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| Parish: | Docking | |
| Proposal: | Change of use of garage to 1 bed dwelling | |
| Location: | Docking Rural Workshops Station Road Docking Norfolk | |
| Applicant: | Mrs Claudia Starr | |
| Case No: | 18/01714/F (Full Application) | |
| Case Officer: | Mr Philip Mansfield | Date for Determination: 29 November 2018 |

Reason for Referral to Planning Committee – referred to Committee following the sifting panel meeting

Neighbourhood Plan: No

Case Summary

The application site relates to no 7 Wagg Courtyard that forms part of the Docking Rural Workshops located on Station Road, Docking.

The proposal is a change of use from domestic garages to a one bed dwelling.

The site is within the Docking Conservation Area.

Key Issues

- Principle of Development
- Form and Character and amenity
- Highways
- Other considerations

Recommendation

REFUSE

THE APPLICATION

The application site relates to no 7 Wagg Courtyard which comprises two domestic garages forming part of the Docking Rural Workshops accessed via Station Road. The garages formerly served no 59 & 60 Station Road but it is understood they have been purchased by the applicant. The adjoining property no 5 Wagg Courtyard was converted to residential use in 2008, while no 3&4 were converted last year. Units 1 & 6 are currently in commercial use and are subject to a separate application for change of use to residential.

The application seeks to convert the garages that comprise 7 Wagg Courtyard to a one bed dwelling. Provision of one parking space has been indicated on the proposed plans.

SUPPORTING CASE

The applicant has submitted a design and access statement in support of the proposal. The key points are as follows:

Principle of development: the principle of development on the wider site is considered to be established through a number of implemented planning permissions and prior notifications. The conversion is consistent with material planning policy that enables limited new residential development within Docking.

Appearance: the proposal has only a minor impact on the visual appearance of the property; the garage units are essentially residential in form and scale and as such the residential use lends itself well to the existing built form. Changes are required to the fenestration of the units and the new windows are considered to be more attractive and appropriate to the buildings character. The changes proposed are considered neutral in relation to the wider impact on the conservation area as they are largely contained within the site and have little impact on the conservation area in Station Road. Consequently the proposal is considered to be consistent with DM 15 of SADMP as well as the provisions of NPPF para 128.

Parking: parking arrangements are as shown on the proposed block plan (extract below) and as it is a one bed unit it will have 1 allocated space in accordance with DM17.

PLANNING HISTORY

No relevant planning history

RESPONSE TO CONSULTATION

Parish Council - OBJECTION:

- Overdevelopment
- Parking arrangements
- Loss of garages
- Light Pollution

Highways Authority: - NO OBJECTION - subject to conditions

Conservation Officer – NO OBJECTION: - subject to conditions

Environment Agency – NO OBJECTION:

Environmental Quality – NO OBJECTION:

REPRESENTATIONS None received

LDF CORE STRATEGY POLICIES

CS08 - Sustainable Development

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM15 – Environment, Design and Amenity

DM17 – Parking Provision in New Development

NATIONAL GUIDANCE

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

PLANNING CONSIDERATIONS

Principle of Development
Form and Character and Amenity
Highways
Other considerations

Principle of development:

The site lies within the settlement boundary for Docking where residential development is generally supported subject to other considerations. The application proposes to change the use of the existing building which is considered to be acceptable in principle subject to their considerations.

Form and Character and Amenity:

The proposed new dwelling involves the conversion of the existing garages which can be achieved without having a significant impact to the form and character of the area. The existing unit 7 Wagg Courtyard, has an established domestic use due to the relationship with no 59 & 60 Station Road. It has been noted that a number of neighbouring units have been converted or granted consent for residential use, some of which have implemented using permitted development rights.

The proposed external alterations comprise two entrance doors and full height window to the front elevation. This would feature a new timber façade and it has since been advised that replacement pantiles of traditional clay material will be used for the roof. Whilst elements of the physical alterations are modern in design and appearance, they are quite modest and complement the traditional fabric of the existing building. The three rooflights to the rear roof slope are also thought to be sympathetic to the setting of the building. The conservation officer has expressed no objections subject to conditions, and it is considered that the

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proposed changes will preserve or enhance the character or appearance of the conservation area.

Policy DM15 states that proposals will be assessed against their impact on neighbouring uses and their occupants including overbearing, overshadowing, noise and visual impact and development that has a significant adverse impact on the amenity of others or which is of poor design will be refused. As there would be no extensions or increase to floorspace, there is thought to be no issues in this regard.

The application has however come forward with no outside amenity space for future occupants which would be a concern. It is noted that the adjacent unit no 5 has a small garden to the side of the property but it will have none. Policy DM14 requires issues including amenity to be considered, and the NPPF advocates high standards for design.

Highway Issues:

The highways officer has not objected to the proposal on the grounds that the garages now subject to the change of use, are now under the control of the applicant and no longer in the control of us no. 59 & 60 Station Road, which they previously served. The applicant has stated that for the past 14 years the garages have been used for domestic storage with parking for the neighbouring dwellings having been on Station Road so the proposal would not have any bearing with regards to parking. This claim however is difficult to substantiate but even if they are being used in this way, the option of off-road vehicle parking for 59 & 60 has been removed to facilitate the proposal.

The view of the local planning authority is that whilst the adjacent neighbouring properties may no longer be in control of the garages (because they have chosen to sell them off) this would not justify what is effectively the loss of parking for these units and such a situation should not be encouraged with respect to proposals more generally. The proposed change of use and resulting loss of parking to no 59 & 60 Station Road can be viewed as an undesirable outcome with respect to the displaced parking that will occur. It would amount to poor planning and although there would be no highway objection in principle (because NCC Highways put weight on the fact the site has been subdivided) the location of no 59 & 60 on the junction with Sandy Lane and loss of on street parking is not considered to be acceptable.

Other Considerations:

The Parish Council objects (amongst other issues) on the grounds of light pollution. However, this is not considered to be a sustainable reason for refusal.

CONCLUSION:

The proposal is to convert garages to a one bed dwelling. Whilst in principle acceptable there are two remaining issues to be considered that may be contentious. Firstly, this will finally subdivide the parking for the former donor properties.

Whilst they have already been sold off from their original properties, this was the choice of the previous owners, and leaves a situation where numbers 59 & 60 will have no parking, and must now park on the road and numbers 59 & 60 are located on a junction. This is considered to be poor planning and contrary to Policy DM17 of the SADMP which requires suitable off road parking for developments. Whilst the new scheme will have a parking space, it achieves this by using the area previously associated with numbers 59 & 60.

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The other issue relates to the lack of any outdoor amenity space associated with the dwelling. There is parking and turning associated with the unit (as described above) but no area for domestic paraphernalia such as washing lines etc. Officers feel that this is poor planning and accords with the Parish Council's concerns about over development.

It is therefore considered that the proposal would not comply with policies DM1 and DM15 of the Development Management Policies Plan 2016, and the provisions of the National Planning Policy Framework 2018. It is therefore recommended for refusal.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The application proposes to change the use from separate domestic garaging that has formerly been associated with no 59 & 60 Station Road to a one bed residential dwelling. These neighbouring properties are adjacent to the junction with Sandy Lane and have no other means with respect to off street parking provision. The proposal, if permitted, would therefore permanently give rise to displaced parking and conditions that could be detrimental to highway safety and would be contrary to para 84 of the NPPF, Policy CS11 of the Core Strategy 2011 and Policy DM15 of the Site Allocations and Development Management Policies Plan 2016.
- 2 The proposed development, by virtue of the lack of outdoor amenity space serving the dwelling, represents an undesirable and unsatisfactory form of development that would provide a poor standard of amenity for the future occupiers of the proposed scheme. The proposal would therefore be contrary to para 127 of the NPPF, Policy CS08 of the Core Strategy 2011 and Policy DM15 of the Site Allocations and Development Management Policies Plan 2016.