

AGENDA ITEM NO: 8/3(h)

Parish:	North Runcton	
Proposal:	New residential dwelling	
Location:	The Old Coal Yard Hardwick Narrows West Winch Norfolk	
Applicant:	Mr And Mrs A Carman	
Case No:	16/02085/F (Full Application)	
Case Officer:	Mrs C Dorgan	Date for Determination: 25 January 2017 Extension of Time Expiry Date: 15 February 2017

Reason for Referral to Planning Committee – Councillor Anota has requested that the application is determined by the Planning Committee.

Case Summary

The site is located within the development boundary for West Winch, a settlement adjacent to King's Lynn and designated as a Growth Area in the adopted Local Plan.

The application is made for full planning consent for the erection of a new residential dwelling, a substantial two bedroom detached bungalow on land to the rear of West Winch Road.

Key Issues

The principle of development
Form and character
Residential amenity
Access

Recommendation

REFUSE

THE APPLICATION

The application is made for full planning consent for the erection of a new residential dwelling, a substantial two bedroom detached bungalow on land to the rear of West Winch Road. The bungalow measures approximately 13.5m by 16.5m, with a central atrium design and the glass rooflights at a maximum height of 5.3m.

Notwithstanding the site address described as The Old Coal Yard, Hardwick Narrows, West Winch, the application site sits to the rear of a row bungalows on West Winch Rd which are served by a secondary access track (i.e. not directly off A10).

This secondary access road then leads on to a private non-adopted track which would serve the proposed dwelling.

The character of this part of West Winch Road is of modest bungalows fronting the secondary access track. There is already development to the rear of the bungalows, which are of a mix of dwellings all larger in scale.

SUPPORTING CASE

The proposal for the site are for the construction of a new single storey dwelling consisting of two bedrooms, an open plan kitchen, dining and living space, a utility and study all accessed off a central atrium area. The dwelling will be constructed within the grounds of an existing property which has a large garden area, therefore making better use of the land. The access will be via an existing private driveway onto the existing A10 which forms one of the main access roads into Kings Lynn.

The existing access road is currently used by at least fifteen properties and therefore we fail to see how one additional property can be an issue for highways. As the site address suggests, the site was a former coal yard which involved the use of lorries to and from the site which would have created more traffic issues than a new dwelling. Also bearing in mind that a development of seventeen houses and a development of caravans has recently been approved in close proximity to the site on the same side of the road, both of which have direct access on to the A10 we fail to see how Highways can have an objection to this proposal.

A letter has been submitted from Cambridge University Hospitals supporting the application which states that in the longer term the applicant could experience severe disability.

PLANNING HISTORY

16/02085/F: - New residential dwelling - The Old Coal Yard, Hardwick Narrows, West Winch, Norfolk, PE33 0NA

16/01336/F: Application Refused: 06/10/16 - New residential dwelling - The Old Coal Yard, Hardwick Narrows

09/00016/F: Application Permitted: 09/03/09 - Construction of dwelling and annexe - Land NW of 50 West Winch Road

08/00365/LDE: Was/would be Lawful: 08/04/08 - Certificate of lawfulness - Continued siting of 2 caravans - 2 _ 3 Hardwick Narrows

08/01487/F: Application Permitted: 30/07/08 - Construction of dwelling and self-contained annexe - Land NW of 50 West Winch Road

RESPONSE TO CONSULTATION

Parish Council: No Comment.

Highways Authority: You will be aware that NCC previously passed comment in relation to the development of the site under planning application 16/01336/F. Unfortunately the highway considerations are unaltered by this application and I therefore refer you to the

comments made for 16/01336/F and continue to recommend a refusal for the reasons previously given.

NCC response to application 16/01336/F dated 15 August 2016:

The proposed development ultimately accesses through a private drive directly onto the A10 which is a principle route in Norfolk's Route Hierarchy and designated as a Corridor of Movement under the Kings Lynn and West Norfolk Local Policy.

The A10 carries a very high volume of traffic and we consider that an approval of this application, would lead to increases in conflict and interference with the passage of through traffic on this principle route, ultimately caused by additional vehicles, slowing, waiting, and turning into the private access.

Norfolk County Council as the highway authority for the A10 has consistently sought to resist development that would increase vehicle movements of the nature described above. All planning inspectors' decisions have been found in favour of this authority's stance when challenged at appeal.

A residential development will typically generate 6 vehicular trips per day.

At the private point of access with the A10 the driveway/track it is found to narrow, being of only single track width and is steep, its conditions therefore leads to additional waiting on the A10 while a car waiting to turn in has to wait for the access point to be clear of any egressing vehicles.

There are no less than 5 recorded accidents being registered within 250m of the site access with 4 being attributed to waiting in the highway, 3 to vehicles turning right.

As I believe an approval of this application would lead to conditions to the detriment of safety and efficiency on the A10, I therefore recommend the application be refused for the following reason:

SHCR 11 The proposed development, if permitted, would lead to right hand turning movements across the opposing traffic stream of a busy traffic route / principal route which would interfere with the free and safe flow of traffic and cause danger and inconvenience to highway users. Contrary to Development Plan Policy CS11.

Internal Drainage Board: No Comment.

Environment Agency: NO OBJECTION.

Environmental Health & Housing – Environmental Quality: NPPF stated that the planning system should prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of land pollution.

The site is part of a former coal yard. Therefore there is the potential for contamination to exist on site. Therefore I would recommend conditions are attached.

Groundwater protection and potential pollution of controlled waters is the responsibility of the Environment Agency and their advice should be sought on this.

REPRESENTATIONS

ONE letter of **SUPPORT** received from a neighbouring dwelling which states:

'there is no reason to refuse the planning application as there is already a property adjacent to the site and good access is already in place, the planned property would not in my opinion prove to pose a problem to any of the other existing properties and also would not pose a problem nor increase any problems with access or exit from the site in question.'

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

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS11 - Transport

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM15 – Environment, Design and Amenity

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

PLANNING CONSIDERATIONS

The key issues in relation to this application are;

- The principle of development
- Form and character
- Residential amenity
- Access

The principle of development

The site is located within the development boundary for West Winch, a settlement adjacent to King's Lynn and designated as a Growth Area in the adopted Local Plan. In accordance with Policy DM2: Development Boundaries, development will be permitted ... provided it is in accordance with the other policies in the Local Plan.

While the applicant has provided information relating to their health issues, such personal circumstances unfortunately are not planning considerations to be given weight when determining this application.

Form and Character

The proposed dwelling lies to the rear of an established frontage of bungalows on West Winch Road. However there are already a number of dwellings developed in the land to the rear, which differ in design and scale. The dwelling proposed again differs in design, however it would not be visible from any public vantage point. There would only be glimpses from West Winch Road between the existing dwellings. Therefore it is our view it is acceptable in this location in terms of form and character.

Residential Amenity

The dwelling takes the form of a large detached bungalow. There are no issues of overlooking to the neighbouring dwellings. Similarly access to the site, via the un-adopted roads/ tracks, would not have a detrimental impact on neighbour amenity of existing or proposed residents.

However while the site boundaries are identified on the plans, the details of the boundary treatments are not specified and were planning consent to be granted, these would need to be conditioned and further details provided.

Access

The significant issue for this application is access off West Winch Road, from the A10 to the secondary access road/ track. The Local Highways Authority has objected to this application on the grounds of highway safety.

The full comments are detailed above but in summary their view is that an approval of this application would lead to increases in conflict and interference with the passage of through traffic on this principle route, ultimately caused by additional vehicles, slowing, waiting, and turning into the private access. A residential development will typically generate 6 vehicular trips per day. These conditions would be to the detriment of highway safety and efficiency on the A10, in this particular location.

Norfolk County Council as the highway authority for the A10, state that they have consistently sought to resist development that would increase vehicle movements of the nature described above.

CONCLUSION

The proposal seeks permission for a substantial detached two bedroom dwelling.

The site is within the development boundary for West Winch. West Winch is also designated as a Growth Area in the adopted Local Plan. Therefore the principle of development in this location is acceptable.

It is considered the design and layout of the bungalow proposed is entirely acceptable in relation to form and character, and residential amenity.

However, the access arrangements are via existing unadopted roads/tracks out onto the A10, in a location where there have been recorded accidents. The Local Highways Authority has therefore recommended that the application is rejected on the grounds that the

proposed development would create conditions which would be detrimental to highway safety, which is an approach they have consistently taken to new development accessing onto the A10, particularly in this locality.

It is therefore recommended that planning permission be refused.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The proposed development, if permitted, would lead to right hand turning movements across the opposing traffic stream of a busy traffic route / principal route which would interfere with the free and safe flow of traffic and cause danger and inconvenience to highway users. Contrary to Development Plan Policy CS11.