally) to the local housing supply and meets accommodation needs for local families. I understand there are no material objections from local neighbours who have been kept informed of the plans at each stage. This feels like a thought through, small scale, sensible development appropriate to a local need in a thriving community using otherwise redundant space which we as a LPA should wholeheartedly support. Paul Hewett Ward Member, Shipdham with Scarning

REPRESENTATIONS

3 local representations have been received for this application comprising 1 letter of objection and 2 letters of support. The main comments received are summarised below:

- Impact on access to Sunnyside Court
- Impact to highway safety
- Concern about boundary treatments/ retention of existing wall
- Disruption during construction period
- Improves overall vista of this part of the village
- Removes unsightly commercial outbuildings
- Adds to the local housing supply.

ASSESSMENT NOTES

1. Principle of the Development

1.1 The proposal seeks planning permission, for the erection of a single dwelling on land outside but adjacent to the Shipdham Settlement Boundary. For this reason, the proposal conflicts, in principle, with Policies SS1, DC02 and CP14 of the adopted Core Strategy and Development Control Policies Development Plan Document (2009), which seek to focus new housing within defined Settlement Boundaries.

1.2 However, as the Council does not currently have an up to date 5 year housing land supply Paragraph 49 of the NPPF, states that where an authority does not have an up-to-date five year housing land supply the relevant local policies specifically for the supply of housing, should not be considered up-to-date. Furthermore, housing applications should be considered in the context of the presumption in favour of sustainable development unless any adverse impacts of doing so would demonstrably outweigh the benefits or specific policies in the Framework indicate that development should be restricted.

2. Sustainability of development.

2.1 The provision of housing to meet local needs is identified as a key component of sustainable development. In order to promote sustainable development in rural areas, the NPPF indicates that housing should be located where it will enhance or maintain the vitality of local communities.

2.2 The site is immediately adjacent to the defined settlement boundary of Shipdham, a Service Centre Village, as identified by Policy SS1 and the proposals map, which contains adequate services to meet the day to day needs of existing residents. The site is located off the main road through the village. Shipdham benefits from local shops, a post office, primary school, doctor's surgery, public houses, churches and a village hall.

2.3 Shipdham is also close to the market town of Dereham, which accommodates a much wider range of activities and services, including higher order shopping, employment and leisure facilities. Regular bus services operate through the village providing links to the towns of Dereham, Watton and Swaffham. The bus services mean that the future residents would not be solely reliant on the use of private car to meet their day to day need, which should be afforded some weight in support of the application.

2.4 The combination of frequent bus service and local facilities and services within walking distance is considered to make the site acceptable in terms of access to services and facilities for a single dwelling. It therefore accords with paragraph 17 of the National Planning Policy Framework which advises that patterns of growth should be managed to make the fullest possible use of public transport, walking and cycling. The proposal also accords with paragraph 34 of the Framework in terms of ensuring the need to travel will be minimised and the use of sustainable transport modes will be maximised. Overall, the proposal is considered to amount to sustainable development having regard to the three dimensions of sustainable development (social, economic and environmental). The proposal would help contribute to the housing supply, although the provision of one dwelling would be limited in terms of its overall context.

3. Impact on Character and Appearance of area.

3.1 Policy CP11 of the Core Strategy seeks to ensure that the landscape of the District will be protected for the sake of its own intrinsic beauty and its benefit to the rural character. Development within the District is also expected to be of the highest design quality in terms of both architecture and landscape (Policy CP11 and DC16).

3.2 The proposed dwelling would be located directly adjacent to the settlement boundary of the village, to the rear of No.27 Market Street, a two storey red brick house. Vehicle access is provided to the north east of the house. This access also provides communal entry to a development of 3 x two and half storey gabled roof dwellings known as Sunnyside Court. The new property would use the same communal access from the highway with a driveway passing along the north east flank wall of No 27.

3.3 Whilst the proposed dwelling would be situated to the rear of Number 27 Market Street, given the existing dwellings at Sunnyside Court which are also set back, it is not considered that the proposed dwelling would result in a form and character of development out of keeping and is considered to have appropriate regard to Policy DC16. Due to the orientation and location of Sunnyside Court, it would be seen in the context of a group of dwelling set back from the street. Overall the proposal is considered to be acceptable in street scene terms.

3.4 The development would result in encroachment into the countryside, however, this is considered minor.

More specifically, the site is already residential in use, opposed to agricultural field. The site is also currently occupied by two detached buildings which will be demolished to facilitate the development. The site benefits from screening to the west provided by mature trees and the north-west by an industrial/ agricultural building. On this basis, the minor intrusion into the countryside is considered acceptable.

3.5 The new house is proposed to be a combination of brick and weatherboarding walls with a pantile roof. The material palette would conform to the character of the area, raises no concerns, and would not appear out of place in this rural village. Furthermore the scale, height and massing would be commensurate with built form in the immediate area.

3.6 A neighbour has enquired as to how much of the existing boundary will be retained. This is detailed on the submitted Proposed Site Plan, and confirms the existing eastern and southern boundaries will be maintained, and will form part of the approved plans.

3.6 It is considered that the proposed property would not depart significantly from the established pattern of development as detailed above. Whilst the building would protrude further beyond the building line of the adjoining dwellings on Sunnyside Court this is not considered to cause any significant impact. The scheme complies with policy CP11.

4. Access and Highway Impact

4.1 In terms of Highway safety and parking no objections have been raised by the Highway Authority subject to conditions regarding visibility splays and access and parking layout. The proposal is considered to have appropriate regard to Policy DC19.

5. Impact on Amenity

5.1 The proposal has been designed to prevent overlooking to its neighbours. The rear elevation facing No 27 Market Street has only 2 windows at first floor serving en-suite bathrooms which can be conditioned to be obscure glazed. In terms of impact on Number 3 Sunnyside Court, the side elevation facing this property has been designed so as to avoid windows at first floor level so as to protect privacy. There is one velux roof light proposed which would serve an en-suite. It is not considered that the siting, design and appearance of the dwelling would give rise to any significant degrees of overlooking to surrounding neighbours.

5.2 Overall it is not considered that the siting, size, height or bulk of the proposed dwelling would give rise to any significant adverse impact to adjoining neighbours.

5.3 Minimal overshadowing will be caused by the development again due to its position to the north and west of neighbours. Some shadowing may be experienced to No. 3 Sunnyside Court's rear garden in the evening. However, this would not be excessive.

5.4 The new dwelling would be accessed by a driveway which would runs along the side elevation of No.27. Whilst there is the potential for disturbance of existing residents from vehicles entering and exiting the site, any impact would be intermittent and only for 1 additional dwelling and is thus considered acceptable. On balance it is considered that an acceptable level of residential amenity would be provided for future occupiers of the new development. Overall the scheme is considered to have appropriate regard to Policy DC1 (Amenity).

6. Other Matters - Contamination, Historic Environment, Extensions

6.1 The Contaminated Land Officer has considered the proposal and is content for it to proceed subject to a condition relating to unexpected contamination, if detected during the construction phase. The proposal therefore accords with Policy CP9.

6.2 There is a Listed Property (23-25 Market Street) to the south of the site. No objections have been raised by the Historic Building Officer in terms of impact on the setting and appearance of this building having regard to Policy DC17.

6.3 In order to protect the amenities of surrounding properties it is considered reasonable to remove permitted development rights for extensions, roof additions, outbuildings or further openings. In addition, a condition restricting the use of the garage for storage is also proposed to ensure sufficient vehicle parking is achieved.

7. Conclusion

7.1 In accordance with paragraph 14 of the NPPF, no harm has been identified which would significantly and demonstrably outweigh the benefits. The proposal is considered to have appropriate regard to the Development Plan and the National Planning Policy Framework. In terms of the overall planning balance of the scheme approval of the application is accordingly recommended.

RECOMMENDATION

Planning Permission

CONDITIONS

3100

Materials

Prior to the commencement of any works above slab level the type and colour of the external wall materials shall be agreed in writing with the Local Planning Authority. Only such agreed materials shall be used in connection with this approval.

Reason for condition:-

To ensure the satisfactory appearance of the development, in accordance with Policy DC1 and DC16 of the Adopted Core Strategy and Development Control Policies Development Plan Document 2009.

This condition will require to be discharged

3408

Landscaping - details and implementation

Prior to the occupation of the development hereby permitted a scheme of landscaping which shall take account of any existing trees or hedges on the site, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out during the planting season November/March immediately following the commencement of the development, or within such longer period as may be agreed in writing with the Local Planning Authority. The details shall take account of the Council's leaflet "Tree pack" (Landscaping advice for applicants). Any trees or plants which within a period of 5 (five) years from the completion of the landscaping scheme die, are removed or become seriously damaged or diseased shall be replaced during the next planting season with others of the same size and species unless the Local Planning Authority gives written consent to any variation.

Reason for condition:-

To ensure the satisfactory appearance of the development, in accordance with Policy DC12 of the Adopted Core Strategy and Development Control Policies Development Plan Document 2009.

This condition will require to be discharged

3410 Hardlandscaping - details and completion

Prior to the occupation of the development hereby permitted details of the hard landscaping shall be submitted to and approved in writing by the Local Planning Authority. Such approved works shall be completed in all respects before the occupation of the development hereby permitted and thereafter retained.

Reason for condition:-

To ensure the satisfactory appearance of the development, in accordance with Policy DC1 and DC16 of the Adopted Core Strategy and Development Control Policies Development Plan Document 2009.

This condition will require to be discharged

3946 Contaminated Land - Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with details to be agreed in writing with the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority.

Reason for condition:-

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This condition is imposed in accordance with CP9 of the Breckland Adopted Core Strategy.

This condition will require to be discharged

3006 Full Permission Time Limit (2 years)

The development must be begun not later than the expiration of TWO YEARS beginning with the date of this permission.

Reason for condition:-

As required by section 91 of the Town & Country Planning Act 1990 (as amended) and to ensure the deliverability of the scheme to contribute to the five year housing land supply.

3047A In accordance with submitted plans NEW 2017

The development must be carried out in strict accordance with the application form, and approved documents and drawings as set out in the table at the end of this notice.

Reason for condition:-

To ensure the satisfactory development of the site.

3212 No additional windows at first floor

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment)(No 2)(England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) there shall be no additional window or other opening (or enlargement or alteration of existing or permitted openings) constructed at first floor level or above in any elevation of the development hereby approved without the prior written permission of the Local Planning Authority.

Reason for condition:-

To help safeguard the privacy and amenity of the occupiers of the adjacent properties.

This condition is imposed in accordance with Policy DC1 of the Breckland Adopted Core Strategy.

3214 Obscure glass

The window openings in the rear elevation at first floor level shall be fitted with obscure glass with a degree of obscurity equivalent to Pilkington Level 5 and shall be hung in such a way as to prevent overlooking of neighbouring dwellings. It shall be permanently maintained in that form.

Reason for condition:-

To help safeguard the privacy and amenity of the occupiers of the adjacent properties. This condition is imposed in accordance with Policy DC1 of the Breckland Adopted Core Strategy.

3350 Non-standard P.D. condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B, C, D and E of Part 1 of Schedule 2 of that Order shall be carried out within the area of development hereby approved.

Reason:-

To safeguard the amenities of neighbouring occupiers and the general locality in accordance with policies DC1 of the Core Strategy and Development Control Policies adopted 2009.

LS17 non standard condition

Prior to the first occupation of the development hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to the western side of the access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction exceeding 1.05 metres above the level of the adjacent highway carriageway.

Reason:- In the interests of highway safety.

LS17 non standard condition

Prior to the first occupation of the development hereby permitted the proposed access and parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason:- To ensure the permanent availability of the parking / manoeuvring area, in the

interests of highway safety.

2000

NOTE: Application Approved Without Amendment

The Local Planning Authority has acted positively and proactively in determining this application, and by assessing the application against all material considerations, including national guidance, planning policies and representations that have been received during the public consultation exercise and subsequently determining to grant planning permission within as timely a manner as possible in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Copies of all documentation submitted in connection with this application can be viewed online at <http://www.breckland.gov.uk/content/planning-search-0>