

## AGENDA ITEM NO: 8/2(c)

<b>Parish:</b>	<b>Docking</b>	
<b>Proposal:</b>	<b>2no. dwellings following demolition of existing bungalow</b>	
<b>Location:</b>	<b>Kingsdown Stanhoe Road Docking King's Lynn</b>	
<b>Applicant:</b>	<b>Fernie Projects (Kingsdown) Limited</b>	
<b>Case No:</b>	<b>17/02033/F (Full Application)</b>	
<b>Case Officer:</b>	<b>Mr C Fry</b>	<b>Date for Determination:</b> <b>29 December 2017</b> <b>Extension of Time Expiry Date:</b> <b>12 March 2018</b>

**Reasons for Referral to Planning Committee** – The views of the Parish Council are contrary to the Officer recommendation.

**Neighbourhood Plan:** No

### Case Summary

The site lies on the southern side of Stanhoe Road Docking and contains a detached bungalow. Docking is classified as a Key Rural Service Centre according to Policy CS02 of the Local Development Framework Core Strategy.

The proposal seeks consent to demolish the existing bungalow and replace with a pair of semi-detached 2 storey dwellings.

### Key Issues

Principle of Development  
Impact upon the Conservation Area  
Other Form and Character  
Impact upon Neighbour Amenity  
Highway Safety  
Other Material Consideration

### Recommendation

**APPROVE**

## THE APPLICATION

The application site lies within the development boundary of Docking according to the Site Allocation and Development Management Policies Plan 2016.

Docking is classified as a Key Rural Service Centre according to Policy CS02 of the Local Development Framework Core Strategy 2011.

The linear form of development in the locality comprises of terraced or detached two storey dwellings and single storey detached dwellings constructed from either brick or a mix of brick/flint/clunch. Parking is available to the front of these properties.

The properties immediately to the west of the application site are two storey terraced dwellings and the property to the east is a single storey dwelling. The application site contains a detached hipped roof bungalow with parking to the front and a large garden to the rear. The site is above road level.

The proposal seeks consent to demolish the hipped roof bungalow and replace it with a pair of two storey semi-detached dwellings.

The dwellings are 2 storey in scale and detail the use of flint, natural boarding and red brick. The pair of semi-detached properties will have porches, dormers and two storey rear projections. The ridge heights are not uniform with the eastern most dwelling of the pair having its ridge line height at 7.6m compared to the westernmost ridge height of 8.4m. A shared parking arrangement is available to the front of the site, with each dwelling having space for 3 parking spaces.

## **SUPPORTING CASE**

The agent has not put forward a supporting case.

## **PLANNING HISTORY**

No formal planning history.

## **RESPONSE TO CONSULTATION**

**Parish Council: OBJECTION** to the revised scheme. The site would be overdeveloped and would suit only a 1 for 1 policy. The development will have a bungalow beside it which will overshadow it. There are rooms in the roof which make it 2.5/3 storey property out of the character with the area. The turning area on site is not big enough to allow vehicles to turn and access the highway in a forward direction. With volume of cars at this development the council believes it will lead to further on road parking in this narrow area of the village on a heavily used road.

**Original scheme: OBJECTION** the proposed development is not in line with the other properties on the road, now at a bigger angle to Meadow view next door. The rear development of the properties is very large for the site. The site is over developed with the two properties when demolishing one. The design implies holiday lets which the village does not need it needs to retain bungalows for older residents. 1-1 development would have been much better. The council objects to these as they are three storey.

**Conservation Officer:** This site is located directly adjacent to the Docking Conservation Area, and directly opposite buildings which the council have identified as important unlisted buildings which make a positive contribution to the area's significance. The demolition of this bungalow will not impact upon the significance of the conservation area. Given the appearance of the other modern houses and bungalows in the area the replacement houses should not harm the significance, although one house may have sat more comfortably.

Of greater impact upon the setting of the conservation area is the concentration of car parking to the front for the two houses, which provides car parking for 6 vehicles and turning area, but very little soft landscaping apart from small landscaping areas to back of pavement. This dense car parking arrangement will detract from the setting of the conservation area and cause some harm to its significance. Reducing the car parking to two spaces for each property would provide more space for soft landscaping and improve the impact upon the conservation area.

**NCC Highways: NO OBJECTION** subject to conditions

**Arboricultural Officer: NO OBJECTION**

**Environmental Health & Housing – Environmental Quality: NO OBJECTION** no conditions recommended

## **REPRESENTATIONS**

No representations received in respect to the revised scheme.

1 representation received in regards to the original scheme

- The proposed front building line appears to come in line with our kitchen window thus making the property extend further back obscuring day light from our westerly facing windows, which is our kitchen and main living area and our patio area in the garden. 7 windows on the easterly elevation overlook us causing an infringement of our privacy

## **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

## **NEIGHBOURHOOD PLAN POLICIES**

### **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF)  
Planning Practice Guidance (PPG)

### **OTHER GUIDANCE**

Conservation Area Character Statement.

### **PLANNING CONSIDERATIONS**

- Principle of Development
- Impact upon the Conservation Area
- Other Form and Character
- Impact upon Neighbour Amenity
- Highway Safety
- Other Material Consideration

#### **Principle of Development**

The site contains an existing single storey detached dwelling on the southern side of Stanhoe Road which is contained within the development boundary of Docking according to the Site Allocation and Development Management Policies Plan 2016. The proposal seeks consent to demolish the existing dwelling and replace with a pair of semi-detached two storey dwellings. This scale of proposal, subject to other material considerations, could support be supported in Docking given the village's status as a Key Rural Service Centre in accordance with Policy CS02 of the Local Development Framework Core Strategy 2011.

#### **Impact upon the Conservation Area**

Only the front boundary of the site is contained within Docking's Conservation Area. Nevertheless by virtue of the front of the site being contained within the Conservation Area, the Town and Country (Listed Building and Conservation Area) Act 1990, s.72 places a general duty, with respect to any buildings or other land in a Conservation Area that the authority needs to pay special attention to the desirability of persevering or enhancing the character or appearance of that area. Additionally, in line with paragraph 132 of the NPPF, the significance of a heritage asset can be harmed through development in its setting.

Docking's Conservation Area Character Statement does mention Stanhoe Road but only in so far as East Farm House which is to the north east of the site and nothing else. Stanhoe Road does demonstrate the use of traditional materials as referenced in the Docking's Conservation Area Character Statement that specifically being yellow, buff and red local bricks, flint and clunch (chalk and flint) although the properties on this side of the road are 20th century houses and do not add to the character of the historic Conservation Area

The existing bungalow is a red brick hipped roof bungalow that is of little architectural merit. The proposed dwellings are to be constructed from red brick, flint, natural timber boarding, aluminium rainwater goods. The Easternmost semi-detached property scales:-7.8m (w) x 7.6m (h to ridge – 4.5m to eaves) x 8.5m (d) and the westernmost semi-detached property scales:- 7.8m (w) x 8.4m (h to ridge – 5.2m to eaves) x 8.5m (d). The pair of semi-detached

properties have equal sized two storey rear projections that scale 5.9m (d) x 5m (w) x 6.4m (h – to ridge, 4.5m to eaves). These projections are inset of the western and eastern elevations of the semi-detached properties by 2.9m. The original design had the ridge heights to both properties at 8.4m high, but one of these has been reduce to provide a better transition to the adjacent bungalow.

The pair of semi-detached properties are set back on the site in order to provide 3 parking spaces for each property; this is an NCC standard requirement for the western semi but an extra space for the eastern semi-detached property, being 4 bedroom and 3 bedroom respectively.

The Conservation Officer does not object to the demolition of the existing bungalow, and whilst preferring to see one dwelling rather two being proposed and a reduction in a parking space, they do not object to the proposal. The officer does state that the given the appearance of the other modern houses and bungalows in the area the replacement houses do not harm the significance of the Conservation Area. It is therefore considered that on balance, the proposal sustains the character of the Conservation area. A condition will be imposed in relation to a sample of the materials used in the construction of the properties.

### **Other Form and Character issues**

The proposed shared parking and turning arrangement at the front to serve the properties is a character of development already evidenced on Stanhoe Road. A recently erected terrace of 3 dwellings to the west has a communal parking and turning area.

The proposal does not appear cramped. The properties are separated from Meadow View (east) by 4.8m and 3 Stanhoe Road, 8.6m (west). The properties will also benefit from a suitable sized amenity space.

### **Impact upon Neighbour Amenity**

Meadow View would be the closest neighbour to the proposed development. The particular property is on slightly lower land, by approximately 300mm, than the application site, and is single storey dwelling. The easternmost proposed semi-detached dwelling is 4.8m extending to 7.8m away from the flank elevation of Meadow view. The ridge height of the proposed property is 7.6m, dropping down to 6.4m high in respect to the two storey rear projection. The eaves height of the rear projection is 4.5m. The pitched roof to the rear extension moves away from the boundary of Meadow View. On balance, whilst in close proximity to Meadow View, it is considered that the overall scale of this semi-detached property is acceptable, thus not warranting a refusal of the application on overbearing grounds. With the proposed properties being sited to the west of Meadow View, they will only cause limited overshadowing in the mid to late afternoon period. There are a number of windows on the eastern elevation of the proposed property, however only 2 are at first floor. These windows serve an ensuite and bathroom and will be conditioned to be obscurely glazed and non-opening below 1.7m above floor level of the respective rooms. There is a first floor bedroom window contained in the south elevation which will only afford views towards the rear of Meadow View's garden area.

No.3 Stanhoe Road is on higher land than the application site and would be separated from the flank elevation of the westernmost semi-detached property by 8.6m, extending to 11.7m. The intervening area between the two properties contains sheds that belong to no.3 Stanhoe Road. This is more than adequate separation between the two properties to overcome any overbearing issues. This neighbour will experience some overshadowing during the early morning period however by mid-morning there would be very little if any over shadowing into their garden area. Outlook from a bedroom at first floor on the south elevation closest to the

western boundary of the site will be towards the bottom half of this neighbour's garden only. Conditions will be placed on the en-suite and bathroom windows on this property contained at first and second floors, so that they are obscure glazed and non-opening at less than 1.7m above floor level.

There are no neighbours directly to the rear of the site. The neighbour to the front of site is set well back from the road and screened from the site by established trees.

There will be some disturbance experienced by the neighbours in terms of the front of the site for parking from noise and light emissions, however the site is within a residential area and such noise would be expected, and a condition will be imposed in respect to front boundary treatment to ensure that either neighbour would not experience light pollution into their habitable rooms.

### **Highway Safety**

In total there are 6 parking spaces, 1 more than NCC Parking standard requirements, which would indicate that 3 parking spaces would only be required for the westernmost semi and 2 for the eastern most. The existing access onto Stanhoe Road will be closed off and a central shared access is proposed. The Highways Officer has no objection to these arrangements subject to conditions.

### **Other Material Considerations**

An informative is recommended by the Environment Health Officer in respect to asbestos survey that might be required, as the existing property is of an age that such material might be contained in the property.

### **CONCLUSION**

Docking can support further development, subject to other material considerations. In respect to this application, the bungalow is of little architectural merit and its loss can be accommodated without causing harm to the character of the Conservation Area. The design of the replacement pair of semi-detached dwellings draws reference from the design of new dwellings in the locality using flint and red brick quoin detailing. There is the introduction of weatherboarding but this is to the rear of the property. Whilst there will be the intensification of parking to the front of the site, it is not considered that it causes harm to the conservation area.

Members will need to consider the implications of the development in terms of neighbour amenity, especially in regards to overbearing and overlooking issues. It is however your officer's opinion that there would not be detrimental overlooking or overbearing issues experienced by either neighbour to a level that would warrant a refusal. The easternmost semi-detached property has its eaves height no taller than the ridge height of the existing bungalow and the extension to the rear is stepped in from the eastern elevation of the proposed property by 2.9m. In regards to overlooking issues the two eastern first floor windows will be conditioned to be obscurely glazed and non-opening above 1.7m above the floor level of the respective rooms.

The bedroom windows on the southern elevation at first floor will look primarily towards the rear half of both neighbours' gardens and not into their immediate private amenity area.

It is therefore considered that the proposal can be recommended for approval subject to the following conditions.

## RECOMMENDATION:

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

- 1 Condition The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition The development hereby permitted shall be carried out in accordance with the following approved plans.  
  
Site Plan drawing no. 02C  
Elevation drawing no. 03D
- 2 Reason For the avoidance of doubt and in the interests of proper planning.
- 3 Condition No development shall take place on any external surface of the development hereby permitted until samples of the materials to be used in the construction of the external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 3 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.
- 4 Condition Prior to first occupation/use of the development hereby permitted, a plan shall be submitted to and approved in writing by the Local Planning Authority indicating the positions, heights, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the occupation/use hereby permitted is commenced or before the building(s) are occupied or in accordance with a timetable to be approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
- 4 Reason To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.
- 5 Condition Before the first occupation of the building/extension hereby permitted the following windows shall be fitted with obscured glazing and any part of the windows that are less than 1.7 metres above the floor of the room in which it is installed shall be non-opening. The windows shall be permanently retained in that condition thereafter:-

Westernmost semi

- En-suite windows at first floor on the western elevation
- En-suite velux window in the south elevation roofslope.

Easternmost semi

- En-suite windows at first floor in the eastern elevation

- 5 Reason To protect the residential amenities of the occupiers of nearby property.

- 6 Condition Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan 02C in accordance with the highway specification drawing No:TRAD1. 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.
- 6 Reason To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.
- 7 Condition Vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be limited to the access(es) shown on drawing No 02c only. Any other access(es) or egresses shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority concurrently with the bringing into use of the new access.
- 7 Reason To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.
- 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 02C. 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 and turning area shall be laid out, in accordance with the approved plan 02 C 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.