

Application for Determination

Parish	Woodbastwick		
Reference	BA/2013/0303/FUL	Target date	15 November 2013
Location	York Cottage, Broad Road, Ranworth		
Proposal	Resubmission of BA/2013/0164/FUL for the erection of oak framed 2 bay car port		
Applicant	Mr Muggeridge		
Recommendation	Approve subject to conditions		
Reason for referral to Committee	Third party objections received		

1 Description of Site and Proposals

- 1.1 The application site is a dwellinghouse York Cottage on Broad Road, Ranworth. Broad Road lies to the southwest of Malthouse Broad and residential development of varying scales, styles and ages lines the western side of the road, with wet woodland and moorings on the edge of the Broad to the east. Despite the variations in the dwellings along this road, they are all detached, set back from the road and have trees and hedges in their frontages giving Broad Road a green and leafy character.
- 1.2 York Cottage is a modest, traditional cottage which has been extended significantly, but sympathetically, in recent years. The walls are red brick and flint under a black pantile roof. The original dwelling is storey and a half in scale, with a lower storey and a half side extension, further extended on the ground floor to the side and also across the rear elevation. The extended dwelling fills almost the entire width of the plot and sits approximately 25 metres back from the road.
- 1.3 To the front of the dwelling a gravel driveway enters the site at the southeast corner and runs along the southern boundary, which is marked by a hedge, to an informal gravel parking and turning area in front of the dwelling. A further hedge lines the northern edge of the drive, separating this from an open lawn area. This hedge is within the control of the applicant. A number of trees lie along the eastern boundary to the road and in the northeast corner of the site, with a dense conifer hedge approximately 3 metres high along the majority of the northern boundary. An oil tank lies to the front of the single storey side extension and a small

timber summerhouse building stands behind a tree on the eastern boundary. A swimming pool under a polycarbonate cover occupies the majority of the curtilage to the rear of the dwelling.

- 1.4 To the south there is a larger dwelling in a larger curtilage with a detached garage to the rear of the dwelling. North of the site lies a modest dwelling built in the late twentieth century which also has a detached double garage to the rear. Whilst ancillary buildings along Broad Road are generally sited to the rear of the dwellings, further to the northwest detached garage and ancillary buildings to the front of dwellings do feature.
- 1.5 The application proposes the erection of a two bay carport. This would be sited along the northern boundary approximately four metres to the front of the dwelling and adjacent to the existing oil tank. It would lie one metre from the edge of the crown of the conifer hedge and approximately 15 metres from the road. The oak framed building would measure 5 metres by 6 metres in footprint providing one enclosed and one open fronted bay under a hipped roof with eaves at 2.25 metres and the ridge at 4 metres above ground level.
- 1.6 The side and rear elevations would be clad in black stained larch over a brick plinth and the enclosed bay would have black stained double doors. Black pantiles to match the dwelling are proposed to the roof.
- 1.7 The existing gravel drive and parking area would be extended across the front of the dwelling to the carport and all existing trees and hedges are proposed to be retained.

2 Site History

A two storey side extension was approved in 1989 (BA/1989/4984/HISTAP).

In 2007 planning permission was granted for a swimming pool and enclosure (BA/2007/0061/FUL).

Following withdrawal of a previous application (BA/2009/0256/FUL), an application for side and rear extensions was approved in 2010 (BA/2010/0086/FUL).

All the above developments have been completed.

In June 2013, an application for the erection of oak framed 2 bay building to accommodate cars was submitted but was subsequently withdrawn to allow further discussions to take place (BA/2013/0164/FUL).

3 Consultation

Broads Society – No objections.

Parish Council - As with the previous application the plans don't show the full extent of the alterations to York Cottage. For instance the swimming pool at the rear is not shown, nor is a rear extension. The proposed car port looks to include doors on one half so when does a car port become a garage? A very misleading drawing, and should be made clearer as to what is being proposed. The drainage from the proposed building would run into the existing hedge. There is already a problem of flooding in the drive of the house next door so this would make the situation very much worse. From the drawing it looks as if the proposed building is in front of the building line, and as expressed with the last application, it would very much spoil the rural nature of the lane, be out of character and potentially sets a new precedent for future applications. Another inaccuracy is that one of the large trees has been left off the plans - as with the last application there is concern there is a misrepresentation of the current dwelling which may mislead those viewing the application as to the degree the property has already been developed. The Parish Council are therefore not in support of this application.

District Member – No response.

4 Representations

- 4.1 Four letters of objection received. The objections relate to the siting of the building to the front of the dwelling and setting of a precedent, impact on character of cottage and surrounding area, representation of extent of existing dwelling in application, impact on trees, drainage issues and impact on amenity of adjoining occupiers, specifically loss of light.

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

- 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.

[NPPF](#)

Adopted Development Management Policies (2011)
DP28 – Amenity

6 Assessment

- 6.1 In assessing this proposal it is first necessary to consider the principle and if this is acceptable, consider the siting, scale, form, design and materials of the building and the impact on the character of the area, trees and the amenity of adjoining occupiers.
- 6.2 The erection of an ancillary carport building in the curtilage of an existing dwelling is considered acceptable in principle. Whether this building is described as a carport or garage is immaterial; the submitted plans are sufficient to understand what is proposed.
- 6.3 Due to the previous development of the dwelling, it is not possible to site the carport to the side or rear which would generally be considered the most appropriate locations for an ancillary building. The curtilage to the front of the dwelling is large and open, but siting an ancillary building here, particularly one of the scale proposed, must take account of the various sensitivities present, including the relationship with the dwelling, impact on amenity and impact on trees.
- 6.4 The proposed position is to the lower side of the dwelling in front of the more recent extensions, rather than in front of the original part. This siting also makes use of the existing driveway and although this would need to be extended, the area occupied by driveway and turning space is less than if the building were to occupy an alternative siting and this also allows the hedge along the northern edge of the driveway to be retained. Siting the carport along the eastern boundary would not only obscure views of the dwelling but would introduce a building right on the road frontage which is not a feature of this southern end of Broad Road. The carport would be a sufficient distance from the hedge and nearest trees to allow these to be retained (see 5.8 below) and would maintain a largely open frontage to the dwelling, views of which are softened by the existing trees along the road boundary.
- 6.5 It is recognised that this dwelling and the curtilage to the rear has been developed significantly in the past, however it is considered that this proposal can be achieved without adversely affecting the character and appearance of the dwelling. Any further development of curtilage buildings could potentially result in overdevelopment of the plot and it is considered necessary to remove permitted development rights for such buildings and structures. Permitted development rights for extensions and alterations to the dwelling were removed on permission BA/2010/0086/FUL.
- 6.6 Whilst it is recognised that the siting has raised concerns about setting an undesirable precedent and adversely affecting the rural character of Broad Road, on balance, given the constraints of the site this is considered to be

acceptable and any precedent has already been set by the existing development to the northwest. Furthermore, although the carport may be visible in public views towards and from the tower of St Helen's Church it would be seen in the context of the existing development and mature gardens along Broad Road. Accordingly, it is not considered that the rural character of the surrounding area would be adversely affected.

- 6.7 In terms of scale and form, since the withdrawal of the original application for this development the form has been amended to reduce the scale with the objective of improving the relationship with the dwelling and reducing any impact on amenity. Whilst the building remains relatively large, it is a standard size for a building to accommodate two cars and the form and proportions are traditional. The open fronted bay assists in reducing the visual mass, as does the hipped roof. As a traditional timber framed building, this is considered to be appropriate to the character of the host building and the rural character of the wider area. The materials are also considered acceptable, subject to the submission of brick and tile samples.
- 6.8 The proposed carport is considered to be sited an appropriate distance from the boundary hedge and adjacent trees (within the application site and neighbouring site) and would be constructed on a raised foundation to avoid any root damage. Subject to agreement of a Tree Protection Plan, it is considered that the development can be carried out without adversely affecting hedges or trees within or outside the application site.
- 6.9 Locally, concerns have been raised that the initial proposal to direct surface water drainage towards the hedge could exacerbate an existing drainage problem on the neighbours side of the hedge. The proposal has subsequently been amended to drain surface water to a tank at the rear of the carport with an overflow pipe directed to the hedge to manage the water flow to the hedge. Accordingly, it is not considered that the proposal would increase flood risk on or off site.
- 6.10 In terms of neighbouring amenity, the carport is proposed in proximity to the boundary to the neighbouring dwelling to the north and also forward of the principal elevation of this dwelling. On the neighbour's side of the boundary hedge a driveway gives access to the garage to the rear and there are ground and first floor windows in the front and side elevation of this dwelling facing towards the site of the proposed carport. Given the height and density of this hedge in its current condition, direct views from the neighbouring dwelling would be largely screened and this screening combined with the distance from the hedge (which is approximately 7m) and hipped roof form are considered to satisfactorily mitigate any overbearing impact. The hedge would also mitigate any significant additional overshadowing or loss of light and it is not considered that any additional activity resulting from the use of the carport would result in any unacceptable impacts. From the first floor windows, views of the Broad may be impeded, but this is not a material consideration.

6.11 Maintaining a satisfactory relationship between the proposed carport and neighbouring dwelling is partially dependant on retention of the existing hedge. As assessed above, it is considered that subject to appropriate protection measures, the development can be carried out without adversely affecting the hedge. It is, however, considered necessary to require its retention at an appropriate height by means of a condition and this can be achieved because the hedge is in the control of the applicant. Subject to this, it is not considered that the proposal would result in any unacceptable impacts on amenity in accordance with Development Management Policy DP28 which, although not wholly consistent with the National Planning Policy Framework, can be given weight in the determination of this application.

7 Conclusion

7.1 It is appreciated that the erection of a substantial ancillary building forward of the principal elevation of a traditional cottage in this rural location has raised a number of concerns locally. However, the proposal is considered acceptable in principle and, on balance, given the constraints of the site, the proposed siting is not considered to be inappropriate. The scale and form are not considered to adversely affect the character of the dwelling or wider area and the traditional detailing and materials are considered appropriate. Existing trees and hedges can be retained without adverse impacts and, subject to retention of the boundary hedge, no unacceptable impacts on the amenity of adjoining occupiers are considered to result.

8 Recommendation

8.1 Approve subject to conditions:

- (i) Standard time limit
- (ii) In accordance with approved plans
- (iii) Agreement of tile and brick samples
- (iv) Tree protection plan
- (v) Retain hedge at a height no less than 2.5 metres for a period not less than ten years
- (vi) Remove permitted development rights for curtilage buildings and structures

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) which is a material consideration in the determination of this application.

List of Appendices: Appendix 1 Location Plan

Background papers: Application File Reference BA/2013/0303/FUL
Author: Maria Hammond

Date of Report: 24 October 2013

APPENDIX 1

BA/2013/0303/FUL - York Cottage, Broad Road, Ranworth
Resubmission of BA/2013/0164/FUL for the erection of oak framed 2 bay car port

