

Parish:	Little Massingham	
Proposal:	Proposed replacement dwelling	
Location:	Manor Lodge Station Road Little Massingham King's Lynn	
Applicant:	Buck Estates	
Case No:	19/00374/F (Full Application)	
Case Officer:	Mr Philip Mansfield	Date for Determination: 25 April 2019

Reason for Referral to Planning Committee –The views of the Parish Council are contrary to the officer’s recommendation

Neighbourhood Plan: No

Case Summary

The application site relates to the proposed replacement of a residential property ‘Manor Lodge’ located on Station Road, Little Massingham. The surrounding area is rural in character with relatively few neighbouring properties, although there is a property directly adjacent to the proposed site.

The proposal is a replacement dwelling.

Key Issues

- Planning History
- Principle of Development
- Form and Character and amenity
- Highways
- Other considerations

Recommendation

APPROVE

THE APPLICATION

The application site relates to 'Manor Lodge' located in Little Massingham. It is sited adjacent to the entrance to the Manor House with a large expanse of open green space to the west forming part of the grounds of the main house.

The application proposes to demolish the existing property and construct a replacement dwelling. There is a dwelling directly adjacent to the proposed development.

SUPPORTING CASE

The applicant has not submitted a supporting case.

PLANNING HISTORY

18/02054/F Proposed replacement dwelling WDN - Application Withdrawn
18/00667/O Proposed replacement dwelling REF - Application Refused
09/00118/F Construction of new entrance gates and wall PER - Application Permitted

RESPONSE TO CONSULTATION

Parish Council - OBJECTION:

- Loss of light to neighbouring property
- Loss of privacy

Env Quality - NO OBJECTION

Trees – NO OBJECTION

Highways – NO OBJECTION: subject to conditions

REPRESENTATIONS There was one letter of objection concerning:

- overlooking
- siting of the proposal and the impact on the neighbouring property

LDF CORE STRATEGY POLICIES

CS08 - Sustainable Development

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM5 – Enlargement or Replacement of Dwellings in the Countryside

DM15 – Environment, Design and Amenity

NATIONAL GUIDANCE

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

PLANNING CONSIDERATIONS

Planning History
Principle of Development
Form and Character and Amenity
Highways
Other considerations

Planning History:

A previous application for a replacement dwelling (ref 18/02054/F) was withdrawn by the applicant earlier this year following the officer recommendation to refuse on the grounds of the impact to the adjacent property and concerns over the scale and design. Application ref 18/00667/O was refused last year due to the siting on the southern side of the driveway and which proposed a significantly larger curtilage than the existing that would be harmful to the countryside setting.

Principle of development:

Policy DM5 of the SADMP (2016) states that proposals for replacement dwellings will be approved where the design is of a high quality and will preserve the character or appearance of the street scene or area in which it sits and which do not adversely affect the amenity of neighbouring properties. This is the issue to be considered with this application.

Form and Character and Amenity:

The proposed dwelling is a two storey property featuring a front projecting gable with first floor glazing and pitched roof dormers. The materials comprise pantiles and Wienberger Ole Farndale (red) multi-brick in addition to timber boarding on certain sections of the façade.

Due to concerns raised about impact on neighbours and the prominence of the proposal, the applicant has submitted an amended design and has reduced the scale from the previous scheme.

The rear gable has been removed and replaced with a catslide roof which reduces the visual bulk and mass from the perspective looking North West which has been shown on the site and location plan. This is thought to be a significant change when approaching from a southern direction given the topography of the area as the proposed dwelling would now sit more comfortably in the landscape and preserve the views across the open expanse as part of the Manor House. In addition the attached garage originally proposed has been removed from the northern elevation reducing the footprint of the proposal.

Whilst the front projecting gable has been retained, consideration has been given to the streetscene plan submitted by the applicant. This shows a comparison with the existing property and taking into account the form and height of the proposal relative to the existing, is now thought to have an acceptable impact and it would not be unduly prominent in the streetscene.

The matter of impact on neighbour amenity has been given much consideration due to the unusual and tight knit relationship with St Mary's Cottage and the formation of the plot boundary. The neighbouring dwelling is set slightly back from the applicant's property and their rear garden would border the west elevation of the proposed dwelling. The present relationship and siting of the properties is perhaps not ideal in terms of amenity, however the existing dwelling is characterised by a catslide roof and low eaves which is thought to lessen the impact on the neighbour despite the lack of separation. The proposal has been re-designed to reflect the current situation by retaining the catslide roof element as part of the proposal and therefore would not significantly alter the relationship with the adjacent neighbour. It is also the case that the attached garage has been removed which was originally sited in the small corner of the site at the closest point of the two properties.

In response to concerns expressed about overlooking of the neighbouring property, the applicant has omitted the first floor window serving bedroom 2 on the northern elevation. Whilst the northern wall of the proposed dwelling is 0.63m approx. closer to the boundary than the existing dwelling, the removal of this window would mitigate impact upon amenity to an acceptable level.

Highway Issues:

NCC Highways expressed no objections subject to conditions.

Other Considerations:

There are no other considerations.

CONCLUSION:

The amendments to the proposed scheme are thought to overcome the concerns that were raised during the course of the previous applications. The assessment has considered the amendments to the proposed scheme in terms of the concerns with respect to neighbour amenity. The dwelling has been re-designed to retain the character of the existing property in some form, and has reduced the bulk and massing thereby minimising the impact upon the adjacent property.

The proposal is therefore considered to accord with policy DM15 of the Development Management Policies Plan 2016 and the provisions of the National Planning Policy Framework 2018. It is therefore recommended for approval.

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 92 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:

Proposed plans & elevations drawing no 3375-10 F, proposed site plan drawing no 3375-11 G

- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Prior to the first occupation of the development hereby permitted the vehicular/pedestrian/cyclist access over the verge shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in accordance with the highways specification (TRAD 4) and thereafter retained at the position shown on the approved plan. Arrangement shall be made for surface water drainage to be intercepted and disposal of separately so that it does not discharge from or onto the highway.
- 3 Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety.
- 4 Condition: Any access gates/bollard/chain/other means of obstruction shall be hung to open inwards, set back, and thereafter retained a minimum distance of 5 metres from the near channel edge of the adjacent carriageway. Any sidewalls/fences/hedges adjacent to the access shall be splayed at an angle of 45 degrees from each of the outside gateposts to the front boundary of the site.
- 4 Reason: In the interests of highway safety enabling vehicles to safely draw off the highway before the gates/obstruction is opened.
- 5 Condition: The gradient of the vehicular access shall not exceed 1:12 for the first 5 metres into the site as measured from the near channel edge of the adjacent carriageway.
- 5 Reason: In the interests of the safety of persons using the access and users of the highway.
- 6 Condition: Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan. The splay(s) shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
- 6 Reason: In the interests of highway safety in accordance with the principles of the NPPF.
- 7 Condition: Prior to the first occupation of the development hereby permitted Space sufficient to the satisfaction of the Local Planning Authority shall be provided within the site to enable three cars to park, turn and re-enter the highway in forward gear. This area shall be levelled, surfaced, drained and be retained thereafter available for that specific use.
- 7 Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.
- 8 Condition: Notwithstanding the provisions of Schedule 2, Part 1, Classes A, B, C and E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the enlargement, improvement or other alteration of a dwelling house, the enlargement of a dwelling house consisting of an addition or alteration to its roof, or

any other alteration to the roof of a dwellinghouse, buildings etc incidental to the enjoyment of a dwellinghouse shall not be allowed without the granting of specific planning permission.

- 8 Reason: In order that the Local Planning Authority may retain control of development which might be detrimental to the amenities of the locality if otherwise allowed by the mentioned Order.