

<b>ITEM:</b>		<b>RECOMMENDATION:</b>	APPROVAL
<b>REF NO:</b>	3PL/2021/0687/PIP	<b>CASE OFFICER</b>	Naomi Minto
<b>LOCATION:</b>	ATTLEBOROUGH Greenfields Crow Crows Hall Lane	<b>APPNTYPE:</b>	Permission Principle
<b>APPLICANT:</b>	Mr & Mrs B Fitzgerald Greenfields Crow Hall Lane	<b>POLICY:</b>	Out Settlement Bndry
<b>AGENT:</b>	Cowen Consulting Chiara Mere Road	<b>CONS AREA:</b>	N
<b>PROPOSAL:</b>	Permission in Principle for the Erection of 2 detached dwelling and associated works and access. ( Permission in Principle ,Town and Country Planning Act 1990 Town and Country Planning (Permission in Principle) (Amendment) Order 2017.		
		<b>LB GRADE:</b>	N
		<b>TPO:</b>	N

#### REASON FOR COMMITTEE CONSIDERATION

This application is brought to Committee because the agent is also the Ward Member.

#### KEY ISSUES

- Location of development
- Land Use
- Amount of Development

#### DESCRIPTION OF DEVELOPMENT

The application seeks permission in principle for the development of two detached dwellings.

Applications for Permission in Principle (PIP) must only consider the location of development, the proposed land use and the amount of development.

Local Planning Authorities cannot list the information they require for applications for permission in principle in the same way they can for applications for planning permission, but as the application type suggests, assess only the 'principles' of the proposed development with all details subject to a further application if the 'PIP' is approved.

#### SITE AND LOCATION

The site is located on land, measuring approximately 0.33 hectares, to the west of Crows Hall Lane, Attleborough. It is outside of the defined settlement boundary for Attleborough. The application site is located on a relatively level gradient and is currently used as a paddock. To the north of the site is existing residential development, whilst to the south and west is agricultural land and to the east is Crows Hall Lane

with agricultural land beyond. The site is located in Flood Zone 1. The Government's Flood Risk Maps indicate that part of the site is at low risk of surface water flooding.

**EIA REQUIRED**

No

**RELEVANT SITE HISTORY**

No relevant site history

**POLICY CONSIDERATIONS**

The following policies of the Breckland Local Plan, 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

COM01	Design
COM03	Protection of Amenity
ENV02	Biodiversity protection and enhancement
ENV05	Protection and Enhancement of the Landscape
ENV06	Trees, Hedgerows and Development
ENV09	Flood Risk & Surface Water Drainage
GEN01	Sustainable Development in Breckland
GEN02	Promoting High Quality Design
GEN03	Settlement Hierarchy
GEN05	Settlement Boundaries
HOU01	Development Requirements (Minimum)
HOU02	Level and Location of Growth
HOU06	Principle of New Housing
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
TR01	Sustainable Transport Network
TR02	Transport Requirements

**OBLIGATIONS/CIL**

Not applicable

**CONSULTATIONS**

**ATTLEBOROUGH TC**

No objections.

**CONTAMINATED LAND OFFICER**

Further information requested - pre-determination questionnaire.

**NORFOLK COUNTY COUNCIL HIGHWAYS**

No objection, subject to conditions.

**REPRESENTATIONS**

A Site Notice was put up on 7 June 2021. No letters of representation have been received.

**ASSESSMENT NOTES**

Applications for Permission in Principle (PIP) must only consider the location of development, the proposed land use and the amount of development.

**1.0 Location of Development**

1.1 Following adoption of the BLP in November 2019 and publication of Breckland District Council's Statement of Five-Year Housing Land Supply, dated November 2020, it is considered that Breckland District Council continues to have a five year supply of deliverable housing sites, as required by paragraph 75 of the NPPF (2021). Paragraph 11 of the NPPF (2021) states that decisions should apply a presumption in favour of sustainable development. For decision makers this means approving development proposals that accord with an up-to-date development plan without delay. The site is located within the Parish of Attleborough but outside the settlement boundary. Policy GEN 03 of the BLP states that most new development needs will be met through the proposed sustainable settlement hierarchy. Attleborough (along with Thetford) is top of the hierarchy, identified as a Key Settlement within policy GEN 03. Policy GEN 05 advises in these locations outside the defined settlement boundaries, development is restricted to recognise the intrinsic character and beauty of the countryside. The BLP does not have a specific policy for development outside of the settlement boundary for Attleborough, as a Key Settlement. As such the development shall be looked at and assessed against the impact on the intrinsic beauty of the countryside in accordance with policy GEN 05.

1.2 The application site is located adjacent to an existing linear pattern of residential development on the west side of Crows Hall Lane. The location is therefore not isolated and should be assessed against the impact that the development will have on the intrinsic beauty of the countryside. The site, which appears to be used as a paddock, is bordered by trees and hedging. The immediate vicinity is rural in nature with sporadic development along Crows Hall Lane. The application site is separated from the built form of Attleborough by the A11 and will have limited visual connectivity to the main urban area.

1.3 The Local Highway Authority have advised that the development will, by virtue of the site location, be car reliant to access services and amenities on a daily basis. Whilst development that is capable of accessing local amenities, such as schools, shops and healthcare, by foot is preferred, the need to utilise a car does not cause a development to be unacceptable in terms of sustainability.

1.4 The site is approximately 672 metres from the settlement boundary of Attleborough. In the past, Crows Hall Lane provided a direct route into Attleborough. However, this vehicular access route was severed following the duelling of the A11 and Crows Hall Lane is now a dead end road to vehicular traffic, which can

only access it via Ellingham Road. Where Crows Hall Lane was severed to vehicular traffic, an unlit public footpath provides pedestrian / bicycle access into town.

1.5 Given the location of the site adjacent to existing residential development and therefore not isolated, as well as having regard to the proximity of the site to the Market Town of Attleborough, which benefits from an extensive provision of services and facilities (public houses, schools, shops, dentist, doctors surgeries etc), and the ability to travel by foot or by bicycle, albeit along an unlit path, on balance, the location of the proposed development is not considered to be unsustainable.

1.6 Paragraph 111 of the NPPF (2021) states that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. The Local Highway Authority has not stated that the development will be prejudicial to highway safety or that there will be a significant negative impact on the highway network.

1.7 Paragraph 110 of the NPPF (2021) states that applications for development should ensure that;

- appropriate opportunities to promote sustainable transport modes can be (or have been) taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.8 The application is for permission in principle and as such there are limited details submitted in support of the application and further details would follow at the technical details stage. These shall include parking, access and other matters as required. In addition, the Highway Authority have raised no objection to the proposal, subject to the inclusion of conditions to be addressed at the Technical Details Stage, in order to make the proposed development acceptable in highway terms.

1.9 It is considered that the proposed development would be well related to existing residential development and would continue the linear pattern of development on the west side of Crows Hall Lane. The plot sizes are comparable to existing dwellings to the north and the western boundary of the site is also inline with existing residential development to the north.

## **2.0 Land Use**

2.1 As already mentioned, the site is adjacent to existing residential development and the proposed plot sizes are comparable to existing development. In addition, the western boundary of the site would be inline with existing development and would not encroach further into the open countryside setting. The dwellings would continue a linear pattern of development on the western side of Crows Hall Lane. It is therefore accepted that two dwellings could potentially be accommodated on site without having a detrimental impact on the character and appearance of the locality.

2.2 Although it should be noted that development further to the west would likely be resisted as would development on the opposite side of the road as this would be out of character with the area and existing pattern of development and would detract from the beauty of the countryside.

2.3 Policy ENV 02 of the BLP requires all new development to provide biodiversity improvements commensurate to the size of the development. This can be provided at technical details stage to ensure that the measures are adequate and can be incorporated into the development appropriately. Biodiversity improvements by way of bat and bird boxes should be incorporated into the scheme at technical design stage.

2.4 An Anaerobic Digestion facility is located to the south-south-west of the application site an permission was granted in August 2020 by the County Council for this facilities expansion (FUL/2019/0056). Environmental health have been consulted and there responses will be reported in a supplementary committee report.

### **3.0 Amount of development**

3.1 The site, which is approximately 0.33ha, is considered to be a suitable size to accommodate two detached dwellings, ensuring adequate private amenity space to support each dwelling and without leading to overlooking and / or loss of privacy for existing nearby dwellings and having regard to Policy HOU 06. The exact sizes and design shall be considered at the technical details stage. The residential properties to the north of the application site are predominantly single storey dwellings, with the exception of one two storey dwelling. The amount of development proposed would be in keeping with this existing group of dwellings.

### **4.0 Conclusion**

4.1 There are no technical constraints on the land other than the location of the site, the type of development and the amount of development that permission in principle is being sought for.

4.2 This application is for permission in principle, as such conditions cannot be added at this stage. The applicant will be given notes detailing information that will be required, for example the details given from Highways, to be submitted at technical details stage and the comments made by The Contaminated Land Team. On balance, the proposal is considered to be compliant with the Development Plan and the relevant sections of the NPPF (2021) and is therefore recommended for approval.

#### **RECOMMENDATION**

Recommended for APPROVAL, subject to the following conditions;

#### **CONDITIONS**