

Report for Resolution

Report to Planning Applications Committee
Date 12 November 2009
Report of Head of Planning Services
Subject 09/00818/F 18 Hellesdon Mill Lane Norwich NR6 5BA

Item
5(1)

SUMMARY

Description: Erection of a new dwelling and associated garage within existing site boundary of No. 18 Hellesdon Mill Lane.
Reason for consideration at Committee: Objection
Recommendation: Approve
Ward: Wensum
Contact Officer: Mrs Caroline Dodden Planner
Valid Date: 20 October 2009
Applicant: Mr M Randall
Agent: Mr Michael Doddington

INTRODUCTION

The Site

Location and Content

1. No. 18 Hellesdon Mill Lane is a 1930's detached house with a substantial garden. It is the overgrown garden area to the south of the house that would be subdivided to provide a plot for a new dwelling. The nature of the surrounding area is characterised by mainly detached dwellings along Hellesdon Mill Lane and semi-detached houses to the east of the site.

Planning History

09/00047/F - Sub-division of curtilage and erection of a new detached dwelling and garage with associated access. (Withdrawn - 12/03/2009)

Constraints

2. The site falls within Hellesdon Village Conservation Area and is adjacent to the Wensum river valley.

Topography

3. The site is elevated from Hellesdon Mill Lane by approximately 2 metres and the land rises from the western boundary towards the middle of the site by

approximately 2.5 metres where it then levels out towards the eastern boundary.

The Proposal

4. The sub-division of the plot at No. 18 Hellesdon Mill Lane and the erection of a new detached dwelling and associated garage.

Representations Received

5. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. Six letters of representation have been received citing the issues as summarised in the table below.

| Issues Raised | Response |
|--|---------------------------------------|
| The use of the existing private drive from Hellesdon Road is unacceptable as visibility is poor, the route is contorted having a blind bend and crosses over no.14 Hellesdon Mill Lane's land. | See paragraphs 21, 22, 23 |
| Hellesdon Road is a busy route and carries a lot of rat-run traffic, and so further vehicles using this access would be dangerous. | See paragraphs 21, 22, 23 |
| A two storey dwelling is too high in this position, particularly in relation to No.14 Hellesdon Mill Lane and the house is too large for the plot and would spoil the setting of the existing house at No.18 and materially alter the look of the Conservation Area. | See paragraphs 18,19, 20 |
| Loss of privacy due to the proposed removal of trees and coppicing of others. | See paragraph 15 |
| Within the private driveway there are services for different properties, and the drive's construction is only intended for light vehicles and not heavy construction vehicles, which would not be able to turn the corner. | See paragraph 26 |
| Potential of damage to fencing, vegetation being destroyed and edge of Hellesdon Mill Lane being broken up during construction works. | See paragraph 26 |
| Two locked gates will be put onto no.14 boundary at the rear if the new dwelling is built in order to secure the rear of the property. | Not a material planning consideration |
| Two first floor windows would overlook No.14, none would overlook No.18 | See paragraph 14 |

Consultation Responses

6. **Design and Conservation:** The sub-division of the site appears to provide adequate amenity space for both the existing building (no.18 Hellesdon Mill Lane) and the new property, with plenty of existing landscaping retained. It is preferable that access is provided at the rear of the plot (off Hellesdon Road) rather than creating an access onto the more rural Hellesdon Mill lane. Therefore, it is considered that the development would be harmonious with the existing character and appearance of this part of the conservation area.
7. **Transportation:** Vehicular access onto Hellesdon Road is acceptable. Footpath from Hellesdon Mill Lane is welcome. No objections on transportation grounds.
8. **Tree Protection Officer:** The Arboricultural Implication Assessment (AIA) is acceptable; however, a detailed specification and methodology will be required regarding the no-dig areas. In addition, the protective fencing proposed is inadequate. If approved, conditions regarding these matters must be attached along with full compliance with the AIA.
9. **Policy:** The principle of sub-division of this site should be considered in the context of saved local plan policy HOU13. The character of the surrounding area is residential. The proposed development would lead to a significant increase in residential density and due to the size of the plot would be very unlikely to have a detrimental impact on the character or amenity of the surrounding area.
10. **Norwich Society:** Looks acceptable.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1 – Delivering Sustainable Development

Relevant Strategic Regional Planning Policies

ENV7 – Quality in the Built Environment

Relevant Local Plan Policies

HOU13 – proposals for residential development on other sites

HBE8 – development in Conservation Areas

HBE12 – high quality of design

EP22 – residential amenity

TRA6 – maximum parking standards

NE9 – comprehensive landscaping scheme and tree planting

Supplementary Planning Documents and Guidance

Trees and Development – adopted October 2007

Principle of Development

Policy Considerations

11. Local Plan Policy HOU13 sets out the criteria by which proposals for new housing are assessed. These include appropriate access arrangements, a density normally of at least 40 dwellings per hectare, provision of private garden area and no detrimental impact on the character and amenity of the surrounding area.
12. National and regional policies for seeking good design support saved local plan policies HBE8 and HBE12 which seek a high standard of design, which respects and is sympathetic to the form and character of the area.
13. Saved local plan policy EP22 seeks to provide a high standard of amenity to existing or future occupiers including daylighting, privacy and provision of a suitable garden area. Saved policy NE9 seeks to provide a comprehensive landscaping scheme to enhance the appearance and character of the area. Saved policy TRA6 seeks to achieve adequate car parking for the development.

Impact on Living Conditions

Overlooking

14. The proposed new dwelling has been positioned in order to avoid overlooking to the neighbours. The two first floor windows facing east (towards No. 14 Hellesdon Mill Lane) are for the bathroom and stairs and, if members are minded to grant planning permission, a condition would be attached to ensure that both windows were obscure glazed, as indicated on the drawings.

Loss of Privacy

15. Two hazel trees would need to be removed and others coppiced in order to achieve rear vehicular access to the site. Whilst this would open up views through to the rear of the properties on Hellesdon Road, the distance between the back of the new dwelling and these properties is at least 65 metres, which is considered to be an acceptable between properties.

Overshadowing

16. The orientation of the new dwelling and the distances that would be between the existing dwellings and the new dwelling means that there would be no overshadowing to No. 14 Hellesdon Mill Lane (to the south of the site) and little overshadowing to No.18 Hellesdon Mill Lane, particularly as the properties would be staggered in the streetscene.

Design

17. The new dwelling takes its design influence from the existing inter war design of the existing dwelling of No.18 Hellesdon Mill Lane, having features such as a projecting roof over bay windows and the use of corbelled brick details with render panels. The footprint of the dwelling takes account of the shape of the site and the positions of the neighbouring properties, having a narrow and deep plan form with mainly hipped roofs.

Scale and Height

18. Accurate site levels have been provided along with a street elevation, which clearly shows the relationship in terms of height and scale between the new dwelling and the neighbouring existing house (No.18) and bungalow (No.14). The eaves height of the new dwelling would sit just below the eaves height of the existing house (No.18), which would be just below the top of the roof of the neighbouring bungalow (No. 14).
19. When the overall scale and design of the new dwelling is set against the distances and staggered building line that would be created between the three properties, it is considered that the new two storey dwelling would be of an acceptable height and scale and not be over-dominant on the site.

Conservation Area – Impact on Setting

20. Historically there have been a number of plots sub-divided along the southern part of Hellesdon Mill Lane with a mixture of houses and bungalows. It is considered that both the existing house at No. 18 and the new dwelling would have adequate amenity space. Whilst the plot does have an elevated position from Hellesdon Mill Lane, the dwelling is set back by approximately 18 metres from the road. Therefore, in line with the Design and Conservation comments at paragraph 6, the new dwelling would not be detrimental to the setting of the existing house or the character of the wider Conservation Area.

Transport and Access

Vehicular Access

21. The existing house at No.18 has a driveway accessed from Hellesdon Mill Lane. This property also has a vehicular right of way over a driveway accessed from Hellesdon Road, which crosses over the rear of the neighbouring plot - No.14 Hellesdon Mill Lane.
22. The option of bringing a driveway in from the existing driveway of No.18 was investigated and considered unacceptable as it would have led to the loss of a semi-mature Beech tree. A new vehicular access from Hellesdon Mill Lane is also considered unacceptable as the substantial change in levels between the Lane and the site would have a detrimental visual impact on the rural nature of Hellesdon Mill Lane.

23. The Applicant is willing to transfer the right of way from the existing house at No. 18 to the proposed dwelling. Whilst the right of way may not have been exercised for a number of years, it is considered that the use of this access is acceptable for the proposed dwelling. The driveway is for single traffic and has a sharp corner, however, this is considered appropriate for domestic traffic.

Garaging and Car Parking

24. The detached double garage and parking spaces proposed to the rear of the site are considered to be of an acceptable design and location.

Trees and Landscaping

25. The removal of two hazel trees (and coppicing of at least one other) at the rear of the site to provide vehicular access is considered acceptable in this location.

Construction Works

26. Due to the nature of the private driveway it is considered that, if the application is approved, a condition requiring the submission of a construction method statement should be attached to the consent, in order to protect the amenity of the neighbouring properties, and in particular the vehicular access to No.14 Hellesdon Mill Lane.

Conclusions

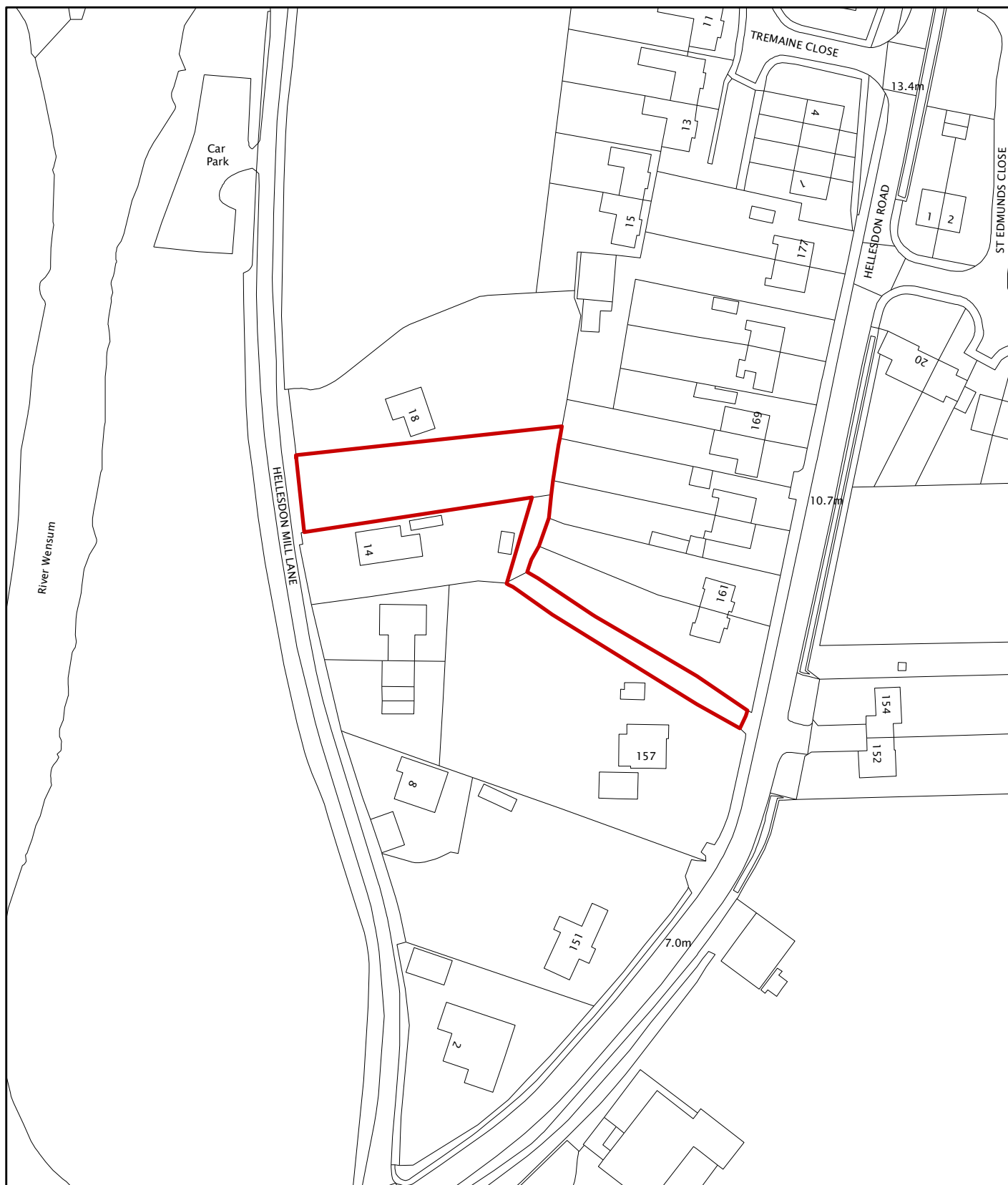
27. It is considered that the principle of sub-dividing the plot of No.18 Hellesdon Mill Lane to provide a new dwelling accords with Saved Local Plan Policies. The design and scale of the proposed dwelling is considered appropriate for the area and its position would not have a significant impact on the residential amenities of the neighbouring properties or the wider character of the Conservation Area.

RECOMMENDATIONS

To approve Application No 09/00818/F and grant planning permission, subject to the following conditions:-

1. Commencement of development within three years
2. In accordance with drawings approved on decision notice
3. Details of materials
4. Details of a) windows
b) bin store
5. Details of boundary walls, fences, hedges
6. Works to be carried out in full compliance with AIA submitted
7. Submission of specification and methodology regarding no dig areas and details of protective fencing
8. Provision of parking and cycle storage prior to occupation
9. Details of landscaping to be submitted
10. First floor side windows to be obscure glazed
11. Submission of construction method statement prior to any works on site

Reasons for approval: The sub-division of the curtilage to provide a new detached dwelling and garage would be in accordance with Saved Local Plan Policies HOU13, HBE8, HBE12, EP22, TRA6 and NE9 of the City of Norwich Replacement Local Plan, Adopted Version November 2009 and to all material considerations. The scale and design of the dwelling are considered to be appropriate in the streetscene and its position would not be significantly detrimental to the residential amenities of the neighbouring properties or the wider character of this part of the Hellesdon Village Conservation Area.



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Planning Application No - 09/00818/F

Site Address - 18 Hellesdon Mill Lane, Norwich

Scale - 1:1250



NORWICH
City Council
PLANNING SERVICES

