

Parish:	Brancaster	
Proposal:	Reserved matters application: Demolition of existing dwelling and construction of five new dwellings	
Location:	Beersheba Town Lane Brancaster Staithe King's Lynn	
Applicant:	Fleur Homes Ltd	
Case No:	19/02162/RM (Reserved Matters Application)	
Case Officer:	Mrs N Osler	Date for Determination: 17 February 2020 Extension of Time Expiry Date: 7 June 2020

Reason for Referral to Planning Committee – Called in by Councillor Lawton

Neighbourhood Plan: No

Case Summary

The application seeks Reserved Matters approval for all matters: Access, Appearance, Landscaping, Scale and Layout following outline approval granted under application 19/00915/O on 29 July 2019 for: Demolition of Existing Dwelling and Construction of 5No New Dwellings.

Key Issues

Principle of Development
Form and Character
Highway Safety
Residential Amenity
Other Material Considerations

Recommendation

APPROVE

THE APPLICATION

The application seeks Reserved Matters approval for all matters: Access, Appearance, Landscaping, Scale and Layout following outline approval granted under application 19/00915/O on 29 July 2019 for: Demolition of Existing Dwelling and Construction of 5No New Dwellings.

The application seeks permission for five two-storey dwellings: 1 x two-bed property, 2 x three-bed properties and 2 x four-bed properties. The dwellings would be in a terrace of three fronting Main Road and a pair of semi-detached properties one of which would front Town Lane with the other being at right angles to the former facing into the site. Parking is to be provided in a central parking court with access from Town Lane. Pedestrian access to the three dwellings fronting Main Road would be via gates onto the footpath. Pedestrian access to the other two dwellings would be via Town Lane.

Materials will comprise:

Regent dark red multi brick plinths and quoins, red clay pantiles, Aldbury blend multi brick to all with flint infill to Plot 1. Windows and doors will be uPVC with painted softwood surroundings, eaves, soffits and bargeboards of either Pale Grey (plots 4 and 5) or yellow / grey (plots 1, 2 and 3).

Boundary treatments will comprise: 1.8m and 2.2m high close boarded timber fencing (the latter along the boundary with the parking bays of The Close to the east); and 1.8m, 1.5m and 1.2m high woven willow fencing.

A landscaping plan has also been provided that the Local Authority's Tree and Landscape officer suggests is appropriate for the site.

SUPPORTING CASE

The principle of development is established under the outline consent for five dwellings. This application provides the reserved matters details comprising the means of access, layout, scale, appearance and landscaping as prescribed by the outline permission.

The scheme as submitted was of a highly contemporary design. Following a period of public and statutory consultation the overall feedback was that a more traditional design would be preferred. The revised scheme has been designed to reflect the views of local people, the Parish Council and the LPA and now provides for a development of a more traditional style and modest form utilising a range of materials including red multi stock bricks, red clay pantiles, flint features plus red brick plinths and quoins to add variation and interest.

The scheme provides for a mix of two, three and four-bedroom houses comprising three-terraced houses with frontage to the Coast Road and a pair of semi-detached houses to the rear of the site. The terrace is of a modest scale with a simple traditional roof form. The semi-detached pair at the south of the site will be one and half storeys with deep roof slopes and cat slide dormers to the front and gabled extensions to the rear. The ridge height of the dwellings is similar to that of neighbouring houses as shown in the street scene drawing DR A 2005 P4. Consequently, the scheme accords with the requirements of the Brancaster Neighbourhood Plan.

Access will be taken from A149 Coast Road via Town Lane. The proposed central courtyard provides a number of advantages including accommodating a much needed turning head for Town Lane as well as providing generous parking space for each of the dwellings including visitor parking and boat storage.

The central space will also enable the site compound to be located within this area during the construction phase. A Construction Management Plan has been prepared to ensure that the impacts of potential disruption during the construction phase are minimised.

Fleur is a design-led house builder that specialises in creating high quality, bespoke new-build residential developments across Norfolk and Suffolk. Their sensitively designed

dwellings and landscape schemes that complement and enrich these developments reflect their core values of design excellence and respect for the environment. Fleur is committed to delivering a high-quality scheme in accordance with these values. Fleur is unusual in terms of pre-procuring everything from superstructure to doorknobs at the start of development to ensure that they have complete control over the build period and can accurately predict a start and finish date, ensuring an uninhibited construction phase and completion within the shortest timeframe.

In summary, the principle of the redevelopment of this site for five dwellings has been established by the outline permission. The scheme has been carefully designed to ensure that it is of a form, scale and design appropriate to the surrounding context, and responds positively to its setting within the AONB.

PLANNING HISTORY

19/00915/O - Demolition of Existing Dwelling and Construction of 5No New Dwellings – Permitted 29 July 2019

RESPONSE TO CONSULTATION

The following responses are to the amended scheme received on 27 February 2020

PARISH COUNCIL None received at time of writing report on either original or amended scheme. Whilst correspondence between the Parish Council and applicant / agent and between the Parish Council and Ward Councillor has taken place, the Parish Council has not formally made representation to the Local Planning Authority.

HIGHWAYS AUTHORITY: No objection subject to conditions.

CSNN: No objection subject to conditions relating to drainage arrangements, air source heat pumps, site hours, construction management and lighting.

NORFOLK COAST PARTNERSHIP: Under para 172 of the NPPF we would like to see that the development is 'conserved and enhanced' through the planting of native species as part of a landscape plan and the provision of a bird/bat box on site. Lighting should also be suitably conditioned.

The amended plans are appropriate in this regard as is the proposed lighting scheme.

ENVIRONMENT AGENCY No comments to make.

NATURAL ENGLAND No comments to make on RM application; requested drainage condition on outline.

REPRESENTATIONS:

Cllr Lawton called the application in stating: Brancaster Parish Council have requested that I call-in this application.

- Much concern over the entrances and footpaths off the A149

- Parking of operative's vehicles on the A149 should not be allowed as this can be a somewhat dangerous bend. There is adequate parking in the layby almost opposite the site
- Residents' concern over the damage to the surface of the unadopted road (Town Lane) both for Beersheba and West Lee (20/00055/RM).

EIGHT third parties have written in; the responses comprise three neutral comments and five objections. The issues raised, that relate specifically to the proposed development, can be summarised as:

- External lighting should be on sensors and be down lighters to help prevent light pollution
- Construction vehicles should not cause problems to residents of The Close or Town Lane or users of Main Road
- Any damage to Town Lane should be repaired by the applicant
- Town Lane is not of a standard to support five additional dwellings
- Unsafe access onto Main Road
- Disturbance during construction period
- Contrary to Neighbourhood Plan
- Overdevelopment of the site
- Some confusion in regard to plot numbering
- Encroachment into part of Town Lane not owned by applicant

LDF CORE STRATEGY POLICIES

CS08 - Sustainable Development

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

NEIGHBOURHOOD PLAN POLICIES

Policy 1 - Size of Houses

Policy 2 - Design, Style and Materials

Policy 3 - Footprint for New and Redeveloped Dwellings

Policy 4 - Parking Provision

Policy 5 - Replacement Dwellings

Policy 9 - Protection and Enhancement of The Natural Environment and Landscape

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NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)
National Design Guide 2019

PLANNING CONSIDERATIONS

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

- Principle of Development
- Form and Character
- Highway Safety
- Residential Amenity
- Other Material Considerations

Principle of Development

The principle of residential development of the site with up to five dwellings following demolition of the existing bungalow is acceptable by virtue of the extant outline permission granted under application 19/00915/O. The red line remains unaltered.

The issues for consideration are therefore those covered by the reserved matters which in this instance are all matters: access, landscaping, appearance, layout and scale.

Foul and surface water drainage is conditioned under the outline application. However, sufficient information has been submitted with this RM application to show that suitable drainage has been incorporated into the detailed layout. This will ensure compliance with the outline permission when it is time to discharge the relevant condition(s) on the outline, but does not require duplication of condition on this reserved matters application.

Form and Character

Amended plans have resulted in a scheme that officers consider proposes dwellings that are of a scale, mass, design, layout and materials that relate well to the site and the wider setting and will not be of detriment to the visual amenity of the immediate locality or the wider protected landscape in which the site is located (AONB).

The scheme now comprises a terrace of three two-storey dwellings fronting Main Road and a pair of two-storey semi-detached properties one of which would front Town Lane with the other being at right angles to the former facing into the site. Ridge lines are now akin to neighbouring properties and the dwellings have legible active frontages to either Main Road or Town Lane.

Parking is to be provided in a central parking court with access from Town Lane. Pedestrian access to the three dwellings fronting Main Road would be via gates onto the footpath. Pedestrian access to the other two dwellings would be via Town Lane. It is these three pedestrian accesses onto the footpath adjacent to Main Road that seem to be the main call-in issue. However neither officers or the Local Highway Authority consider this is an unacceptable or inappropriate form of pedestrian access.

Materials are traditional and will comprise:

Regent dark red multi brick plinths and quoins, red clay pantiles, Aldbury blend multi brick to all with flint infill to Plot 1. Windows and doors will be uPVC with painted softwood

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surroundings, eaves, soffits and bargeboards of either Pale Grey (plots 4 and 5) or yellow / grey (plots 1, 2 and 3).

Boundary treatments will comprise: 1.8m and 2.2m high close boarded timber fencing (the latter along the boundary with the parking bays of The Close to the east); and 1.8m, 1.5m and 1.2m high woven willow fencing.

A landscaping plan has also been provided that the Local Authority's Tree and Landscape officer suggests is appropriate for the site.

A lighting scheme has been submitted that the Norfolk Coast Partnership considers will not be detrimental to the AONB.

No objections have been received from statutory consultees and the scheme is considered to be in accordance with Brancaster Neighbourhood Plan policies: 1 (Size of Houses), 2 (Design, Style and Materials), 3 (Footprint for New and Redeveloped Dwellings), 5 (Replacement Dwellings) and 9 (Protection and Enhancement of The Natural Environment and Landscape)

Highway Safety

A number of third-party representations raise issues of Town Lane being unable to cope with the additional traffic and the impact from construction vehicles that will result from this development. In relation to the additional traffic associated with five dwellings, this would have been a consideration of the outline application and was found to be acceptable. In relation to the latter issue, a Construction Management Plan (CMP) has been submitted that CSNN suggests is appropriate and would mitigate construction impacts to a reasonable degree. The CMP covers:

- who to contact (and how) if an issue arises during development of the site (to be displayed at the site entrance)
- site hours (hours of construction activity, deliveries and collections)
- updates during the development (by letter to local residents)
- schedule of condition, primarily of Town Lane, to enable appropriate reinstatement works on completion of the development
- site access, parking, manoeuvring and deliveries
- noise control (site hours, plant and machinery to be maintained in good working order, position of generators, no radios permitted and ensuring deliveries are as quiet as possible)
- dust control (water suppressant or vacuum systems to be used, road sweepers will be frequently employed to maintain the A149, and skips will be covered or netted when not in use)
- Security (security lighting to be on PIR sensors, on site CCTV linked to security lighting)

Any permission granted would be conditioned to be carried out in accordance with the CMP.

Parking provision is over and above current standards by virtue of provision of a third space for the terrace properties. Visibility is acceptable. The Local Highway Authority therefore raises no objection on the grounds of highway safety.

The scheme is in accordance with Brancaster Neighbourhood Plan policy 4 (Parking Provision).

Residential Amenity

The closest non-associated property to the proposed development is No.1 The Close with the distance between the western wall of No.1 The Close and the eastern wall of Plot 3 being c.9.6m.

There are two windows on the western elevation of No.1 The Close and two windows proposed on the eastern elevation of Plot 3, one being a mid-level stair window and the other being a ground floor WC window (neither therefore being habitable rooms). As such any material overlooking is likely to be negligible. Furthermore, both of these windows are shown to be obscure glazed which can be suitably conditioned if permission is granted. The stairs window will also be conditioned to be non-opening. There is also a high level rooflight on the eastern roof slope of the rear projection of Plot 3. However, given its height and the fact that it will serve a bathroom it is considered there would again be no material overlooking.

The proposal is not considered to be overbearing and whilst there would be some overshadowing to No.1 The Close it would be for limited periods of the day. The occupier of No.1 The Close has raised no objection to this relationship and has been in communication with the applicant.

The next closest non-associated dwelling is Dolphin Place to the immediate south of Plots 4 and 5. The boundary of Dolphin Place (which for the vast majority is the blank northern wall of the dwelling at a height of approximately 6m) sits c.9.6 metres from the rear elevation of Plot 4 and c.11.4m from Plot 5. There would be no material overlooking to any private amenity space of this dwelling or any window to window overlooking due to the position of fenestration and angles involved including from the Juliet balconies. Limited views of the parking area may be afforded from the first-floor windows of Plot 4, but these would be very limited and would not result in any material overlooking. The development would not be overbearing and there would be no overshadowing given the developments position to the north of Dolphin Place. No correspondence has been received from the occupier of Dolphin Place.

The final property that could be materially affected by the proposed development is Pintail on the western side of Town Lane c.15m (at the closest point) to the western elevation of Plot 4 and c.20m at the furthest point. There are two ground floor windows and a first-floor window on the eastern gable projection of Pintail. However, these windows currently face straight onto Town Lane (i.e. there is no boundary treatment between these windows and Town Lane). As such it is possible to look directly into these windows if one walks or drives along Town Lane. It is therefore unlikely that the modest amount of overlooking from the bedroom windows of Plot 4, over a distance of 15m across Town Lane itself, would result in overlooking impacts of a degree to warrant refusal. The development is not considered to be overbearing and there would be limited overshadowing that would not be of a material degree. No correspondence has been received from the occupier of Pintail.

Overlooking, overbearing and overshadowing impacts to other non-associated properties on either Town Lane or in The Close would not be material due to distances, angles and the position of fenestration.

Inter-developmental relationships are considered acceptable.

Other Material Considerations

The Norfolk Coast Partnership requested the addition of bat and bird boxes to comply with the objectives of the NPPF to enhance biodiversity. These have been added to the proposed development.

The repair of Town Lane outside of the applicant's ownership is a civil matter, however the Construction Management Plan, that will be conditioned if permission is granted, takes account of this issue.

The plans have been tweaked in relation to land ownership issues, but this has not resulted in any changes to the red line.

Crime and Disorder

There are no specific crime or disorder issues arising from the proposed development.

CONCLUSION

The development proposes five dwellings that are considered to relate adequately to the site and their immediate setting and would not be of detriment to the visual amenity of the locality or the wider AONB. The proposal would not result in any material neighbour amenity or highway safety issues. No objections have been received from statutory consultees.

The proposal is in accordance with the outline consent, and subject to the following conditions, it is recommended that this application be approved.

RECOMMENDATION:

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

- 1 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans / drawing numbers:
BSHEBA-SK001 Site Layout Plan_Rev02
BSHEBA-SK002 Proposed Boundaries and Enclosures Plan
BSHEBA-IW-XX-XX-DR-A-2005 - Rev.P4 - Site sections & street scenes
BSHEBA-IW-XX-XX-DR-A-3001 - Rev.P5 - Plots 1 to 3 Plans Sections and Elevations
BSHEBA-IW-XX-XX-DR-A-3002 - Rev.P3 - Plots 4 & 5 Plans Sections and Elevations
- 1 Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 Condition In relation to lighting only the development hereby permitted shall be constructed in accordance with the External Lighting Specification plan Rev.C received on 11 March 2020.
- 2 Reason In the interests of minimising light pollution and to safeguard the amenities of the locality in accordance with the NPPF.
- 3 Condition The development hereby permitted shall be carried out in strict accordance with the Construction Management Plan Rev.002 received on 4 March 2020 unless otherwise agreed in writing by the Local Planning Authority.

- 3 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 4 Condition Vehicular/pedestrian/cyclist access to and egress from the adjoining highway shall be limited to the access(s) shown on Drawing No.. BSHEBA-SK001 Site Layout Plan_Rev02. Any other access or egress shall be permanently closed, and the footway 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.
- 4 Reason: In the interests of highway safety in accordance with the NPPF and Development Plan.
- 5 Condition Prior to the first occupation of the development hereby permitted the proposed on-site car access(es), parking and turning areas shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 5 Reason: To ensure the permanent availability of the parking / manoeuvring areas, in the interests of satisfactory development and highway safety in accordance with the NPPF and Development Plan.
- 6 Condition In relation to air source heat pumps, they shall be located in accordance with the approved plans and in accordance with the specification received on 4 March 2020 (12480 M001 Rev.A ASHP Calculations).
- 6 Reason: In the interests of the amenities of the locality in accordance with the principles of the NPPF.
- 7 Condition The windows shown on drawing nos. 3002 Rev.P3 and 3001 Rev.P5 as 'greyed-out' shall be glazed with obscurely glazed glass and shall thereafter be retained in that condition. Additionally, the mid-floor landing window of Plot 3 shown on drawing no. 3001 Rev.P5 shall be non-opening and shall thereafter be retained in that condition.
- 7 Reason: In the interests of occupiers of neighbouring properties in accordance with the NPPF and Development Plan.
- 8 Condition Bat and Bird boxes shall be provided in accordance with drawing nos. 3001 Rev.P5 and 3002 Rev.P3 and shall thereafter be maintained and retained in those positions unless otherwise agreed in writing by the Local Planning Authority.
- 8 Reason: In the interests of preserving / enhancing biodiversity in accordance with the NPPF.
- 9 Condition Boundary treatments shall be erected in accordance with approved plan BSHEBA-SK002 Proposed Boundaries and Enclosures Plan.
- 9 Reason: For the avoidance of doubt and in the interests of proper planning.
- 10 Condition All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation or use of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority. Any trees or plants that within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of

similar size and species as those originally planted, unless the Local Planning Authority gives written approval to any variation.

- 10 Reason: To ensure that the work is carried out within a reasonable period in accordance with the NPPF.