

AGENDA ITEM NO. 8/2(d)

Parish:	North Runcton	
Proposal:	Outline Application: proposed new Bungalow	
Location:	Friars Bungalow 32 West Winch Road West Winch King's Lynn	
Applicant:	Mr J Wood	
Case No:	19/00250/O (Outline Application)	
Case Officer:	Lucy Smith	Date for Determination: 18 April 2019

Reason for Referral to Planning Committee – Called in by Cllr Gidney

Neighbourhood Plan: North Runcton & West Winch Neighbourhood Plan

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 for outline permission, with appearance, landscaping and scale reserved, for the construction of one dwelling behind an existing dwelling in West Winch. Access and layout are being considered within this application.

Key Issues

The key issues to be considered within this application are:

- Principle of Development
- Highway Safety
- Form and Character

Recommendation

REFUSE

THE APPLICATION

The application is made for outline consent for the erection of a detached bungalow on land to the rear of West Winch Road. Access and Layout are detailed within this application, with appearance, landscaping and scale reserved.

The site is proposed to the west of an existing bungalow at No. 32 West Winch Road, with access to a secondary access track which adjoins the A10.

The character of this part of West Winch Road is a mix of housing styles. There is existing development to the rear of bungalows in the immediate vicinity.

SUPPORTING CASE None received at time of writing this report.

PLANNING HISTORY No relevant planning history.

RESPONSE TO CONSULTATION

Parish Council: The Parish Council **OBJECTS** to this application for the following reasons;

- Concerns about access safety, including the sight lines with the nearby bus shelter and narrowness of the access for vehicles.
- Existing trees - Proximity to 'Countryside Buffer' - Local Plan Policy E2.2

The Parish Council also notes that the Highways have already objected and wish to mirror the concerns made in their comments.

Highways Authority: The proposed development accesses directly onto the A10 which is a strategic route in Norfolk's Route Hierarchy and designated as a corridor of movement under the Kings Lynn and West Norfolk Local Plan.

The A10 carries a very high volume of traffic and I consider 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 site.

It is additionally apparent that the private access for the site is of such a width that only a single car can pass which would exacerbate the concerns raised above particularly for vehicles turning into the shared drive.

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 inspectors' decisions have been found in favour of this authority's stance when challenged at appeal. According to the TRICS database a residential development will typically generate 6 vehicular trips per day.

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 reasons:

The proposal would lead to intensification in the use of an access onto the A10 West Winch Road, which is a busy trafficked / principal route and would cause undue interference with the safe and free flow of traffic on this important traffic route. Contrary to Policy CS11.

The access is unsatisfactory to serve the proposed development by reason of its inadequate width and the proposal would therefore lead to undue interference with the safe and free flow of traffic on the A10 Principle Route. Contrary to Development Plan Policies CS11.

Planning Committee
01 April 2019

REPRESENTATIONS

Two letters of **objection**

- noise and disturbance
- highway safety
- turning area and access
- overlooking/privacy

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS08 - Sustainable Development

CS11 - Transport

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

Policy E2.2 - Development within existing built-up areas of West Winch

NEIGHBOURHOOD PLAN POLICIES

Policy WA07 - Design to Protect and Enhance Local Character

Policy WA10 - Adequate Provision for Cars

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

PLANNING CONSIDERATIONS

The main issues are:

- Principle of Development
- Highway Safety
- Form and Character
- Residential Amenity

Principle of Development:

The proposal site is located behind the existing bungalow at No. 32 West Winch Road and forward of No. 30 West Winch Road. West Winch is categorised as a Settlement Adjacent to Kings Lynn within the Core Strategy (2011) and therefore has a development boundary guiding the location of residential development to locations where it can demonstrate a positive impact on the adjacent Kings Lynn. The subject site is located within this development boundary, and the principle of development on the site is therefore considered acceptable subject to accordance with other policies of the Local Plan.

Highway Safety:

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

Policy E2.2 of the Site Allocation and Development Management Policies Plan (2016) relates to development within existing built up areas of West Winch, stating: No development resulting in significant new traffic or accesses onto the A10 will be permitted in advance of the new West Winch link road opening. Significance in this instance refers to effect on the capacity and free flow of traffic on the A10 and its ability to accommodate the existing traffic and that arising from the growth area, and both individual and cumulative potential impacts will be considered;'

An approval of this application would lead to increases in conflict and interference with the passage of through traffic on this principal 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. Both the Local Highway Authority and the Parish Council have objected on these grounds. The full comments from both the LHA and the Parish are detailed above.

The Local Highway Authority also commented stating that the private access track is of insufficient width to support the development, which would exacerbate the concerns raised above, particularly for vehicles turning into the shared drive.

Due to the likelihood of highway safety concerns relating to the development, the application is considered contrary to Policy CS11 of the Core Strategy and DM15 of the Site Allocations and Development Management Policies Plan (2016).

Form and Character:

The proposed dwelling lies to the rear of an established frontage of dwellings along West Winch Road. There are an existing number of dwellings developed in the land to the rear of houses along the adjacent highway which differ in design and scale. The layout of the property is considered acceptable at this stage, with adequate spacing between existing houses. Given the proposed siting of the dwelling, it would not be visible from the wider street frontage. It is therefore considered that a detailed design could come forward at reserved matters stage that would be considered acceptable in terms of form and character of the locality.

Residential Amenity:

The dwelling is proposed as a 3 bedroom detached bungalow. Given the spacing between dwellings, it is considered that issues such as overlooking to neighbouring dwellings could

be mitigated through appropriate boundary treatments and landscaping design at reserved matters stage.

Neighbour objections have been received in relation to noise during construction, whilst noise during construction is inevitable, given the scale of the proposal it is not considered that the possibility for noise during construction is severe enough to warrant refusal.

Conclusion:

The proposal is for outline consent with some matters reserved for the construction of a three bedroom single storey dwelling. The site is within the development boundary for West Winch and the principle of development on the site is therefore considered acceptable, however the access arrangements are via existing un-adopted tracks onto the A10 which would cause interference with the free flow of traffic on this principal traffic route to the detriment of highway safety.

It is therefore recommended that the planning permission be **REFUSED**.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 The proposal would lead to the intensification in the use of an access onto the A10 West Winch Road, which is a busy trafficked / principal route and would cause undue interference with the safe and free flow of traffic on this important traffic route. The application is therefore considered contrary to Policy CS11 of the Core Strategy (2011) and Policy DM15 of the Site Allocations and Development Management Policies Plan (2016).
- 2 The proposed access track is unsatisfactory to serve the proposed development by reason of its inadequate width. The proposal would therefore lead to undue interference with the safe and free of traffic onto the A10 principal route. The application is therefore considered contrary to Policy CS11 of the Core Strategy (2011) and Policy DM15 of the Site Allocations and Development Management Policies Plan (2016).