

Parish: Carthorpe

Ward: Tanfield

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16/02750/FUL

Committee Date: 2 March 2017

Officer dealing: Mrs H Laws

Target Date: 10 February 2017

Date of extension of time: 10 March 2017

**Construction of a detached dwelling.
at Rosedene Carthorpe North Yorkshire DL8 2LH
for Mrs J Lancaster.**

1.0 SITE DESCRIPTION AND PROPOSAL

- 1.1 The site lies on the northern side of the main village street at the western end of the village and currently forms part of a field adjacent to the access serving the single storey dwelling known as Rosedene and its domestic curtilage. The site covers an area of approximately 0.15ha.
- 1.2 It is proposed to construct a detached two storey, four bedroom dwelling with an integral single storey section formed at right angles, providing a utility room and double garage. Steeply pitched gable features are proposed to the front and rear of the dwelling, which are features that are also reflected in the porch detailing. An external chimney stack is proposed.
- 1.3 A gap in the field hedge is proposed to be created to allow access, centrally at the front of the site, with a parking and turning area proposed at the front of the dwelling. Landscaping is proposed within the site and along the new boundaries in the form of hedge and tree planting.
- 1.4 The proposed dwelling would be finished in render above a brick plinth with a clay pantiled roof and upvc windows and doors.

2.0 PLANNING & ENFORCEMENT HISTORY

- 2.1 None relevant

3.0 RELEVANT PLANNING POLICIES:

- 3.1 The relevant policy of the Development Plan and any supplementary planning policy advice are as follows;

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 forces

Development Policies DP1 - Protecting amenity

Development Policies DP4 - Access for all

Development Policies DP30 - Protecting the character and appearance of the countryside

Development Policies DP32 - General design

Development Policies DP43 - Flooding and floodplains

Interim Guidance Note - adopted by Council on 7th April 2015

National Planning Policy Framework - published 27 March 2012

3.0 CONSULTATIONS

- 4.1 Carthorpe Parish Council - no comments yet received (expiry date for representations 22/2/2017)
- 4.2 NYCC Highways - conditions recommended.
- 4.3 HDC Environmental Health - This service has considered the potential impact on amenity and likelihood of the development to cause a nuisance and consider that there will be no negative impact. Therefore the Environmental Health Service has no objections.
- 4.4 HDC Senior Scientific Officer - no objections
- 4.5 Site notice/local residents - no comments received (expiry date for representations 2/2/2017)

4.0 OBSERVATIONS

- 5.1 The main issues for consideration in this case relate to the principle of a new dwelling in this location outside Development Limits, an assessment of the likely impact of the proposed dwelling on the character and appearance of the village, the rural landscape, neighbour amenity, highway safety and developer contributions.

The principle of a new dwelling in this location

- 5.2 The site falls outside of Development Limits as Carthorpe does not feature within the settlement hierarchy defined within Policy CP4 of the Core Strategy. 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 NPPF. Paragraph 55 of the NPPF states:

"To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances".

- 5.3 To ensure appropriate, consistent interpretation of the NPPF alongside Policies CP4 and DP9, the Council has 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.
- 5.4 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.
- 5.5 In the IPG, Carthorpe is defined as an Other Settlement, which is in recognition of the relatively small number of services and facilities, which include a pub, village hall and a church. Therefore it would need to form a cluster with a Secondary or Service Village or with one or more Other Settlements.
- 5.6 The site lies on the edge of the village of Carthorpe which is identified in the IPG as an example of a cluster village together with Burneston. The two villages have collectively have churches, a primary school, two pubs and a shop. Each village is readily accessible to each other on foot or bicycle as well as by car on the local road network. Carthorpe is less than a kilometre distance from Burneston and the application site is a further 0.5km through the village with a footway for almost all its length. Criterion 1 is considered to be satisfied.

Impact on rural landscape

- 5.7 IPG criterion 2 requires development to be small scale. The guidance expands on this definition as being normally up to five dwellings; however this does not automatically mean that five dwellings would be appropriate in every settlement. In this instance a single dwelling is proposed, which must be considered cumulatively with the planning permissions recently granted for two dwellings to replace the existing dwelling known as Rosedene (16/00887/FUL) on the adjacent plot; the construction of a dwelling opposite Rosedene (15/01809/OUT) and the dwelling granted permission at The Annexe to Carthorpe Barn in February 2017 (16/02467/FUL). Additionally to this, three units have been formed from converted agricultural units in the vicinity of the application site under the Permitted Development regulations. This results in a total of 7 additional dwellings within the village. Whilst significant in a small village, this is not considered to be too great a number for the village to accommodate.
- 5.8 It is important to consider the likely impact of the proposed development with particular regard to criteria 3 and 4 of the IPG. The site lies beyond but adjacent to the existing row of development along the village street and extends the site further into the adjacent fields. There is a dwelling on the opposite side of the road that lies beyond the edge of the village but it is a farmhouse and is not considered to form part of the built-up village street. Another farm lies to the west of the application site but is also clearly outside of the built form of the village. The application site relates well to the existing village form by continuing the short row of dwellings along the northern side of the road. The single storey garage and ancillary buildings lie on the western side of the plot, which provide a lower height of development which would not dominate the skyline.
- 5.9 The view of the site, on the approach into the village from the west, is of the existing dwellings and the open aspect of the countryside to the north would not be compromised. As such it is considered that there would be no harmful impact to the natural, built and historic environment.

Design

- 5.10 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.

- 5.11 The NPPF supports this approach and, at paragraph 64, states that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
- 5.12 The proposed dwelling is a traditional style with steeply pitched gabled roofs and brick headers and other brick detailing. Many dwellings within Carthorpe are of a simple flat fronted design finished mostly in brick but with examples of rendered properties including the existing dwelling at Rosedene and the neighbouring dwelling to the south west. The proposed dwelling would be similar in style and materials and would not detract from the character and appearance of the streetscene. The proposal is in accordance with LDF Policies CP17 and DP32.

Neighbour amenity

- 5.13 The dwelling would lie approximately 25m from the existing nearest neighbour to the east and more than 30m to the south west. There would be adequate separation distances between the existing and proposed dwellings for there to be no adverse impact on residential amenity as a result of overlooking or overshadowing. The proposed development is in accordance with LDF Policy DP1.

Highway safety

- 5.14 The Highway Authority has no objections to the creation of a new access in this location.

Conclusion

- 5.15 It is considered that the proposal is in accordance with the Interim Policy Guidance document and policies of the LDF in that the housing development would have no adverse impact on landscape character, residential amenity and highway safety.
- 5.16 The proposed development is acceptable and approval of the application is recommended.

6.0 RECOMMENDATION:

6.1 That subject to any outstanding consultations the application 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. No above ground construction work shall be undertaken until details and samples of the materials to be used in the construction of the external surfaces of the development have been made available on the application site for inspection (and the Local Planning Authority have been advised that the materials are on site) and the materials have been approved in writing by the Local Planning Authority. The development shall be constructed of the approved materials in accordance with the approved method.
3. All new, repaired or replaced areas of hard surfacing shall be formed using porous materials or provision shall be made to direct run-off water from

the hard surface to an area that allows the water to drain away naturally within the curtilage of the property.

4. The development shall not be commenced until a detailed landscaping scheme indicating the type, height, species and location of all new trees and shrubs, has been submitted to and approved by the Local Planning Authority. No dwelling shall be occupied after the end of the first planting and seeding seasons following the approval of the landscaping scheme, unless those elements of the approved scheme situate within the curtilage of that dwelling have been implemented. Any trees or plants which within a period of 5 years of planting die, are removed, or become seriously damaged or diseased, shall be replaced with others of similar size and species.

5. The development shall not be commenced until details relating to the boundary treatment of the development have been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not be occupied until the boundary treatment relating to that property has been implemented in accordance with the approved details and thereafter retained.

6. Prior to development commencing detailed cross sections shall be submitted to and approved in writing by the Local Planning Authority, showing the existing ground levels in relation to the proposed ground and finished floor levels for the development. The levels shall relate to a fixed Ordnance Datum. The development shall be constructed in accordance with the approved details and thereafter be retained in the approved form.

7. 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: d. The crossing of the highway verge and footway shall be constructed in accordance with the Standard Detail number E6; e. Any gates or barriers shall be erected a minimum distance of 5 metres back from the carriageway of the existing highway and shall not be able to swing over the existing or proposed highway; All works shall accord with the approved details unless otherwise agreed in writing by the Local Planning Authority.

8. There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility of 43 metres measured along both channel lines of the major road from a point measured 2.4 metres down the centre line of the access road. The eye height will be 1.05 metres and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

9. No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing no. 2 Rev. A. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

10. 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.

11. 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. The approved areas shall be kept available for their intended use at all times that construction works are in operation.

12. The permission hereby granted shall not be undertaken other than in complete accordance with the location plan and drawings numbered SCH835 2 and 3 received by Hambleton District Council on 19 December 2016 unless otherwise approved in writing by the Local Planning Authority.

The reasons for the above conditions 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. To ensure that the external appearance of the development is compatible with the immediate surroundings of the site and the area as a whole in accordance with Hambleton Local Development Framework Policy CP17.
3. To reduce the volume and rate of surface water that drains to sewers and watercourses and thereby not worsen the potential for flooding in accordance with Hambleton LDF Policies CP21 and DP43.
4. In order to soften the visual appearance of the development and provide any appropriate screening to adjoining properties in accordance with LDF Policies CP16 and DP30.
5. To ensure that the development is appropriate to the character and appearance of its surroundings in accordance with LDF Policies CP16 and DP30.
6. To protect the amenity of adjacent residents and the appearance of the streetscene in accordance with LDF Policies CP1, CP16, DP1 and DP30.
7. In accordance with LDF Policies CP2 and DP4 and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.
8. In accordance with LDF Policies CP2 and DP4 and in the interests of road safety.
9. To provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development in accordance with LDF Policies CP2 and DP4.

10. In accordance with LDF Policies CP2 and DP4 and to ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

11. In accordance with LDF Policies CP2 and DP4 and to provide for appropriate on-site vehicle parking and storage facilities, in the interests of highway safety and the general amenity of the area.

12. 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.