

Parish:	Northwold	
Proposal:	Construction of one dwelling	
Location:	Land N of 2 Pinfold Lane Northwold Norfolk	
Applicant:	Mr & Mrs G Fendick	
Case No:	18/01684/F (Full Application)	
Case Officer:	Lucy Smith	Date for Determination: 14 November 2018

Reason for Referral to Planning Committee – Called in by Councillor Mick Peake

Neighbourhood Plan: No

Case Summary:

The application seeks full permission for the construction of a two storey detached dwelling.

The application site comprises approx. 0.1ha of residential amenity land bordered on all sides by residential properties and accessed via a private track adjoining Pinfold Lane.

Northwold, combined with Methwold, is classified as a Key Rural Service Centre with the Settlement Hierarchy as defined by Policy CS02 of the Core Strategy 2011. The site is also within the Northwold Conservation Area.

Key Issues:

Principle of development
 Form and character and impact on the conservation area
 Neighbour impact
 Highway Safety
 Other material planning considerations

Recommendation:

REFUSE

THE APPLICATION:

The application seeks full permission for the construction of a two storey dwelling. The application covers a site area of approximately 0.1ha and is bordered on all sides by residential dwellings and their gardens. The site is currently used as a garage/parking area

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with childrens play equipment also on the site (owned by 1 Millenium Cottage, West End to the south), with an outbuilding in the north corner of the site proposed to be removed as part of the application. The site plan shows that the existing vehicular access track, adjoining Pinfold Lane to the south west would be used to provide access to the site. The site lies within the development boundary for Northwold, and lies within the Northwold Conservation Area.

SUPPORTING CASE:

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.

The application site is also located within the Conservation Area of Northwold. 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.

Affordable Housing

In accordance with the NPPG, Affordable housing is no longer required on sites of 5 or less provided that the gross internal area across the site does not exceed 1000m². The GIA for this proposal will not exceed 1000m², therefore no contribution is required.

Contamination

The site comprises part of an existing residential unit and garden and there is no visible sign of any contamination. A brief report is included with the application.

Access

The Old Coalyard stretches from West End to the north, to Pinfold Lane, to the south, with a private driveway and access points in each direction. The existing properties 1-5 West End, with parking areas closest to the north, tend to use the West End access. It is intended that the proposed dwelling will use the Pinfold Lane access. This existing access provides safe passage onto Pinfold Lane and then onto Methwold Road. Although visibility is limited, the access is very close to the Methwold Road junction, which is clearly visible from it. This, together with the very nature of Pinfold Lane, means that traffic speed at the access is an absolute maximum of 15mph, probably nearer 10mph. At 12mph, the requirement according to the Manual for Streets is 2.4x14m. Actual visibility at the access, in the easterly (trafficked) direction is approximately 2.4 x 15m.

Para 109 of the NPPF 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.

It is considered that the effect of one additional dwelling using an existing access would be minimal and would certainly not result in an unacceptable impact on highway safety. The dwelling will be provided with more than adequate parking and turning area and the

dwelling will have a hardsurfaced area and level access threshold, making it accessible to all.

Design

Other than the existing house, 3 & 3A West End, the site is surrounded by modern development. It cannot be seen from the public domain and contributes nothing to the character of the Conservation Area. The dwelling proposed has been designed to reflect the local vernacular, in particular that of the old house itself, in terms of proportions, fenestration, roof pitch and materials. It is orientated to face the old house, creating enclosure and facing the three upstairs windows away from adjoining private garden areas to the south, east and west. There is considerable distance between the proposed dwelling and the existing house and two mature trees break the line of vision.

One small Silver Birch tree will need to be removed from the frontage of the site. All other trees and vegetation will remain. The site is a mature residential plot, surrounded by tall hedges on the south and west sides and existing screen fencing on the north and east sides. The garden areas will be grassed and any further landscaping will be left to the discretion of the homeowners.

PLANNING HISTORY:

No relevant planning history.

RESPONSE TO CONSULTATION:

Parish Council: NO OBJECTION

Local Highway Authority: Recommended REFUSAL.

Having visited the site it is evident that the private point of access (a shared access) is of insufficient width to allow two cars to pass and enable the highway of Pinfold Lane to be cleared by those waiting to enter while another exits.

Pinfold Lane itself is of single track width only and although a short distance needs to be travelled to reach the access point from the highway junction of Methwold Road the access is unsighted on approach and there is no area in which to pass a vehicle turning out and vice versa. At the highway junction of Pinfold Road the ability to safely see oncoming traffic along Methwold Road is completely dependent on the properties to each of its sides maintaining their frontage treatments because their boundary features are found to be very close to the carriageway edge.

The private access point also suffers from substandard levels of visibility at just 14m x 2.4m x 6m which below the adopted standards recommended by Manual for Streets. This is due to the presence of a large high hedge which fronts the property of number 2 Pinfold Lane and third party land fencing and vegetation of the property adjacent at No.12 Methwold Road. The design and access statement acknowledges that visibility is limited.

As an additional dwelling being accessed via the combination of elements indicated above would result in conditions to the detriment of highway safety, it is recommended that the application is refused as follows:

The unclassified road serving the site is considered to be inadequate to serve the development proposed, by reason of its restricted width / lack of passing provision restricted

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visibility at adjacent road junctions. The proposal, if permitted, would be likely to give rise to conditions detrimental to highway safety. Contrary to Development Plan Policies CS11.

The access is unsatisfactory to serve the proposed development by reason of its inadequate width and the proposal would therefore lead to the waiting of vehicles on the highway to the detriment of highway safety. Contrary to Development Plan Policies CS11.

Inadequate visibility splays are provided at the junction of the access with the County highway and this would cause danger and inconvenience to users of the adjoining public highway. Contrary to Development Plan Policies CS11

Environmental Quality: No comments.

Conservation Officer: NO OBJECTION. The proposal will not have any significant impact on the conservation area. Please condition materials or a sample panel.

Representations:

Three Letters received from two members of the public

2 Pinfold Lane (two Letters received) - **Object**

- Loss of value
- Proximity to boundary
- Safety of access
- Noise during construction

The Old Police House, 10 Methwold Road - **Neutral**

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS09 - Housing Distribution

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

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)

OTHER GUIDANCE

Conservation Area Character Statement.

PLANNING CONSIDERATIONS:

The main planning considerations are:

- Principle of development
- Form and character and impact on the conservation area
- Neighbour impact
- Highway Safety
- Other material planning considerations

Principle of Development:

The site lies to the north of No. 2 Pinfold Lane, and is located within the development boundary as defined on the Northwold map within the Site Allocation and Development Management Policies Plan (2016).

The principle of residential development at the site is therefore considered acceptable.

Form and Character and Impact on the Conservation Area:

The application seeks consent for a three bedroom, two storey detached house, with the primary frontage oriented north towards No. 3 and 3a. The dwelling is designed in a farmhouse/cottage style, with balanced fenestration and a centralised porch, as well as a single storey lean-to style projection to the rear.

Existing boundary treatments including hedgerows and fencing will shield the majority of the development from view from the wider street scene. The proposed design responds to the form and character of the surrounding area, with proposed materials able to be conditioned to ensure a final appearance that is sympathetic to the location, thereby minimising the development's impact on the surrounding conservation area. The conservation officer raises no objection to the application subject to materials being conditioned.

Overall, given the mix of housing styles and types in the immediate vicinity, the design of the proposed dwelling is considered appropriate for the area in accordance with Polic CS11 of the Core Strategy (2011) and DM15 of the SADMP (2016).

Neighbour Impact:

The application includes 2 first floor windows, serving a bathroom and hallway/landing, facing the rear elevation of No.2 Pinfold Lane. Whilst the proposed rooms are not habitable rooms, given the distance between the properties, approximately 5m to the shared

boundary, to safeguard amenity it is recommended that the windows are obscure glazed and restricted to top opening.

First floor windows on the front elevation will face towards 3 and 3a (North). However, considering the existing trees between the properties, and the distance, approximately 30m, that separates the dwellings, the majority of the viewpoint provided will be shielded by vegetation. The likelihood of severe overlooking as a result of these windows is therefore reduced.

To the east, a bathroom window will provide a viewpoint towards the rear garden of Police House and a row of terraces beyond. As a bathroom window, the window will likely be obscure glazed to minimise the potential for overlooking, which further minimises the impact on neighbours.

A bedroom window on the first floor west elevation will provide an outlook towards the rear elevation of the adjacent bungalow, which is partially shielded by an existing hedgerow. With approximately 14m between the window and the shared boundary, the likelihood of severe overlooking is reduced.

It terms of overbearing or overshadowing, the majority of the dwelling is well distanced from neighbouring properties. However, to the South the built form is located in fairly close proximity to the shared boundary with No.2 Pinfold Lane, leaving approximately 15m between the two-storey element and the rear elevation of No. 2, with the lean-to style projection located closer than this. Nonetheless, with existing boundary treatments proposed to remain, and with windows along this rear elevation conditioned obscured it is considered unlikely that the development would pose significant impact in terms of overbearing, overshadowing or overlooking and the impact on neighbours is therefore considered acceptable.

Highway Safety:

An objection was received from the Local Highway Authority regarding the safety of the proposed access following the intensification of use following the proposed development.

The inadequate width of both the private access road and Pinfold Lane, with neither road wide enough to allow two vehicles to pass, is likely to lead to cars queuing along both Pinfold Lane and Methwold Road whilst a car exits at the junction.

The private access point also suffers from substandard visibility splays, well below the adopted standards recommended by Manual for Streets. This is primarily due to boundary treatments on third party land, which front Pinfold Lane and are beyond the Applicant's control.

Overall, it is believed that the increase in vehicle movements provided as a result of the proposed development, via the combination of the elements above, would result in conditions detrimental to highway safety and would cause danger and inconvenience to users of the public highway. The development would therefore be contrary to Policy CS11 of the Core Strategy and Policy DM15 of the SADMP 2016.

Other Material Planning Considerations:

The occupant of No.2 also submitted objections relating to noise and disturbance caused by construction, as well as the potential reduction in the value of their property as a result of the development. Whilst noise is inevitable as a result of the development, as a single dwelling, the impact of noise will be short term.

Loss of property value is not a material planning consideration.

Despite the application's location on the site of an old coal yard, no objections were received from Environmental Quality.

Conclusion:

The application seeks approval for a new dwelling within the development boundary of the settlement of Northwold. Whilst the design of the dwelling is considered appropriate for its surroundings, the proposed access is considered inadequate, with the proposal if permitted likely to give rise to conditions detrimental to highway safety. The proposal is therefore contrary to Policy CS11 of the Core Strategy (2011) and Policy DM15 of the SADMP (2016).

It is your officer's opinion that the highway safety concerns raised warrant a refusal due to the unacceptable risk placed upon users of the highway. The proposal is therefore recommended for refusal for the reason set out below.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The unclassified road, by reason of its restricted width, lack of passing provision, and restricted visibility at the adjacent junction is considered to be inadequate to serve the development proposed. The proposal if permitted would give rise to conditions detrimental to highway safety, including inadequate visibility splays and the waiting of vehicles on the highway, and the development is therefore contrary to Core Strategy policy CS11 and DM15 of the SADMP 2016.