

<b>Parish:</b>	<b>Docking</b>	
<b>Proposal:</b>	<b>Outline Application: Demolition of existing bungalow and replacement with a row of 3 dwellings</b>	
<b>Location:</b>	<b>St Vincent Station Road Docking King's Lynn</b>	
<b>Applicant:</b>	<b>Mr Mark Hansell</b>	
<b>Case No:</b>	<b>19/01657/O (Outline Application)</b>	
<b>Case Officer:</b>	<b>Mrs N Osler</b>	<b>Date for Determination:</b> <b>20 November 2019</b> <b>Extension of Time Expiry Date:</b> <b>6 December 2019</b>

**Reason for Referral to Planning Committee** – Officer recommendation is contrary to Parish Council recommendation and referred by Sifting Panel

**Neighbourhood Plan:** No

### **Case Summary**

Outline permission with all matters except access and layout reserved for future consideration is sought for the erection of a terrace of 3 dwellings following the demolition of an existing bungalow.

The site lies within the development boundary for Docking (a Key Rural Service Centre) and within Docking Conservation Area.

The site lies within Flood Zone 1.

### **Key Issues**

Principle of Development  
Form and Character / Impact on Conservation Area  
Residential Amenity  
Highway Safety  
Other Material Considerations

### **Recommendation**

**APPROVE**

## **THE APPLICATION**

Outline permission with all matters except access and layout reserved for future consideration is sought for the erection of a terrace of 3 dwellings following the demolition of an existing bungalow.

Indicative plans show a terrace of 2 storey dwellings with accommodation in the roof. The indicative plan also suggests brick quoins around infill materials. An indicative car port is proposed to the rear. The existing access would be widened and upgraded with pedestrian access through front gardens. A rear pedestrian access is proposed to the middle terrace.

The site lies within the development boundary for Docking (a Key Rural Service Centre) and within Docking Conservation Area.

The site lies within Flood Zone 1.

## **SUPPORTING CASE**

This short planning statement is to accompany planning application ref: 19/01657/O for the demolition of the existing detached bungalow and replacement with two additional dwellings. This is an outline application submitted following a pre-app with possibility of approval.

We were asked to undertake this work on behalf of the homeowner in order to maximise the value of the site to pay for the homeowners continuing care. If planning is approved the proposed development site will be sold to pay care home fees.

The scheme has been referred to the committee because of an objection from Docking Parish Council. Their objection is detailed as follows with our response;

1: Overdevelopment of the site - We have demonstrated that the site can easily accommodate a row of modest terraced houses with plenty of off road parking and good gardens. The proposed layout is akin to houses within the vicinity of the site and to those recently approved further along Station Road.

2: Not village houses - It is proposed to replace a single dwelling with 3 small dwellings which are more likely to be more affordable than the single dwelling. Equally with the benefit of approval the site could be purchased and a single dwelling could be constructed on it.

3: Carport – will this be big enough for 2 cars per house? - Not relevant as outline and bedroom nos have not yet been determined, however as drawn the car port is large enough to accommodate one car per house and a parking space.

4: No need for rooms in the roof - Not relevant as this is an outline application with matters of scale and details to be approved.

5: It's in a conservation area - The proposed scheme compliments the conservation area better than the 20th century bungalow it replaces. The scheme is supported by the conservation officer.

I hope the committee can support the officer's recommendation and approve the proposed scheme to avoid the need for appeal.

## PLANNING HISTORY

No recent relevant history

## RESPONSE TO CONSULTATION

**Parish Council: OBJECT** on the following grounds:

- Overdevelopment of the site
- Not village houses
- Carport – will this be big enough for 2 cars per house?
- No need for rooms in the roof
- It's in a conservation area

**Conservation Officer:** The existing bungalow has no historic architectural merit so demolition is not an issue.

Small terraces of cottages are quite characteristic of Docking and there are a number on Station Road, some of which are quite new. The proposal, a terrace of three on this site, is therefore acceptable in principle but as always, design and materials will be key, particularly as the Character Statement comments that “the character of Docking Conservation Area owes a great deal to the use of local traditional materials in the construction of its historical buildings.” With a site as visible as this that theme should be broadly continued.

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

**Natural England:** No comments to make

**Environmental Health & Housing – Environmental Quality: NO OBJECTION** subject to condition relating to unexpected contamination and an informative relating to asbestos

**Arboricultural Officer: NO OBJECTION** to the loss of the garden trees.

## REPRESENTATIONS:

**Five** third party representatives **object** to the proposed development. The reasons can be summarised as:

- Docking does not need more residential development
- There are not enough bungalows for the elderly; this development would result in the loss of another one
- Young people cannot afford these houses
- These will be holiday homes
- Overdevelopment of the site; the bungalow should be replaced with one dwelling
- Docking is becoming a holiday village.

## LDF CORE STRATEGY POLICIES

**CS01** - Spatial Strategy

**CS02** - The Settlement Hierarchy

**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

## **NATIONAL GUIDANCE**

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

## **PLANNING CONSIDERATIONS**

The main issues for consideration in the determination of this application are:

Principle of Development

Form and Character / Impact on Conservation Area

Residential Amenity

Highway Safety

Other Material Considerations

### **Principle of Development**

The application seeks the replacement of a bungalow with a terrace of three dwellings. Indicative plans show them to be 2 storeys with accommodation in the roof.

Docking is a Key Rural Service Centre where residential development of an appropriate scale is generally to be supported subject to other relevant planning policy and guidance.

Only access and layout are being sought at this time with access being from the existing access that is to be upgraded (hard surfaced) and widened. In terms of layout this seeks the location of the dwellings and car port, but no other details.

### **Form and Character / Impact on Conservation Area**

Terraces of three and four dwellings are a characteristic of Docking and very much so in relation to the locality of the site.

In terms of the layout, the position of the terrace, staggered between the properties to the north and south, is considered acceptable and in accordance with the general built form of

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the locality where there is not a strong building line. Parking to the rear is another key characteristic that the layout takes account of.

The Parish Council suggests the development represents overdevelopment of the site. However when compared to other terraces in the locality the size is comparable, and it is considered an appropriate amount of frontage, parking and turning and private amenity space would be afforded each property.

The Arboricultural Officer raises no objection to the loss of the garden trees.

The Conservation Office raises no objection in relation to the principle of the development in terms of its impact on the Conservation Area.

### **Residential Amenity**

Appearance and Scale are reserved matters although it is clear from the indicative plans that the proposal is for two-storey dwellings. In this regard overlooking cannot be fully considered. However it is considered that any material overlooking could be suitably designed out. Whilst there would be some overshadowing to the property to the north this would be for limited periods and would not be sufficient to warrant refusal.

The properties being stepped slightly further forward in the site has little impact on the property to the south with the garage and parking area of the neighbouring property being the areas most affected. There would be no overshadowing due to being to the south. It is not considered overbearing impacts would be material.

In terms of the amenity of occupiers of the proposed dwellings, each property is considered to have a reasonable amount of amenity space and rear pedestrian access is proposed to the mid-terrace property.

### **Highway Safety**

The Local Highway Authority raises no objection on the grounds of highway safety.

Parking provision would appear to comprise two spaces per dwelling (one within the car port and one parked in tandem in front). This is appropriate for two and three-bed properties. Any reserved matters application would need to take full account of this issue when detailed plans are submitted, and the development would need to conform to current Parking Standards.

### **Other Material Considerations**

Foul drainage is unknown – this can be suitably conditioned if permission is granted.

In relation to Parish Council and third party comments not covered above your officers respond as follows:

- No need for rooms in the roof – this is an issue to be considered at the detailed (reserved matters) stage
- Docking does not need more residential development – the development is considered to be of a scale appropriate for a Key Rural Service Centre
- There are not enough bungalows for the elderly; this development would result in the loss of another one – there is no policy requirement to retain bungalows

- Young people cannot afford these houses – the proposal is not of a scale to trigger affordable housing provision / contribution
- These will be holiday homes – this is an assumption; furthermore there is no policy restriction on holiday use

### **Crime and Disorder**

There are no specific crime and disorder issues associated with the proposed development.

### **CONCLUSION**

The proposed development is considered to represent an acceptable form of residential development within a Key Rural Service Centre. The development would not result in highway safety or neighbour amenity issues and the Conservation Officer considers an appropriately designed scheme would not be of detriment to the Conservation Area. No objections have been received from statutory consultees on technical grounds.

It is therefore recommended that this application be approved subject to the following conditions.

### **RECOMMENDATION:**

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

- 1 Condition: Approval of the 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: In relation to access and layout only the development hereby permitted shall be carried out in accordance with the approved plan drawing no. HAN03.01.01.

- 5 Reason: For the avoidance of doubt and in the interests of proper planning.
- 6 Condition: No development shall commence until full details of the foul water drainage arrangements for the site have been submitted to and approved in writing by the Local Planning Authority. The drainage details shall be constructed as approved before any part of the development hereby permitted is brought into use.
- 6 Reason: To ensure that there is a satisfactory means of drainage in accordance with the NPPF.

This needs to be a pre-commencement condition as drainage is a fundamental issue that needs to be planned for and agreed at the start of the development.

- 7 Condition: Prior to the first occupation of the development hereby permitted the vehicular access indicated for improvement on Drawing No. HAN03.01.01 shall be upgraded / widened to a minimum width of 4.5 metres in accordance with the Norfolk County Council residential access construction specification for the first 5 metres as measured back from the near channel edge of the adjacent carriageway and shall be constructed in accordance with details to be agreed in writing by the Local Planning Authority. 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: 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 and traffic movement in accordance with the NPPF and Local Plan.
- 8 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 0.6 metres above the level of the adjacent highway carriageway.
- 8 Reason: In the interests of highway safety in accordance with the NPPF and Local Plan.
- 9 Condition: Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking, amending or re-enacting that Order) no gates/bollard/chain/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.
- 9 Reason: In the interests of highway safety in accordance with the NPPF and Local Plan.
- 10 Condition: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with current best practice, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.
- 10 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.