

Parish:	Northwold	
Proposal:	Proposed residential bungalow	
Location:	5 Glebe Close Northwold Thetford Norfolk	
Applicant:	J & J Properties (Norfolk) Ltd.	
Case No:	18/01561/F (Full Application)	
Case Officer:	Mrs N Osler	Date for Determination: 23 October 2018 Extension of Time Expiry Date: 9 November 2018

Reason for Referral to Planning Committee – Contrary to Parish Council recommendation

Neighbourhood Plan: No

Case Summary

Full planning permission is sought for erection of a single storey property. The property will be an extension to an existing terrace of bungalows. No dedicated parking is proposed.

The site lies within the Conservation Area, but is not in an area at risk of flooding.

Key Issues

- Principle of Development
- Form and Character / Impact on Conservation Area
- Highway Safety
- Neighbour Amenity
- Crime and Disorder
- Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

Full planning permission is sought for the erection of a two-bed, single-storey property. The property will be an extension to an existing terrace of bungalows.

The site lies within the Conservation Area, but is not in an area at risk of flooding.

No dedicated parking is proposed, but off-site parking is available in the immediate locality.

SUPPORTING CASE

The planning statement that accompanied the application states:

PLANNING POLICY

The Site Allocations and Development Management Policies Plan (SADMP) gives effect to and complements the adopted Core Strategy. The SADMP was adopted in September 2016 and now forms part of the Local Plan for the area.

Northwold (with Methwold) is a Key Rural Service Centre, where development is allowed. The application site is within the designated Village Development Area.

Bearing in mind the location of the application site, its relationship with adjacent development and its position in the existing village, it is suggested that this proposal forms logical infill and would be sustainable and, therefore, would comply with National Planning Policy.

ACCESS

The existing Glebe Close development is part of a former Local Authority housing scheme, which provided low-cost rental properties. It is now part privately owned and partly Freebridge Housing rental. Glebe Close itself is a County Highway, although the pedestrian access ways are owned by Freebridge. Some of the dwellings on Glebe Close have adapted front gardens as parking spaces, although the majority have no off road parking. Parking provision is by County owned lay-by parking which will accommodate up to 7 cars and appears to be little used by residents.

Alternately, there is a garage courtyard to the north of the site, with direct footpath access. This garage court has 19 garages, plus another six spaces, for use by residents. The garages can be rented from Freebridge, but most are unused.

The property subject of the application enjoys pedestrian rights of access over the pedestrian areas owned by Freebridge.

It is anticipated that the occupiers of the proposed dwelling, like those adjacent to it, will, if necessary, use either the public lay-by parking or the garage courtyard by prior arrangement with Freebridge and then use the existing pedestrian walkways to access the dwelling.

DESIGN

The existing form of development comprises two terraces of bungalows either side of a central pedestrianised walkway, leading from the Glebe Close carriageway. On the northeast side of the walkway there are four bungalows, yet on the southwest, only three. The end bungalow, no.5, therefore has a very large side garden. The proposal is to extend onto the end of no.5, to form an additional dwelling. A small projecting front gable will form a 'stop end' to the terrace, creating visual interest to an otherwise bland street scene. A pathway will be retained between the end of the new dwelling and the northwest boundary.

This pathway will provide access to the rear gardens of both no.5 and the new dwelling and also serve to provide access to the existing surface water drain which runs along the boundary line, thought to be a highways drain.

Both properties will be provided with adequate private garden/amenity area. The extension has been designed to reflect the existing development, modest and of simple proportions, with materials to match the existing.

The proposed dwelling will be built with very high fabric insulation standards and use renewable energy technology.

It is considered that the proposal will provide a simple, affordable property for the private rental market.

PLANNING HISTORY

No recent relevant history

RESPONSE TO CONSULTATION

Parish Council: OBJECT The Parish Council unanimously objects to the application on the grounds of it being a cramped form of development.

Highways Authority: NO OBJECTION.

Environmental Health & Housing – Environmental Quality: No comments to make in relation to air quality or contaminated land.

Natural England: NO OBJECTION in relation to impact on SSSI.

REPRESENTATIONS

None received at time of writing report.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS08 - Sustainable Development

CS09 - Housing Distribution

CS11 - Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM17 - Parking Provision in New Development

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

PLANNING CONSIDERATIONS

The main issues for consideration in the determination of this application are:

Principle of Development
Form and Character / Impact on Conservation Area
Highway Safety
Neighbour Amenity
Crime and Disorder
Other Material Considerations

Principle of Development

The 'new' NPPF was published in July of this year (2018) and continues to strengthen its support to 'Provide a sufficient supply of housing' (Chapter 5) and 'Making effective use of land' (Chapter 11) whilst 'Achieving well-designed places' (Chapter 12).

The Local Plan's policies that relate to such issues are still considered to be in general conformity with the new NPPF. In this regard the site lies within the development boundary of a Joint Key Rural Service Centre (with Methwold).

In such locations the principle of residential development is to be supported subject to compliance with other relevant planning policy and guidance.

Form and Character / Impact on Conservation Area

The site lies to the at the western point of this particular section of Glebe Close and offers no long public views from outside of Glebe Close. From within Glebe Close views are limited to the end of the pedestrian way between numbers 1 and 15 Glebe Close.

As such the proposed development would have a negligible impact on the setting of the Conservation Area and indeed to visual amenity as a whole, and the Conservation Officer raises no objections on these grounds.

To the immediate west of the site are the eastern boundaries of the adjacent farm buildings which currently (and will continue to) comprise the western boundary of the site. These buildings project north of the building line of the existing bungalows thus providing a backdrop of built form when viewing the site. It is therefore considered that the gable projection, which may otherwise appear alien in the regimental linear bungalow formation, would not appear overly out of place.

There is adequate spacing around the proposed property including the provision of a rear access to No.5 (the donor property) to enable an appropriate amount of amenity space consistent with dwellings in the locality. For these reasons, and contrary to the Parish

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Council's views, it is not considered that the proposed development is overly cramped or that it would have a negative impact on the visual amenity of the locality.

Highway Safety

Local Plan Policy DM17 requires new two bed dwellings to provide 2 car parking spaces. However, the NPPF states, at para 106, that: 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework)...'

In this instance no dedicated parking is proposed although there is a pedestrian link adjacent to No.7 Glebe Close (directly opposite the site) to a garage court. A site visit established that there is parking provision available in this locality as well as in a lay by to the east of No.15. Discussions have taken place with Freebridge Housing (the owners of the garage court) who suggests that the parking areas are not monitored or restricted at this moment in time. As such if occupiers of the proposed dwelling did have a car, and parked on Freebridge land they would not take any action against them. In the future it may be that Freebridge requests a formal agreement, but this would be outside of planning.

Due to the presence of available off-site parking the Local Highway Authority does not raise an objection stating that '...the consideration of parking (if it is not provided) is the impact to the highway. In this regard there is a large layby available for use and the carriageway itself is wide and experiences low speeds. Therefore, the highway is unlikely to be significantly impacted by any increase in on-street parking'. As such, and whilst contrary to Local Plan Policy DM27, because the proposal would not have a material impact on the local road network, the proposal is considered to be in general accordance with the NPPF.

Neighbour Amenity

There would be no material overbearing, overshadowing or overlooking impacts primarily due to the single storey domestic nature of the proposed development. The adjacent farm buildings have no windows or doors on their western elevation (adjacent to the site). As such there is likely to be very limited cross contamination of noise between proposed and existing developments in the locality.

Crime and Disorder

There are no specific crime and disorder issues associated with the proposed development.

Other Material Considerations

The site lies within the buffer zone of a SSSI. The proposed development is surrounded by existing built form and Natural England has no objection to the proposed development in relation to its impact on the SSSI.

CONCLUSION

The site lies with the development boundary of a Key Rural Service Centre. Contrary to the Parish Council's opinion, it is considered that the modest single storey dwelling proposed would not have a detrimental impact on the visual amenity of the locality, and the conservation officer raises no concerns in relation to the impact of the development on the Conservation Area. No objections have been received on technical issues or from third

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party representatives. Whilst contrary to Local Plan Policy DM17, because there is available parking in the vicinity of the site, the local highway authority raises no objection and it is not considered that the development would have a material impact on the local road network. It is therefore recommended on balance that the application be approved subject to the following conditions.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

- 1 Condition: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason: To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans drawing no's: 13150, 13151 and 13152.
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.