

Application for Determination

Parish	Filby		
Reference	BA/2012/0255/FUL	Target date	9 October 2012
Location	Mallards Reach, Thrigby Road, Filby		
Proposal	Proposed Cart Lodge		
Applicant	Mr And Mrs G Spooner		
Recommendation	Approve subject to conditions		
Reason for referral to Committee	Objection received		

1 Description of Site and Proposals

- 1.1 The application site is a dwellinghouse Mallards Reach on Howes Loke off Thrigby Road, Filby. Thrigby Road runs approximately parallel with the eastern bank of Filby Broad and Howes Loke extends in a northwesterly direction towards the Broad. Residential development lines either side of Thrigby Road and Howes Loke provides access to a group of three dwellings at the rear of the development that fronts Thrigby Road including the site subject of application BA/2012/0213/REM. The curtilages of the application site and the bungalow to the north extend up to the Broad. The site immediately to the southwest is currently vacant but there is an aspiration to develop a dwelling here (withdrawn application BA/2012/0186/FUL).
- 1.2 Mallards Reach was a 1970s bungalow with a long, linear form running northeast-southwest across the site. A roof extension has recently been completed to provide first floor accommodation. Within the large curtilage there is a double garage on the northeast boundary accessed by a tarmac driveway from Howes Loke and in the southwest corner, behind a conifer hedge and gates stand two sheds, a greenhouse, polytunnel and two further small storage structures which in total cover over 80 square metres in floor area. To the northwest of the dwelling, an open lawn extends the 50 metres to the Broad.
- 1.3 The application proposes the erection of a four bay cart lodge. This would be sited along the south-western site boundary, 1 metre from the boundary fence. It would measure 11.1 metres by 5.6 metres, with eaves at 2.3 metres and a ridge at 5 metres above ground level. Three bays would be open-

fronted to provide covered parking spaces and the fourth would be enclosed by a set of timber double doors to provide storage space.

- 1.4 The walls would be clad with featheredge timber boarding and the roof would have red pantiles. On the southeast gable end there would be an access hatch to the roof space which would also provide storage. The northwest gable would have two ground floor casement windows and an upper floor window. The existing tarmac drive would be extended up to the cart lodge and surface water is proposed to be directed to a new soakaway.

2 Site History

- 2.1 In 2010 planning permission was granted for an extension to the roof and a single storey extension to the rear of the dwelling (BA/2010/0413/FUL). The roof extension is now complete, but work has not yet commenced on the rear extension (fronting the Broad).
- 2.2 Subsequent to the above application, a retrospective application for two additional rooflights to the roof extension was approved (BA/2012/0016/FUL).

3 Consultation

Broads Society – No objections, provided that the roof space is not used to provide accommodation.

Parish Council – No comments.

District Member – No response.

Highways Authority – The proposals are unlikely to generate any additional traffic movements to and from the site. It is noted that a small workshop and loft storage are included, and if the Authority is minded to grant permission an appropriate condition should be considered to restrict the use of the workshop and loft storage as ancillary to the main residence and not for any commercial purposes. Recommend condition requiring parking etc. to be completed prior to first use.

4 Representations

- 4.1 Two representations have been received. One neighbour objects and is concerned about construction deliveries using the Loke and potential future conversion due to amount of windows to the upper floor. Another neighbour has no objection in principle, but is also concerned about future conversion of the roof space and whether the proposed building might be used to increase an existing 'market garden' use on site.

5 Policies

5.1 Broads Core Strategy adopted September 2007

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

CS1 – Landscape.

5.2 Development Management Policies DPD adopted November 2011

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

DP4 – Design

DP11 – Access on Land

DP28 – Amenity.

5.3 National Planning Policy Framework

6 Assessment

6.1 The proposed erection of an outbuilding within the curtilage of an existing dwelling is acceptable in principle. The design, scale, form and materials of the proposed building must be considered, as well as the relationship with the existing dwelling and outbuildings, impact on neighbouring amenities and highway impact.

6.2 In terms of siting, the cart lodge would be in an area of garden which is currently open and would be along the opposite boundary to the existing double garage. The curtilage is open in character and the existing outbuildings are concentrated to the area to the southwest of the dwelling, out of sight from the Broad, which is considered appropriate. The proposed siting is not the only area to the southwest of the dwelling that could potentially accommodate additional ancillary storage and parking, however it is not considered an inappropriate siting and is preferable to extending the development towards the Broad.

6.3 The total footprint of outbuildings on site is currently approximately equal to that of the existing dwelling (without approved rear extension). The footprint of the proposed cart lodge, at 62 square metres, would increase the footprint of outbuildings by 50 per cent. The dwelling has a large curtilage which even given the existing level of ancillary development is capable of accommodating some additional storage space. The applicants have considered reducing the scale of the cart lodge but this would not meet their needs and may lead to future applications for further buildings. Whilst the proposed cart lodge is considered large in isolation and would significantly increase the already large amount of ancillary accommodation on site, in the context of the site as a whole it is not considered that it would result in overdevelopment of the site or increase the level of development to a point that would result in adverse off-site impacts.

6.4 In terms of height, the roof pitch would be such that there would be storage space within the roof. At 5 metres, the building would be tall, but it is not

considered that any reduction in the pitch or eaves is possible without adversely affecting the appearance or functioning of the building. On balance, the proposed scale is not considered unacceptable. Should planning permission be granted, it is considered necessary to remove permitted development rights for any further outbuildings or alterations to the existing in the interests of preventing overdevelopment.

- 6.5 The design is relatively traditional in contrast to the extended dwelling and existing garage which have a more contemporary character. However, the detailed design is considered to be acceptable and there is no objection to the proposed materials for the cart lodge. Three rooflights were originally proposed, but have been removed from the proposal and although the three windows on the northwest elevation would create a residential appearance, they are not unacceptable. The use of tarmac to extend the drive is considered regrettable, but as an extension to an existing surface this is difficult to resist and the surface water would be satisfactorily managed.
- 6.6 The northwest elevation would be visible from Filby Broad, but it would be set back from the dwelling and seen in the context of the residential development on the edge of the Broad and it is not considered it would have any significant adverse landscape impacts.
- 6.7 Concerns have been raised about the potential future use of this large outbuilding with roof space. The removal of the rooflights reduces the concern about future residential use and by removing permitted development rights rooflights and further openings could not be added without planning permission. It is not considered that there are any existing activities operating on the site which are not incidental to the enjoyment of the dwelling and the future use of the proposed cart lodge can be satisfactorily managed by use of appropriate conditions. Accordingly the proposal would not result in any additional traffic to the site and there is no highways objection. The applicants have undertaken to manage construction traffic using the Loke.
- 6.8 In terms of impact on amenity, the erection of the cart lodge would not result in any additional activity or accommodation on the site, subject to appropriate conditions. Although close to the boundary with a site that may be developed in future, it is not considered that any unacceptable impacts on the amenities of existing or future occupiers would result.

7 Conclusion

- 7.1 The application proposes the erection of a substantial cart lodge within the curtilage of a dwelling that has a number of existing ancillary buildings. Whilst it would be a large building in itself and significantly increase the provision of ancillary facilities, the curtilage is large and it is not considered that it would result in overdevelopment or adverse impacts on landscape, residential amenity or highway safety. The detailed design and materials are considered

to be acceptable and the use can be satisfactorily managed by condition. On balance, the proposal is considered to be acceptable.

8 Recommendation

8.1 Approve subject to conditions:

- Standard time limit.
- In accordance with submitted plans.
- Remove permitted development rights for outbuildings, including alterations.
- Cart lodge to be used only for purposes incidental to and in connection with the use of Mallards Reach as a dwelling and shall not be used for overnight accommodation or as a separate dwellinghouse.
- Prior to the commencement of the use hereby permitted the proposed on-site car parking and turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

9 Reason for Recommendation

- 9.1 The proposal is considered to be in accordance with Policies DP4, DP11 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 FA/2012/0255/FUL

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List of Appendices: APPENDIX 1 - Location Map

APPENDIX 1

BA/2012/0255/FUL - Mallards Reach, Thrigby Road, Filby
Proposed Cart Lodge

