

## **Application for Determination**

<b>Parish</b>	Rollesby		
<b>Reference</b>	BA/2013/0280/FUL	<b>Target date</b>	29 October 2013
<b>Location</b>	Broadlands, Main Road, Rollesby		
<b>Proposal</b>	Resubmission of pp BA/2013/0093/FUL for the proposed construction of garaging and office		
<b>Applicant</b>	Mr and Mrs Saunders		
<b>Recommendation</b>	Approve subject to conditions		
<b>Reason for referral to Committee</b>	Objection received		

## **1 Description of Site and Proposals**

- 1.1 The application site is a dwellinghouse at Broadlands, Main Road in Rollesby. The site measures approximately half a hectare in area and lies between the A149 and the north-eastern bank of Rollesby Broad. It consists of a large dwellinghouse in the northern corner of the site and two detached outbuildings in the southern corner. The red brick and slate dwelling is two and a half storeys in height and immediately adjoins the north-eastern and north-western site boundaries. A single storey extension on the northeast elevation provides accommodation and a garage which is currently in use as a gym. There are two vehicular entrances to the site, one adjacent to the existing garage and one in the south-eastern corner, approximately 90 metres further down Main Road which is used as the main vehicular access. A wall approximately 2.5 metres high runs along the entire north-eastern boundary and a gravel driveway runs parallel with this for the length of the plot. Residential development lies opposite and to the northwest, with an area of woodland, understood to be common land, to the southeast on the edge of Rollesby Broad. This site is outside the Development Boundary.
- 1.2 The application proposes the erection of a garage and office, and also a log store. The garage and office would be sited immediately to the southwest of the vehicular entrance furthest from the dwelling. The building would measure approximately 9 metres wide by 10 metres, sited 1 metre from the southeast boundary which is marked by a close boarded fence. The garage would have a hipped roof with eaves 2.8 metres above ground level and a ridge 7.2 metres above ground level. On the southwest elevation the roof would extend over an open, external staircase to a first

floor door to the roofspace which is proposed to be used for ancillary residential purposes, but not sleeping accommodation. Two sets of double, side hung doors are proposed on the northeast elevation, with personnel doors on the northwest and southwest elevations. Each side elevation would have two conservation style rooflights. The door on the northwest elevation would give access to a ground floor office measuring approximately 3 metres by 3.5 metres.

- 1.3 The walls would have black stained timber cladding over a brick plinth, with pantiles to the roof and timber doors and windows.
- 1.4 A log store/shed is also proposed as an amendment to the proposal and this aspect is partly retrospective. The store would be sited on the northeast boundary, adjoining the existing boundary wall. It would be adjacent to an existing oil tank to the east of the vehicular access nearest the dwelling and would measure 2.7 metres deep and 4.15 metres wide. The front 0.9 metres would be open under the monopitch roof supported by oak posts and the enclosed 1.8 metres to the rear would be divided into two equal sized stores each with a personnel door. This building would also have black stained timber cladding, timber doors and a slate roof.

## **2 Site History**

In 1990 and 2001 (BA/1990/0019/HISTAP and BA/2001/0701/HISTAP) applications proposing the erection of a new dwelling on this site were refused.

In March 2013 a planning application proposing the erection for a formal entrance and garaging was submitted (BA/2013/0093/FUL). This was proposed to be sited approximately 10 metres forward of the principal elevation of the dwelling and would be formed of two garage bays under a hipped roof with an opening between the two allowing covered access through. This would measure approximately 6.5 metres by 12 metres in footprint and was considered to be of an appropriate scale, form and materials to complement the dwelling and achieve a high standard of design and quality of materials with no unacceptable impacts on amenity. Accordingly the application was approved in June 2013.

## **3 Consultation**

Broads Society – No objections.

Parish Council – Consider the application should be refused. The building is too big and would be prominent from the road, if allowed it should be set further back towards the boathouse. The rear entrance to this property will be used as the main entrance and the gravel driveway has been made with only temporary permission from the Parish Council for access across parish land.

District Member – No response.

Highways Authority - I am not aware of any issues resulting from the use of this access. I would comment that in terms of visibility, whilst to traffic from the west (the no-critical traffic direction) is no worse than at the other access but the visibility to traffic coming from the east (the critical traffic direction) exceeds the current standards. In this respect, it is unlikely that an objection would be forthcoming to the access from a highway viewpoint.

## **4 Representations**

- 4.1 No representations received.

## **5 Policies**

- 5.1 The following Policies have been assessed for consistency with the National Planning Policy Framework (NPPF) and have been found to be consistent and can therefore be afforded full weight in the consideration and determination of this application.

### **Adopted Core Strategy (2007)**

[Core Strategy \(Adopted Sept 2007\).pdf](#)

CS1 – Landscape Protection and Enhancement

### **Adopted Development Management Policies (2011)**

[DMP DPD - Adoption version.pdf](#)

DP2 – Landscape and Trees

DP4 – Design

DP11 Access on Land

- 5.2 The following Policies have been assessed for consistency with the NPPF and have found to lack full consistency with the NPPF and therefore those aspects of the NPPF may need to be given some weight in the consideration and determination of this application.

### **Adopted Development Management Policies (2011)**

DP28 – Amenity

## **6 Assessment**

- 6.1 In the determination of this application it is necessary to consider the principle of the development and if this is acceptable: the siting, design, scale, form and materials; highway safety; trees; and amenity.
- 6.2 With regard to principle, the erection of ancillary buildings in the curtilage of a dwelling is acceptable and it is noted that there is an extant consent for a new garage here but this has not been implemented. Since permission was granted for the previous garage proposal in June 2013 (BA/2013/0093/FUL), the applicant has decided the approved siting is not

desirable and this revised proposal has been submitted. Should permission be granted for the revised proposal, it would be necessary to ensure that this and the previous consent could not both be implemented, by means of a Section 106 agreement.

- 6.3 The approved garage was sited in proximity to the dwelling and matched the dwelling in terms of its materials and detailed design. The proposed siting is more remote to the dwelling and the design and materials have been amended to offer a lighter weight and more ancillary appearance. Given the large scale of the proposed garage and the inclusion of an office and roof space, this remote location is only considered acceptable if the use of the building can be retained in use incidental to the dwelling. The erection of a new dwelling here would be contrary to policy and accordingly so would use of this building as a separate dwellinghouse, however, it is considered the use can be satisfactorily managed by condition.
- 6.4 In terms of design, the low key, ancillary appearance to the garage is considered appropriate in this location at a greater distance from the dwelling and the materials are considered appropriate to reinforce this appearance and complement the dwelling. The proposal has been amended since first submitted when the garage building took a more residential form with internal access to the roofspace and dormer windows. The amended design with an external staircase makes the inclusion of ancillary first floor space explicit and provides access in a form which is traditional for ancillary buildings. Whilst the building would be large in scale, it would sit in the large curtilage of a very substantial dwelling. Glimpsed views would be gained from the road and Broad and it is not considered the garage would appear inappropriate to its site and setting nor have any adverse visual impacts. Similarly, the small scale store is considered to be of an appropriate design for its function and setting. In order to retain control of the development of any further ancillary buildings, it is considered necessary to remove permitted developments rights for Class E ancillary buildings.
- 6.5 The Parish Council are concerned that the siting of the garage adjacent to what has previously been used as a secondary access will intensify the use of this access which crosses Parish land. This application does not propose any changes to the existing access arrangements and it is not considered that the use of this access has been facilitated by any unauthorised operational development or change of use. The proposed garage could also be accessed from the point nearest the dwelling if necessary and use of the garage is not dependent on the access which crosses Parish land. The Highways Authority have no objection to the proposal and it is considered acceptable in accordance with Development Management Policy DP11.
- 6.6 With regard to amenity, the closest neighbouring dwelling to the proposed garage and shed is on the opposite side of the A149 Main Road. Due to the distances to the neighbouring dwellings and intervening development, it is not considered that the garage and shed or their use would result in any unacceptable impacts on the amenity of adjoining occupiers in

accordance with Policy DP28 which is sufficiently consistent with the National Planning Policy Framework to be given weight in the determination of this application.

- 6.7 The garage would be sited in an existing area of the garden and involve the removal of a number of Lawson Cypress and one fruit tree. These trees are not considered to be of any significant amenity value and can be removed. However, in order to ensure the retention of further trees, a condition covering this is considered necessary. Subject to this the proposal is considered acceptable in accordance with Development Management Policy DP2.

## **7 Conclusion**

- 7.1 The proposed garage with office and roof space and store within the curtilage of an existing dwelling are considered to be of an appropriate scale, form and materials to complement the dwelling and achieve the high standard of design and quality of materials to accord with Development Management Policy DP4. It is not considered that any unacceptable impacts on amenity, trees or highways would result.

## **8 Recommendation**

- 8.1 Approve subject to the following conditions and a Section 106 agreement ensuring only this approved garage can be built:
- (i) Standard time limit
  - (ii) In accordance with submitted plans
  - (iii) Use incidental to enjoyment of Broadlands as a dwellinghouse and no overnight accommodation
  - (iv) Remove permitted development rights for Class E
  - (v) Only trees within three metres of the approved garage to be removed

## **9 Reason for recommendation**

- 9.1 The proposal is considered to be acceptable in accordance with policies DP2, DP4 and DP28 of the adopted Development Management Policies DPD (2011), Policy CS1 of the adopted Core Strategy (2007) and the National Planning Policy Framework (2012).

Background papers: Application File BA/2013/0280/FUL

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Date of report: 12 December 2013

List of Appendices: APPENDIX 1 – Location Plan

## APPENDIX 1

BA/2013/0280/FUL – Broadlands, Main Road, Rollesby  
Resubmission of pp BA/2013/0093/FUL for the proposed construction of garaging and office

