

ITEM:		RECOMMENDATION: APPROVAL
REF NO:	3PL/2018/0857/F	CASE OFFICER Lisa ODonovan
LOCATION:	ATTLEBOROUGH Still Waters Long Street Attleborough	APPNTYPE: Full POLICY: Out Settlemnt Bndry ALLOCATION: N CONS AREA: N LB GRADE: N TPO: N
APPLICANT:	Mr & Mrs Croft C/O Parker Planning Services	
AGENT:	Parker Planning Services Ltd Orchard House Hall Lane	
PROPOSAL:	The conversion and extension of an annex to form a separate dwelling and erection of a garage	

REASON FOR COMMITTEE CONSIDERATION

The application is brought to Committee as the recommendation is contrary to Policy.

KEY ISSUES

Principle
Impact on the character and appearance of the area
Amenity impact
Highway safety

DESCRIPTION OF DEVELOPMENT

The application proposes the conversion and extension of an annexe to create a separate dwelling. The dwelling will comprise of four bedrooms and will be one and half storeys with two of the bedrooms sited within the roof space. The roof will be raised by 1m to allow for this.

SITE AND LOCATION

The application site is located outside of any defined Settlement Boundary and is bounded to the north west by the existing dwelling (Still Waters), to the north east by the highway, to the south/south east by a residential dwelling, and to the south and west by a small woodland area and beyond open land. The site currently forms a grassed area adjacent to Still Waters with mature vegetation and trees to the north east and south east boundaries.

EIA REQUIRED

No

RELEVANT SITE HISTORY

3PL/2017/0900/F - The erection of a single detached two-storey dwelling and garage - Permission

3PL/2017/0461/F - Erection of a single detached two-storey dwelling and garage - Withdrawn

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.04	Infrastructure
CP.14	Sustainable Rural Communities
DC.01	Protection of Amenity
DC.02	Principles of New Housing
DC.16	Design
DC.19	Parking Provision
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
SS1	Spatial Strategy

OBLIGATIONS/CIL

Not Applicable

CONSULTATIONS

ATTLEBOROUGH TC

No comments

NORFOLK COUNTY COUNCIL HIGHWAYS

The site lies outside of the main settlement and any residents will have a high dependency on travelling by car. If you are minded to grant approval please impose conditions relating to: access, parking and turning, means of obstruction and visibility.

REPRESENTATIONS

Site notice erected: 30-07-2018

Consultations issued: 25-07-2018

No representations received.

ASSESSMENT NOTES

Principle

The site is located outside of any defined settlement boundary and therefore the application is contrary to Policies SS1, DC2 and CP14 of the Core Strategy and Development Control Policies Development Plan Document 2009. The principle of the proposal is therefore not accepted.

Paragraph 10 of the NPPF states that at the heart of the Framework is a presumption in favour of sustainable development. Paragraph 11 further states that proposed development that accords with an up-to-date Local Plan should be approved without delay, and where there are no relevant development plan policies, or the policies which are most important for determining applications are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

The Council cannot demonstrate a current 5 year housing land supply and therefore the Core Strategy and Development Control Policies Document are not considered up-to-date and therefore the material considerations are assessed in line with the sustainable development roles within paragraph 8 of the NPPF:

- economic, to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- social, to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- environmental, to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Economic - The proposal would provide one new dwelling closely related to the existing settlement boundaries of Great Ellingham (Service Centre Village and Attleborough (a Market Town) and would therefore make a positive, albeit small, contribution to the housing supply. The proposal would provide limited short-term economic benefits through labour and supply chain demand required during the construction/amendments proposed.

Social - As stated above, the proposal is closely related to Great Ellingham, a Service Centre Village and is a short distance away from Attleborough, a Market Town. Therefore reducing the requirement to travel further afield for day-to-day services and facilities. It is noted that there are no nearby bus stops to the site and this factor weighs against the proposal.

For these reasons highlighted above the proposal would not accord with a core planning principle which is to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. This consideration weighs against the proposal.

2.0 Impact on the character and appearance of the area

2.1 The environmental role of sustainable development seeks to, in part contribute to protecting and enhancing the natural, built and historic environment. Consideration of a development's impact on the character and appearance of the area within which it is situated is, therefore, integral to the environmental dimension of sustainable design, as is its design.

2.2 Policy DC16 requires all new development to achieve the highest standard of design. As part of this, all design proposals must preserve or enhance the existing character of an area. Consideration will also be given to the density of buildings in a particular area and the landscape/townscape effect of any increased density.

2.3 Environmentally, although outside the Settlement Boundary, the site is in a semi-rural location. There are other residential uses immediately adjoining the site, and the building is already in place therefore will not appear as a further encroachment or result in an adverse character outcome. Any harm would be limited given the following factors:

- the visual containment of the site by existing development and established boundary hedging;
- generous proportions of the site will maintain a spacious character;
- the proposal would not intrude into the open countryside and would not be isolated; and,
- the proposal would not cause material harm to the character and appearance of the area.

2.4 The combination of all of these environmental factors together and not in isolation result in the proposal satisfying the environmental role of sustainable development.

2.5 The proposed amendments in terms of materials and glazing will help to marry the character of the newly building dwelling adjacent.

3.0 Amenity impact

3.1 Policy DC1 seeks to protect residential amenity and that all new development must have regard to amenity considerations and states that development will not be permitted where there are unacceptable effects on the amenity of neighbouring residents and future occupants.

3.2 The building is already in position and whilst a roof height extension is proposed this will not result in adverse amenity impact as the resulting dwelling size will remain modest and is stepped behind the existing host dwelling and the new dwelling to the east, therefore there will be no loss of light or overshadowing as a result. The existing dwellings whilst forward of the proposed dwelling, will not affect the proposed occupiers in terms of overlooking, as any potential overlooking will be to the front, less sensitive amenity area, leaving the private, rear space unaffected. In light of these factors, the proposal is considered to accord with Policy DC1.

4.0 Highway safety

4.1 Policy CP4 of the Core strategy seeks to ensure that all access and safety concerns are resolved in new developments. Policy DC19 requires sufficient Parking for all new development.

4.2 The proposal provides sufficient parking on site with the existing access to Still Waters being utilised, as agreed by the Highway Authority. As such, no objections are raised subject to conditions in respect of highway safety.

5.0 Conclusion

5.1 The proposal seeks to provide a smaller unit of accommodation in an area, which, on balance, given its proximity to Attleborough Market Town And Great Ellingham, a service centre village is considered to be a sustainable location. It also seeks to utilise an existing building therefore character impact is minimal. As a result, the application is recommended for approval.

RECOMMENDATION

Planning Permission

CONDITIONS

- 1 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.
- 2 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.
- 3 External wall and roof materials to be agreed**

No development beyond slab level shall take place until precise details, (including samples where required), of the materials used in the construction of the external walls and roof(s) of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. This condition shall apply notwithstanding any indication as to these matters that have been given in the current application. The materials to be used in the development shall be in accordance with the approved details.

Reason for condition:-

To enable the Local Planning Authority to control the colour, tone, texture and appearance of the materials used to ensure the satisfactory appearance of the development, as required by Policy DC 1 and DC 16 of the Adopted Core Strategy and Development Control Policies Development Plan Document 2009.

This condition will require to be discharged
- 4 Access**

Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan in accordance with the highway specification Dwg.No. TRAD 5 attached. Additionally the access will be constructed to a minimum width of 4.5 metres for the first 5 metres into the site. Arrangements shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason for condition:-

To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.

This condition will require to be discharged

5 Highways - means of obstruction

Prior to the first occupation of the development hereby permitted any access gate(s), bollard, chain or other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 5 metres from the near channel edge of the adjacent carriageway. Any sidewalls / fences / hedges adjacent to the access shall be splayed at an angle of 45 degrees from each of the (outside) gateposts to the front boundary of the site.

Reason for condition:-

To enable vehicles to safely draw off the highway before the gate(s) or obstruction is opened.

This condition will require to be discharged

6 Visibility splays

Prior to the first occupation/use of the development hereby permitted visibility splays measuring 2.4 metres x 90 metres shall be provided to each side of the access where it meets the highway.

The 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 for condition:-

In the interests of highway safety in accordance with the principles of the NPPF.

This condition will require to be discharged

7 Access, parking and turning

Prior to the first occupation of the development hereby permitted the proposed access, parking and turning 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 for condition:-

To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

This condition will require to be discharged

9 Variation of approved plans

Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.

You or your agent or any person responsible for implementing this permission should inform the Development Control Section immediately of any proposed variation from the approved plans and ask to be advised to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new application.