

Parish:	Grimston	
Proposal:	Outline Application: construction of two dwellings	
Location:	Land Rear of 68 Chapel Road Pott Row King's Lynn Norfolk	
Applicant:	Mr Roy Butler	
Case No:	16/01846/O (Outline Application)	
Case Officer:	Mr C Fry	Date for Determination: 16 December 2016 Extension of Time Expiry Date: 16 February 2017

Reason for Referral to Planning Committee – Contrary to the views of Heacham Parish Council

Case Summary

The site is contained within the defined settlement limits of Pott Row. Pott Row is linked with Gayton and Grimston and combined these settlements are designated as being a Key Rural Service Centre in the settlement hierarchy.

The site is on the eastern side of Chapel Road, Pott Row behind no. 64 and 68.

The application seeks consent outline permission for 2 dwellings with access only being determined at this stage.

Key Issues

- The Principle of Development
- Form and Character
- Neighbour Amenity
- Highways Impact
- Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

The application site is within the defined settlement limits of Pott Row. Pott Row combined with Gayton and Grimston serves the role of a Key Rural Service Centre, according to Policy CS02 of the Local Development Framework Core Strategy

The site lies on the eastern side of Chapel Road, Pott Row behind no. 66 and 68 Chapel Road. Access to the site, is via a shingle gravel track, on the southern side of no. 68, the donor property.

Features on site include timber sheds and timber constructed garage at the end of the shingle access. The site has 1.8m close boarded fencing on the southern boundary and mesh fencing on the northern. The boundary separating the site from the donor property and adjoining property at no.66 is sporadic hedging.

The form and character of development comprises both single and two storey dwellings. The dwellings are constructed from brick and tile and retain either a plain brick façade, painted façade or rendered façade fronting chapel road.

The donor property is an end terraced 2 storey property that has been the subject of extensions and alterations. The property demonstrates the use of carrstone.

The majority of the development on Chapel Road is linear in form, with the exception of a recently granted planning permission for properties to the rear of no.82 Chapel Road (14/01584/O) for 4 dwellings.

The proposal seeks outline consent for 2 detached properties at the rear of the site. Indicative floor plans submitted with the application shows 3 bed – 2 storey dwellings with 2 parking spaces per property. A garage is provided to serve no.68.

The outline permission has been revised during its lifetime, removing the determination of both scale and layout, leaving only access to be determined at this stage.

SUPPORTING CASE

The application has been accompanied by a Design and Access Statement:-

- The pre-application response was received with a decision of approval with amendment
- The site area is approx. 1179m²
- The proposal is for 2- 3bed chalet type dwellings with a maximum ridge height of 7.07m together with associated access, parking areas, residential curtilage and landscaping
- The proposal has been revised from that contained within the pre-application by reducing the number of dwellings to 2 as 3 would have resulted in a cramped form of development
- Two storey properties were considered to be over-powering.
- Dwellings are not considered to cause detrimental neighbour amenity issues. With the design a reduced eaves level, use roof windows and internal layout were considered to further protect neighbour amenity
- Highways had no objection to the pre-application
- The proposal is to upgrade the vehicular and pedestrian access to the site serving no.68. the positions of Plots 1 and 2 have been informed by the proposed access driveway each with amenity spaces
- The layout has been designed to minimise impact on neighbour amenity
- All properties have private rear gardens, secured by boundary fencing.

PLANNING HISTORY

There is no recent relevant planning history.

RESPONSE TO CONSULTATION

Parish Council: OBJECTION over intensive for the plot. The facility for car parking appears to be limited. There appears to be limited turnaround space for vehicles (especially if there are other cars parked) to ensure they can exist the development front facing onto Chapel Road.

Councillors also had concerns that the dimensions of the proposed new entrance from Chapel Road are inaccurate, as they appear to take land from the property next door; land which is believed to be of some medieval archaeological significance.

NCC Highways: NO OBJECTION subject to conditions

Environmental Health & Housing – Environmental Quality: NO OBJECTION

Historic Environment Service: NO OBJECTION no archaeological works required.

REPRESENTATIONS

2 letters received **OBJECTING** to the application on the following grounds:-

- Two storey development will overshadow our garden
- Overlooking from the upstairs windows
- Noise disturbance from cars
- Two storey development out of keeping
- Sets a precedent

2 letters received **OBJECTING** to the amended revisions removing both layout and scale.

- Overshadowing
- Overlooking
- Noise disturbance from cars
- Sets a precedent

NATIONAL GUIDANCE

National Planning Policy Framework – sets out the Government's planning policies for England and how these are expected to be applied.

National Planning Practice Guidance - Provides National Planning Practice Guidance, in support of and in addition to the NPPF

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS09 - Housing Distribution

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

PLANNING CONSIDERATIONS

The main planning considerations in regards to this application are:-

1. The Principle of Development
2. Form and Character
3. Neighbour Amenity
4. Highways Impact
5. Other Material Considerations

Principle of Development

Pott Row combined with Gayton and Grimston is a Key Rural Service Centre.

Development of this scale within Key Rural Service Centre is generally considered to be appropriate, subject to other material considerations.

Form and Character

The application site is a roughly L shaped and is the donor property's extended garden area and contains a detached timber garage and timber sheds.

The site is slightly elevated above the level of the road and the properties on Chapel Road.

The site is enclosed to the south by 1.8m close boarded fencing, mesh fencing to the east and north and sporadic hedging along the western boundary.

The form and character of development comprises both single and two storey dwellings. The dwellings are constructed from brick and tile and retain either a plain brick façade, painted façade or rendered façade fronting chapel road. Chalet type dwellings are evident on Chapel Road, both to the north and south on the western side.

The donor property is an end terraced storey semi-detached property that has been the subject of extensions and alterations. The property also demonstrates the use of carrstone.

The majority of the development on Chapel Road is linear in form, with the exception of a recently granted planning permission for properties to the rear of no.82 Chapel Road (14/01584/O) for 4 dwellings.

The proposal seeks outline consent with only access being determined at this stage for 2 dwellings. The indicative layout and plans shows two 3 bedroom dwellings that are described within the design and access statement as being chalet type dwellings.

The resultant amenity space for no.68, a terraced property would be acceptable for a modest sized property.

Given that there is a slight increase in the height of the land in the easterly direction from the roadside and in order not to dwarf the cottages to the front, the scale of these dwellings will be restricted to being no more than 1/1/2 storey in scale.

Even though layout, appearance, scale and landscaping are reserved for later consideration it is considered that the indicative layout shown, demonstrating 2 detached dwellings, can be accommodated on the site without detrimentally affecting the form and character of the development in the locality.

Neighbour Amenity

Third Party representations are concerned about being overlooked and overshadowed from the dwellings.

The western boundary of the application site is 18m at its closest point to the rear façade of the properties that front Chapel Road. It is considered that at this distance there would be no principle neighbour amenity issues arising from the erection of the dwellings on the site.

Given the angles and 20m distance between the northern boundary of the site and the property to the north of the site, no. 74 there would be no principle amenity issues with this neighbour from developing the site.

The land to the east of the site is accessed to the side of one of the properties on Chapel Road. This land would appear to be tended to but does not appear to be used as private amenity space. Accordingly it is not considered to be reasonable to refuse the principle of developing on this site in terms of the impact upon the enjoyment of this particular parcel of land.

The indicative siting of plot 1 is adjacent to this shared boundary with the neighbour to the south, however the neighbour to the south benefits from a garden that extends beyond the application site and the indicative siting has plot 1 some 26m away from the rear façade of no. 66. It is considered that a dwelling in this location, albeit indicative, would not cause principle amenity issues.

Additionally as referenced in the previous subsection, the properties will be conditioned to be single storey only.

Third party representations are concerned about noise and disturbance caused from the extra traffic movements associated with the site. Whilst there will be additional noise generated with new residential properties on the site, it is considered that a residential use in

this locality would not be detrimental to the enjoyment of the existing home owners in the locality.

Highways Impact

Third Party and the Parish Council correspondence raises highway safety issues.

The application seeks outline planning permission with all matters reserved, but the principle of attaining a suitable access does need to be considered.

The highways officer at the time of his response also considered the layout of the site and the scale of the proposal, as this was originally requested to be determined.

The highways officer has no objection to the proposal subject to conditions that the access be provided to highway specification and widened to 4.8m wide for the first 5 metres into the site

Other Material Consideration

The Parish Council have commented that not all of the application site is within the applicant's control. The agent has confirmed that the applicant does own the site and the correct certificate have been served.

The scale and siting of the garage would not cause any detrimental impact upon the amenity visual or neighbour amenity.

The Parish Council have raised the issue that there might be archaeological remains on the site. The Historic Environment Service have no objection to the application and do not require any archaeological conditions.

CONCLUSION

The application seeks consent for outline consent for erection of 2 dwellings on the site. During the lifetime of the application, the layout and scale which was due to be determined as part of this outline application were removed for consideration.

It is your officer's opinion that the principle of development behind no.68 would be acceptable and not harm the character of the locality. It would be considered reasonable at this juncture to impose a condition on the scale of the dwellings to be no more than 1 1/2 storey in scale in order to not dwarf the modest two storey cottages that front Chapel Road. The development is not considered to cause principle neighbour amenity issues that cannot be addressed at design stage through the submission of a reserved matters application.

The highways officer has no objection to the intensification of the access subject to a condition securing its widening.

The proposal is therefore considered to be appropriate subject to the following conditions.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

- 1 Condition Approval of the details of the layout, scale, appearance and landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority before any development is commenced.
- 1 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition Plans and particulars of the reserved matters referred to in Condition 1 above shall be submitted to the Local Planning Authority in writing and shall be carried out as approved.
- 2 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 3 Condition Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
- 3 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 4 Condition The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the latest such matter to be approved.
- 4 Reason To comply with Section 92 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 5 Condition The development hereby permitted shall be carried out in accordance with the following approved plans in so far as access only:-
 - o Drawing no.21586-PL001 Rev A dated 10th January 2017 received 10th January 2017 in so far as access only.
- 5 Reason For the avoidance of doubt and in the interests of proper planning.
- 6 Condition The dwellings hereby approved shall be no more than 1 1/2 storey in scale.
- 6 Reason In the interests of the amenities of the locality in accordance with the NPPF.
- 7 Condition Prior to the commencement of the use hereby permitted the vehicular access (indicated for improvement on drawing No PL001) shall be upgraded/ widened to a minimum width of 4.8 metres in accordance with the highway specification dwg.Trad 1 for the first 5 metres as measured back from the near channel edge of the adjacent carriageway. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
- 7 Reason In the interest of highway safety and traffic movement.
- 8 Condition Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any

Order revoking, amending or re-enacting that Order) no gates, bollard, chain or other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

- 8 Reason In the interests of highway safety.
- 9 Condition Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan. The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.
- 9 Reason In the interests of highway safety.
- 10 Condition Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking turning area shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 10 Reason To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.