

Parish: Alne
Ward: Easingwold
2

Committee date: 15th November 2018
Officer dealing: Miss Charlotte Cornforth
Target date: 22nd November 2018

18/02070/FUL

**Full planning application for the construction of a detached, one and a half storey dwelling
At Falloden, Forest Lane, Alne
For Mr Davidson**

This application is referred to Planning Committee as the application is a departure from the Development Plan

1.0 SITE, CONTEXT AND PROPOSAL

- 1.1 The application site relates to the front domestic of Falldon, Forest Lane, Alne Station at the western-extremity of the village. Alne Station is located approximately 650 metres to the north-east of Alne village 3.3km to the north of Tollerton village and 5.4km to the south-west of Easingwold.
- 1.2 The application site extends to approximately 0.09 hectares and is accessed from the existing private driveway and turning area which connects with Forest Lane. The site is bounded by Low Hall (a large residential dwelling) to the south, Manacor and Park Farm to the east, residential dwellings (including Milnthorpe House and Maltings Court) to the north of Forest Lane and open countryside to the far west on the opposite side of the road that runs south towards Alne village.
- 1.3 The site is screened by mature trees and hedgerows running along its northern, western and southern boundaries, which would be retained as part of the proposals.
- 1.4 The application site is located outside of Alne Conservation Area. The Maltings, a Grade II Listed Building, is located approximately 30 metres to the north of the application site.
- 1.5 Full planning permission is sought for the construction of a detached, 1.5 storey dwelling The dwelling is designed with an asymmetric front elevation incorporating a bay window, ornate timber porch and traditionally proportioned fenestration details. The main ridge line is broken by two chimneys flush with each side elevation, with a lower level chimney adjacent to the bay-window. The proposed dwelling is shown with a pitched roof finished with slate or concrete tiles and exterior walls in red stock brick.
- 1.6 The proposed ground floor accommodation comprises of a lounge, dining room, kitchen, utility and a single bedroom with an en-suite. Two further bedrooms and bathroom would be accommodated within the roof space.
- 1.7 Access to the site would be taken from Forest Lane via the existing driveway which leads to a shared parking and turning area for Falldoden and Manacor. Dedicated car parking for 2 vehicles would be provided adjacent to the proposed dwellings front elevation.

2.0 RELEVANT PLANNING AND ENFORCEMENT HISTORY

- 2.1 13/01999/FUL - Proposed vehicular access; Granted 15.11.2013 but not implemented. This was to be to the west of the existing vehicular access.

3.0 RELEVANT PLANNING POLICIES

- 3.1 The relevant policies are:

Core Strategy Policy CP1 - Sustainable development
Core Strategy Policy CP2 – Access
Core Strategy Policy CP4 - Settlement hierarchy
Core Strategy Policy CP16 - Protecting and enhancing natural and man-made assets
Core Strategy Policy CP17 - Promoting high quality design
Core Strategy Policy CP21 - Safe response to natural and other force
Development Policy DP1 - Protecting amenity
Development Policy DP3 - Site accessibility
Development Policy DP4 - Access for all
Development Policy DP8 - Development Limits
Development Policy DP9 - Development outside Development Limits
Development Policy DP10 - Form and character of settlements
Development Policy DP30 - Protecting the character and appearance of the countryside
Development Policy DP32 - General design
Development Policy DP33 – Landscaping
Development Policy DP43 - Flooding and floodplains
Interim Guidance Note - adopted by Council on 7th April 2015
Size, Type and Tenure of New Homes SPD - adopted September 2015
National Planning Policy Framework - published July 2018

4.0 CONSULTATIONS

- 4.1 Parish Council – no objection to the proposal.
- 4.2 Highway Authority – no objection, subject to conditions regarding the construction requirements of the private access, provision of approved access, turning and parking areas, precautions to prevent mud on the highway, on-site parking, on-site storage and construction traffic during development.
- 4.3 RAF Linton on Ouse – no safeguarding objections to this proposal.
- 4.4 Kyle and Upper Drainage Board – The application will increase the impermeable area to the site and the applicant will therefore need to ensure that any existing or proposed surface water system has the capacity to accommodate any increase in surface water discharge from the site.
- 4.5 Yorkshire Water – no comments to make on the application.
- 4.6 Public comments – no comments received to date.

5.0 OBSERVATIONS

- 5.1 The main issues to consider are: (i) the principle of development; (ii) the impact on the character of the surrounding area, including the character and appearance of the village (iii) design; (iv) heritage assets; (v) residential amenity; (vi) highway safety (vii) drainage issues and (viii) land contamination.

The principle of development

- 5.2 The site falls outside the Development Limits of Alne. Policy CP4 states that all development should normally be within the Development Limits of settlements.
- 5.3 Policy DP9 states that development will only be granted for development in exceptional circumstances. The applicant does not claim any of the exceptional circumstances identified in Policy CP4 and, as such, the proposal would be a departure from the Development Plan. However, it is also necessary to consider more recent national policy in the form of the National Planning Policy Framework (NPPF).
- 5.4 To ensure appropriate consistent interpretation of the NPPF alongside Policies CP4 and DP9, on 7 April 2015 the Council adopted Interim Policy Guidance (IPG) relating to Settlement Hierarchy and Housing Development in the Rural Areas. This guidance is intended to bridge the gap between CP4/DP9 and the NPPF and relates to residential development within villages. The IPG includes an updated Settlement Hierarchy.
- 5.5 The IPG states that the Council will support small-scale housing development in villages where it contributes towards achieving sustainable development by maintaining or enhancing the vitality of the local community and where it meets all of the following criteria:
1. Development should be located where it will support local services including services in a village nearby.
 2. Development must be small in scale, reflecting the existing built form and character of the village.
 3. Development must not have a detrimental impact on the natural, built and historic environment.
 4. Development should have no detrimental impact on the open character and appearance of the surrounding countryside or lead to the coalescence of settlements.
 5. Development must be capable of being accommodated within the capacity of existing or planned infrastructure.
 6. Development must conform with all other relevant LDF policies.
- 5.6 In the settlement hierarchy contained within the IPG, Alne Station is defined as an "Other Settlement". Alne village is approximately 650 metres away by road and is defined as a Secondary Village and therefore is considered a sustainable location for development. There are footpath links between the two settlements and access to bus services. Alne and Alne Station are identified as "Cluster Villages" within the IPG due their proximity and it is therefore considered the proposal satisfies criterion 1 of the IPG; proposed development must provide support to local services including services in a village or villages nearby.

The character of the village

- 5.7 With regard to criterion 2 of the IPG, development must be small in scale and reflect the existing built form and character of the village. The proposal is for one dwelling and it is therefore considered small in scale as the IPG refers to small scale comprises up to five dwellings.
- 5.8 The site layout shows a dormer bungalow and the Council's Size, Type and Tenure of New Homes SPD identifies a need for more choice for older people including that of bungalows. The dwelling will provide a ground floor bedroom that is considered to meet the Size, Type and Tenure of New Homes SPD as well as 2 bedrooms within the roof space.

- 5.9 The site is bounded by Low Hall (a large residential dwelling) to the south, Manacor and Park Farm to the east, residential dwellings (including Maltings Court) to the north and open countryside to the far west on the opposite side of the road that runs south towards Alne village.
- 5.10 Visually, the site is well contained with a landscaped boundary extending along the south and eastern edges of the site. When approaching the site from Forest Lane or from the road that runs north towards Alne Station itself and south towards the village of Alne, the dwelling will be read in conjunction with the existing residential dwellings in the immediate locality.
- 5.11 In light of the above, the proposal is considered to reflect the existing built form and character of this part of the village.
- 5.12 IPG criterion 3 states that development must not have a detrimental impact upon the natural, built and historic environment. The heritage assets will be considered in a separate section of the report (5.22)
- 5.13 By virtue of the siting of the proposed dwelling and the landscape features that are to be retained and the additional planting proposed, the proposal is considered not to have a detrimental impact upon the character or appearance of the natural or built environment. There is no ecological interest in the site.
- 5.14 Criterion 4 states development should have no detrimental impact on the open character and appearance of the surrounding countryside or lead to the coalescence of settlements.
- 5.15 The proposed dwelling is sited within the domestic curtilage of Falloden. The site is screened by mature trees and hedgerows running along its northern, western and southern boundaries, which would be retained as part of the proposals. Furthermore, the road to the west provides a buffer between the cluster of dwellings at Alne Station and the application site and the open countryside beyond.
- 5.16 In light of the above, the proposal is considered to not have a detrimental impact upon the open character and appearance of the surrounding countryside or lead to the coalescence of settlements.

Design

- 5.17 One of Hambleton's strategic planning objectives, set out in The Core Strategy Local Development Document (2007), is "To protect and enhance the historic heritage and the unique character and identity of the towns and villages by ensuring that new developments are appropriate in terms of scale and location in the context of settlement form and character."
- 5.18 Policies CP17 and DP32 require the highest quality of creative, innovative and sustainable design for buildings and landscaping that take account of local character and settings, promote local identity and distinctiveness and are appropriate in terms of use, movement, form and space.
- 5.19 The submitted drawings show a detached, 1.5 storey dwelling which is comparable in scale and mass to the host dwelling, Fallodon. The dwelling is designed with an asymmetric front elevation incorporating a bay window, ornate timber porch and traditionally proportioned fenestration details. The main ridge line is broken by two chimneys flush with each side elevation, with a lower level chimney adjacent to the bay-window.

- 5.20 Traditional building materials will be used to ensure that the proposed dwelling reinforces local distinctiveness.
- 5.21 In light of the above, it is considered that the proposed development is considered to be of good design in accordance with the principles of the NPPF and the requirements of Policy CP17 and DP32 of the adopted LDF.

Heritage assets

- 5.22 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council to have special regard to the desirability of preserving or enhancing the character or appearance of the Alne Conservation Area.
- 5.23 The application site is located 750 metres to the north east of the Alne Conservation Area. It is considered that given the distance from the site to the Conservation Area, the proposal will not harm the designated asset.
- 5.24 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council to have special regard to the desirability of preserving any listed building affected by the proposal or its setting or any features of special architectural or historic interest which it possesses.
- 5.25 The Maltings, a Grade II Listed Building, stands approximately 30 metres to the north of the application site. There is substantial screening provided by existing buildings and mature landscaping between the site and the Grade II listed building. The most sensitive elevation of 'The Maltings' fronts onto Alne Road and is not viewed in conjunction within the application site.
- 5.26 It is considered that given the distance and intervening road and landscape feature between the site and the Grade II Listed Building, the proposal will not harm the designated asset.

Residential amenity

- 5.27 It is considered that the site is capable of accommodating one dwelling without prejudicing residential amenity of Falloden, Manacor and Low Hall by not being overbearing in presence and would not cause a loss of light or loss of privacy. The dwelling is one and a half storey in height.
- 5.28 The principal outlook from the dwelling is towards the west and the position of the windows will ensure that residential amenity of the new dwelling will be protected. There are 3 roof lights on the rear, east facing roof slope and there is considered to be sufficient distance from these to other dwellings to avoid any loss of amenity.
- 5.29 The site is considered capable of providing adequate private amenity space for the proposed dwelling, without prejudicing the existing private amenity space of Falloden.
- 5.30 The existing boundary treatments including a screen fence between the garden of Falloden and the turning area for the proposed dwelling, Falloden and Mancor will be retained. There will be a new brick boundary wall (1.8 metres in height) between the rear garden of the new dwelling and the turning area.

Highway safety

- 5.31 Criterion 5 of the IPG states that development must be capable of being accommodated within the capacity of existing or planned infrastructure.

- 5.32 Access to the site would be taken from Forest Lane via the existing driveway which leads to a shared parking and turning area for Falloden and Manacor. Dedicated car parking for 2 vehicles would be provided adjacent to the proposed dwellings front elevation. There is also one visitor car parking space.
- 5.33 The proposed development relates to a sustainable location, benefitting from good accessibility to local services by alternative modes of transport and would have a minimal impact on the highway network. There is no evidence to suggest that the development would cause harm to highway safety.

Drainage

- 5.34 Foul drainage from the site would connect to the existing mains sewer, whilst surface water would to soakaway(s) as a sustainable drainage system.
- 5.35 The exact details can be secured by planning condition. There is no evidence to suggest that the demands on the infrastructure of the village arising from the development would be so great that the infrastructure would be unable to cope with the additional development or cause harm to the amenity of the village.

Land contamination

- 5.36 The submitted information does not identify any unacceptable risks from land contamination. It states that the site is a private garden with no signs of settlement, subsidence or contamination

6.0 RECOMMENDATION

- 6.1 That subject to any outstanding consultations permission is **GRANTED** subject to the following conditions:
1. The development hereby permitted shall be begun within three years of the date of this permission.
 2. The permission hereby granted shall not be undertaken other than in complete accordance with the drawing(s) numbered 2112 01, 02A, 03 received by Hambleton District Council on 27 September 2018 and 23 October 2018 unless otherwise approved in writing by the Local Planning Authority.
 3. The development hereby approved shall not be commenced until details of the foul sewage and surface water disposal facilities have been submitted and approved in writing by the Local Planning Authority. The development shall not be undertaken other than in accordance with the approved details and shall thereafter be retained in accordance with those details.
 4. Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site until the access to the site have been set out and constructed in accordance with the published Specification of the Highway Authority and the following requirements c. The existing access shall be improved by reconstructing in accordance with Standard Detail number E6. h. The final surfacing of any private access shall not contain any loose material that is capable of being drawn on to the existing public highway. All works shall accord with the approved details unless otherwise agreed in writing by the Local Planning Authority.
 5. No part of the development shall be brought into use until the approved vehicle access, parking, manoeuvring and turning areas have been constructed in

accordance with the submitted drawing (Reference 2112/02). Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

6. There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority agrees in writing to their withdrawal.
7. Unless approved otherwise in writing by the Local Planning Authority there shall be no establishment of a site compound, site clearance, demolition, excavation or depositing of material in connection with the construction on the site until proposals have been submitted to and approved in writing by the Local Planning Authority for the provision of:
 - a. on-site parking capable of accommodating all staff and sub-contractors vehicles clear of the public highway
 - b. on-site materials storage area capable of accommodating all materials required for the operation of the site.
 - c.The approved areas shall be kept available for their intended use at all times that construction works are in operation.

The reasons are:

1. To ensure compliance with Sections 91 and 92 of the Town and Country Planning Act 1990 and where appropriate as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. In order that the development is undertaken in a form that is appropriate to the character and appearance of its surroundings and in accordance with the Development Plan Policies CP1, DP1, CP17 and DP32.
3. In order to avoid the pollution of watercourses and land in accordance with Hambleton Local Development Framework Policies CP3 and DP6.
4. To ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.
5. To provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.
6. In accordance with Policy CP2 and DP3 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.
7. To provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

Informatives

1. You are advised that a separate licence will be required from the Local Highway Authority in order to allow any works in the adopted highway to be carried out. The local office of the Local Highway Authority will also be pleased to provide the detailed constructional specification referred to in this condition.