

Report for Resolution

Report to Planning Applications Committee
Date 4 February 2010
Report of Head of Planning Services
Subject 09/01003/F Oak Lodge 19 Branksome Road Norwich NR4
6SN

Item
5(3)

SUMMARY

Description:	Erection of detached garage.
Reason for consideration at Committee:	Objection
Recommendation:	Approve
Ward:	Eaton
Contact Officer:	Miss Louise Franklin Planner 01603 212524
Valid date:	2nd December 2009
Applicant:	Mr And Mrs Pike
Agent:	

INTRODUCTION

The Site

Location and Context

1. The application site is located on the east side of Branksome Road on the corner of Waverley Road. The surrounding area is characterised in the main by large detached houses sited on generous plots with established landscaping. To the rear of the site is number 4 Waverley Road which fronts Waverley Road.

Planning History

- 4/2003/0001** - Garage at side of dwelling. (Approved - 11/02/2003)
4/2000/0557 - Sub-division of curtilage for single dwelling. (Refused - 24/08/2000)
4/2000/0208 - Single storey extension at rear of dwelling. (Approved 03/05/2000)
4/1990/0438 - Sub-division of curtilage for one dwelling. (Refused - 31/05/1990)

The Proposal

2. The proposal is for the erection of a detached garage in the rear garden with access off Waverley Road

Representations Received

3. Adjacent and neighbouring properties have been notified in writing. Four letters of representation have been received citing the issues as summarised in the table below.

Issues Raised	Response
Siting at end of garden out of character with area	Paragraphs 19 and 20
Excessive size in relation to character of area and neighbouring properties	Paragraphs 19 and 20
Loss of trees on site and potential impact on neighbouring trees	Paragraphs 22 - 24
Over provision of car parking on site and need for proposal	Paragraph 13-17
Impact on neighbouring amenities through noise, disturbance and potential overlooking	Paragraphs 9-17
Concern that permission would facilitate further applications for development	Each application is dealt with on its own merits and would be assessed against the Council's saved policies and other material considerations
Lack of pre-application consultation with neighbours	Although this is encouraged it cannot be insisted upon and should not affect the assessment and determination of the proposal
Application submission implies separation of the site	The original application site red line was amended from one containing the proposed garage and access only to one which included the red line around the whole site and not only around the garage and access.
Inconsistencies in the application relating to vehicular access	The original application was amended to show the vehicular access
Certificate B should have been served for access	Not required for highways land
The impact in respect of Policy NE9, PPS1 paragraph 34 (poor design) and Newmarket Road Plus study 1987	NE9 – See paragraph's 8 and 23 Newmarket Road Study – No longer is use PPS1 – See paragraph 18
Concern over usage of building	See paragraph 17

Consultation Responses

4. Transportation - No objection to this proposal on transport grounds
5. Tree Officer - Three small trees not worthy of preservation. Arboricultural Method Statement required by condition for protection of the boundary hedge.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1 – Delivering Sustainable Development

Relevant Strategic Regional Planning Policies

East of England Plan 2008

ENV7 – Quality in the Built Environment

Relevant Local Plan Policies

City of Norwich Replacement Local Plan 2004

EP22 – Residential Amenity

HBE12 – High Quality of Design

NE8 – Biodiversity Management

NE9 – Landscaping and tree planting

TRA5 – Design for Vehicle Movement

TRA6 – Parking Standards

Supplementary Planning Documents and Guidance

Trees and Development

Principle of Development

Policy Considerations

6. In terms of whether the proposal can be considered acceptable in principle in policy terms, development needs to be assessed against a number of separate policy criteria
7. As well as the national and regional policies seeking good design for new development, saved policy HBE12 of the Replacement Local plan requires a high standard of design for all new development.
8. In addition, saved policy EP22 considers the impact of new development on the amenity of neighbouring properties. Saved policies NE8 and NE9 seek to manage features of importance with regards to biodiversity, landscaping and replacement tree planting and saved transport policies TRA5 and TRA6 seek to ensure that developments are designed to be accessible and to provide acceptable levels of car parking on site.

Impact on Living Conditions

Overbearing nature of development & overlooking

9. The existing dwelling is a large detached dwelling situated within a relatively large plot in keeping with the character of other development within the immediate locality. The dwelling has previously been extended and has a garage to the west of the site added with planning permission in 2003.
10. The current proposal seeks to erect a double garage at the end of the rear garden with access off Waverley Road in an area of the site which is not currently developed.
11. Concerns have been expressed about the impact of the proposal on the neighbouring property. However, due to its single storey nature, the orientation of the site and the distance of the proposal from the neighbouring dwelling it is not considered that the proposal would result in an overbearing form of development or one that causes problems of overshadowing.
12. The design shows a fully-hipped proposal with an eaves height of just over 2 metres. In addition to the two sets of traditional side-hung vehicle doors to the front, a pedestrian door and small window are shown to the rear. Although no accommodation or openings are shown on the plans within the roof space, concerns have been expressed by the neighbouring resident about the possibility of overlooking. The possibility of overlooking from the side elevation is considered unlikely given the single storey nature of the property

but it is recommended that a condition be imposed preventing the insertion of new openings to the roof of the proposal.

Noise and disturbance

13. Concerns have been expressed about the need for and nature of the proposal and the potential for the introduction of vehicular activity in this location to result in an unacceptable increase in noise and disturbance.
14. Although a double garage accessed from Branksome Road already exists with the dwelling this is not, in itself, sufficient reason to justify refusal of the current proposal. The existing access and garage provides for the parking of several vehicles on the site, the plot is a large one serving a substantial dwelling and the proposal would result in scope for a large number of vehicles to be parked at the dwelling.
15. However, the proposal has clearly been applied for as a domestic residential garage and, whilst national and local policies would seek to restrict the number of parking spaces in new developments to a much smaller number than is proposed here, the development applied for would serve an existing dwelling where the considerations are somewhat different.
16. Taking the advice of the Transportation Officer, it is considered that it would be unreasonable to restrict the number of parking spaces in highway terms on an established traditional property of this size. Moreover, the creation of the access and the introduction of hardstanding as proposed do not, in themselves, require permission.
17. However, it is recognised that an intensive use of the site for the parking of the maximum number of vehicles that could be accommodated may be out of keeping with the character of the area and could cause problems of noise and disturbance. Nonetheless, it is considered that this level of intensive use is unlikely to occur if the proposed and existing garages and parking are used for domestic residential purposes only. Consequently, it is recommended that a condition is imposed to explicitly limit the use of the proposal in this way.

Design

18. PPS1 paragraph 34 states 'Planning authorities should plan positively for the achievement of high quality and inclusive design for all development'. It goes on to explain 'Good design should contribute positively for making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted'.
19. It is considered that the height, scale and massing proposed are acceptable in relation to the plot size and would not be out of keeping with the character and appearance of the original dwelling. The materials proposed would complement and be similar to the existing materials of the dwelling.
20. Furthermore, the size of the plot is such that it is considered that the proposed garage would not result in an overdevelopment of the site or a visually cramped form of development nor be out of keeping with the character of the area and would enable sufficient and adequate amenity space to be provided for the dwelling.

Transport and Access

Vehicular Access and Car Parking

21. Despite the concern raised by neighbouring residents, the introduction of a second access to this site is considered acceptable and unlikely to cause problems of highway safety. The new access crossover and hardstanding can be implemented under Permitted Development Rights and therefore it is only the erection of the garage which requires planning permission. No objection to the proposal has been received from the Council's Transportation Planners.

Trees and Landscaping

Loss of Trees or Impact on Trees

22. The creation of the second access point would result in the loss of 3 small trees (pollarded Lime, Cherry and Western Cedar) on the site which are not considered by the Tree Officer to be worthy of preservation. It is recommended that an Arboricultural Method Statement is required before commencement of works for the preservation of the hedge located at the boundary between number 4 Waverley Road and 19 Branksome Road.
23. It is considered that the loss of biomass that would occur as a result of the removal of the 3 small trees can be replaced by the requirement to carry out suitable replacement planting within the site (to comply with NE9) and that, given the size of the plot, the details of this can be required and secured by a condition of any permission granted.

Street Tree Planting

24. During the consultation period, it was highlighted by the Council's Arboricultural Officer that the planting of a new street tree would conflict with the access point of the proposed garage. This issue has been resolved and it has been confirmed that the street tree will be planted in another location on Waverley Road.

Conclusions

25. The principle of the proposed garage and the creation of an additional access point to the site are considered acceptable. It is considered that the design details of the scheme meet the criteria of HBE12 and the creation of the additional point of access in relation to TRA5. Furthermore, the proposal would not result in a detrimental impact in terms of loss of amenity to neighbouring properties and as such can be considered to meet the criteria of saved policy EP22. It is considered that the loss of the trees on site can be effectively mitigated by replacement planting in accordance with saved policy NE9. Consequently, the proposals are considered to be in line with national, regional and development plan policies and other material planning considerations and as such the recommendation is to approve subject to the conditions below.

RECOMMENDATIONS

To approve Application No (09/01003/F Oak Lodge, Branksome Road Norwich) and grant planning permission, subject to the following conditions:-

1. Standard time limit
2. In accordance with the submitted plans and details
3. Details of materials (bricks and tiles)
4. No window to be inserted into the roof of the garage
5. Replacement mitigation planting details to be submitted and approved scheme implemented
6. Arboricultural Method Statement to be submitted and approved scheme implemented
7. The garage should be used for ancillary domestic use only

(Reasons for approval: The decision to grant planning permission has been taken having regard to PPS1, East of England Plan policy ENV7 and Saved Local Plan Policies HBE12, NE8, NE9, TRA5, TRA6 and EP22 of the City of Norwich Replacement Local Plan Adopted Version 2004 and to all material planning considerations. The principle of this development and the creation of an additional access point to the site are considered acceptable. It is considered that the design details of the scheme meet the criteria of HBE12 and the creation of the additional point of access is acceptable in relation to TRA5. Furthermore, the proposal

would not result in a detrimental impact in terms of loss of amenity to neighbouring properties and as such can be considered to meet the criteria of saved policy EP22. It is considered that the loss of trees on site can be effectively mitigated by replacement planting in accordance with saved policy NE9.



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Planning Application No - 09/01003/F
Site Address - Oak Lodge, 19 Branksome Road
Scale - 1250



NORWICH
City Council

PLANNING SERVICES

