

Application for Determination

Parish	South Walsham		
Reference	BA/2013/0195/FUL	Target date	4 September 2013
Location	Broadland Cottage, Kingfisher Lane, South Walsham		
Proposal	Proposed new car port/vehicle shelter		
Applicant	Mr and Mrs Snasdell		
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 dwelling at Broadland Cottage, Kingfisher Lane, South Walsham. Kingfisher Lane runs to the south of South Walsham Broad and gives access to seven dwellings. Broadland Cottage is located on the western side of a dyke than runs southwards from Broad and this dyke forms the western boundary of the dwelling's curtilage. The site borders Kingfisher Lane to the east and south.
- 1.2 Broadland Cottage is a modest thatched dwelling ranging from single storey to storey and a half in scale, with a tiled lean to extension and a white uPVC conservatory on the northwest elevation. The main ridge is approximately 5 metres above ground level. The dwelling abuts the road on the northeast elevation with the majority of the curtilage to the south and west, however to the north there is a single storey, low pitched ancillary workshop building which is likely to be of pre-fabricated construction and has a ridge height of approximately 2.5 metres. Vehicular access is from a gated entrance on the south-eastern boundary and this leads to a gravel driveway and large parking area to the northwest of the dwelling. A close boarded timber fence, approximately 1.8 metres high lines the boundary with the dwelling to the north which is a recently constructed replacement dwelling with single and two storey elements under a thatched roof. The neighbouring dwelling lies approximately 15 metres from the boundary between the two properties. Alder carr woodland lies to the southwest of the site, and a large dwelling sits on much higher ground across Kingfisher Lane to the east.

- 1.3 The application proposes the erection of a car port. This would be sited 1 metre from the northern site boundary over the existing parking area, approximately 5 metres to the west of the existing workshop. The proposed car port would measure 6 metres by 9 metres, providing three open fronted bays under a gabled roof. The roof would have eaves at 2.4 metres above ground level and a ridge at 4.8 metres. The timber frame would be clad with weatherboarding on the side and rear elevations and the roof would have red clay pantiles.

2 Site History

None.

3 Consultation

Broads Society – No objections.

Parish Council - We consider the application should be approved.

District Member – No response.

4 Representations

- 4.1 One representation received from neighbour. No objection to a car port, do however object to the submitted planning application. The height of the building is overwhelming and since it is positioned on southern boundary will block out a lot of light due to the height being proposed. Also red pantiles are completely out of character as it will sit between two thatched properties. Feel quite strongly the build would be unnecessarily high. In response to submitted plan illustrating shadow line: this reinforces opinion that the building is unnecessarily high. Concerns tiles would be out of keeping with surrounding buildings have failed to have been addressed.

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. [NPPF](#)

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](#)

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 The application proposes the erection of an ancillary building within the curtilage of a dwelling and this is considered acceptable in principle. The key considerations in the determination of this application are the siting, design, scale, form and materials, particularly in relation to the existing dwelling and its setting, and the impact on the amenity of adjoining occupiers.
- 6.2 In terms of siting, the car port would be beyond the rear elevation of the dwelling and in an area currently used for parking. Whilst the curtilage is large, alternative locations to the south or west would be more visually prominent and/or detract from the traditional thatched cottage. The siting is considered to result in a subservient relationship with the dwelling and this is considered appropriate. The building would be visible from both the road and the dyke to the west, but would be partly screened by the existing dwelling in views from the road and from the dyke would be seen in the context of the existing residential development.
- 6.3 The traditional design and form of the building is considered appropriate, however the scale is large in relation to the relatively modest dwelling. At 4.8 metres to the ridge, this would be a building of not insignificant scale and similar in height to the existing dwelling. Buildings around South Walsham Broad generally have relatively steep roofs, as is proposed here, and any reduction in the pitch to bring down the ridge height would result in an inappropriate form of building for this location. The siting mitigates any overbearing impact on the dwelling and the open-fronted bays help reduce the visual mass. In terms of the immediate setting of the building, the scale is not considered inappropriate. However, the impact of this on the amenity of the adjoining occupier must also be considered.
- 6.4 In order to maintain control over the erection of any further curtilage buildings in the interests of preventing overdevelopment of the plot, it is considered necessary to remove permitted development rights.
- 6.5 Traditional materials are proposed. The appropriateness of pantiles in this location has been questioned, however, whilst the use of thatch would be welcomed in principle, pantiles are often used on ancillary buildings and subservient extensions to thatched buildings. It is also noted that thatch would further increase the scale and mass of the building and on balance, pantiles, along with the timber frame and weatherboarding, are considered

appropriate. The design, scale, form and materials are therefore considered acceptable in accordance with Policy DP4 of the Development Management Policies DPD.

- 6.6 With regard to amenity, the neighbour objects in terms of overbearing and loss of light resulting from the proposed scale. The agent has been asked to consider amending the proposal to address these concerns, however no amendments are proposed and the application must be determined as submitted.
- 6.7 The car port would be directly south of the neighbouring dwelling with a total distance of 16 metres between the two. A parking area occupies the majority of the curtilage to the south of the neighbouring dwelling, with the larger area of curtilage lying to the north. It is however appreciated that the space to the south of the dwelling will enjoy the direct southern sun. On the south elevation of the dwelling, there are windows to two ground floor bedrooms at the nearest point to the proposed building and a study, utility room and bathroom set further back.
- 6.8 The agent has submitted a drawing demonstrating that on the shortest day the shadow from the proposed building would extend 14.3 metres to the north, 1.7 metres from the neighbouring dwelling. It is not therefore considered that any significant loss of light would result. It is appreciated that the scale, and particularly height, of the proposed building is large and would be sited 1 metre from the boundary between the two properties. However, the south elevation of the neighbouring dwelling is not the principal elevation and does not contain windows to primary living accommodation. Also, the curtilage between the dwelling and the boundary to the application site is largely used for parking. On balance, it is not considered that the scale or siting of the proposed building would result in any unacceptable overbearing or other adverse impact on neighbouring occupiers. The proposal is therefore considered acceptable in accordance with 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 The proposed ancillary car port building within the curtilage of a dwelling is considered to be sited in an appropriate location to maintain a subservient relationship with the dwelling. It would be of traditional form, design and materials and, whilst large in scale, is not considered on balance to overbear the host or neighbouring dwelling. It is not considered that there would be any unacceptable loss of light or other adverse impacts on the amenity of adjoining occupiers and the proposal is considered acceptable in accordance with Policies 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).

8 Recommendation

8.1 Approve subject to conditions

- Standard time limit
- In accordance with submitted plans
- Car port to be used incidental to dwelling only
- Removed permitted development rights for curtilage buildings

9 Reason for recommendation

9.1 The proposal is considered acceptable in accordance with Policies 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).

List of Appendices: APPENDIX 1 – Location Plan

Background papers: Application File BA/2013/0195/FUL

Author: Maria Hammond

Date of Report: 30 August 2013

APPENDIX 1

BA/2013/0195/FUL - Broadland Cottage, Kingfisher Lane, South Walsham
Proposed new car port/vehicle shelter

