

## AGENDA ITEM NO: 8/3(d)

<b>Parish:</b>	<b>East Winch</b>	
<b>Proposal:</b>	<b>Demolition of one pair semi-detached cottages and construction of two detached dwellings</b>	
<b>Location:</b>	<b>7 Station Road East Winch King's Lynn Norfolk</b>	
<b>Applicant:</b>	<b>Mr L Bates</b>	
<b>Case No:</b>	<b>15/01265/F (Full Application)</b>	
<b>Case Officer:</b>	<b>Clare Harpham</b>	<b>Date for Determination:</b> <b>14 March 2016</b> <b>Extension of Time Expiry Date:</b> <b>5 July 2016</b>

**Reason for Referral to Planning Committee** – The Parish Council objects to the proposal which is at variance with the Officer recommendation.

### Case Summary

The proposal is to demolish the existing semi-detached cottages and replace them with two detached dwellings. The proposal is acceptable in principle provided the proposed dwellings are in character with the building characteristics of the locality.

### Key Issues

Form and Character  
Neighbour Amenity  
Highways Issues  
Ecology  
Other material considerations

### Recommendation

**APPROVE**

## THE APPLICATION

The application site is a rectangular shaped plot of land to the western side of Station Road, East Winch. On site currently stands a pair of semi-detached cottages which pre-date 1914 and which are constructed of traditional materials, carrstone and clay pantiles.

The application is for full planning permission to demolish the existing semi-detached dwellings and construct two detached dwellings

## SUPPORTING CASE

No supporting case submitted.

## PLANNING HISTORY

15/00658/F: Application Permitted: 11/06/15 - Renovation and extensions to dwelling houses - 7 & 8 Station Road, East Winch

## RESPONSE TO CONSULTATION

**Parish Council: OBJECT** not in keeping. There are semi-detached houses in the row on either side. The cottages should be built as a semi-detached pair.

**Highways Authority: NO OBJECTION** to the revised plans which now indicate two paired accesses to the centre of the site which would enable acceptable levels of visibility to be observed. Parking has also been provided to accord with adopted standards. In addition to the details submitted I would seek that a footway is provided to the frontage of the site which should link and continue the width of the existing footway section located directly to the south. This would provide safe access to facilities to the south of the site on foot. Conditions recommended regarding access,

**Environmental Health & Housing - Environmental Quality:** No Comment to make with regard to contaminated land or air quality.

## REPRESENTATIONS

**THREE** letters of **OBJECTION**:-

- The original permission restored the cottages and kept their historic value.
- If demolished the historic value is lost forever.
- Detached dwellings are not in character with the original row of cottages.
- Properties in the immediate vicinity are semi-detached and constructed of traditional materials.

## NATIONAL GUIDANCE

**National Planning Policy Framework** – sets out the Government's planning policies for England and how these are expected to be applied.

## PLANNING POLICIES

The King's Lynn and West Norfolk Local Plan (1998) contains the following saved policies that are relevant to the proposal:

**4/21** - indicates that in built-up areas of towns or villages identified on the Proposals Map as Built Environment Type C or D development will be permitted where it is in character with the locality.

## **LDF CORE STRATEGY POLICIES**

**CS02** - The Settlement Hierarchy

**CS06** - Development in Rural Areas

**CS08** - Sustainable Development

**CS11** - Transport

## **SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PRE-SUBMISSION DOCUMENT**

**DM2** – Development Boundaries

**DM15** – Environment, Design and Amenity

**DM17** - Parking Provision in New Development

## **PLANNING CONSIDERATIONS**

The main issues to consider when determining this application are as follows:

- Form and Character
- Neighbour Amenity
- Highways Issues
- Ecology
- Other material considerations

### **Form and Character**

The application site is located to the western side of Station Road. On site is a pair of period semi-detached cottages which are constructed of traditional materials with coursed carrstone and clay pantiles. To the south of the site the road is characterised by other semi-detached cottages constructed of similar traditional materials (slip carrstone and clay pantiles) with evidence of sympathetic extensions. To the immediate north is another pair of semi-detached dwellings which are of a different character and look to be Victorian / Edwardian and constructed of red brick. To the north of the immediate neighbour are much more modern detached bungalows constructed of a range of bricks.

The proposal is to demolish the existing pair of semi's and replace them with two detached dwellings which would be constructed of red multi-facing bricks with a coursed carrstone frontage and a pantile roof. There are objections to the proposal from the Parish and third party representatives on the basis that the proposal is not in character with the locality as they are detached properties rather than semi-detached. Whilst not semi-detached the design is of a cottage style with gablette dormer windows and an open porch. In addition whilst the existing property is semi-detached and of a similar character to those which are to the south of the site, the character of Station Road changes in this location with the semi-detached property to the north being of a different style and materials and the dwellings immediately north of that being modern detached bungalows. The design of the proposed dwellings is considered sympathetic to the character of the neighbouring dwellings albeit that they are detached.

## **Neighbour Amenity**

The proposal, whilst to the south of Pullman Cottage would not materially overshadow the neighbour nor would it have any impact with regard to being overbearing or overlooking.

## **Highways Issues**

Following the receipt of amended plans which shows a more central position for the vehicular access there are no objections from the Highways Officer who has recommended conditions.

## **Ecology**

An ecology survey was submitted during the application due to the nature of the proposal and it was determined that the site had a moderate roost potential for bats. Consequently in line with guidance an Emergency Survey was undertaken on 17th May 2016 and a Re-entry Survey was undertaken on 8th June 2016. The results confirmed that whilst there was a good amount of bat activity in the garden there was no evidence to support any roosting activity associated with the existing properties and that there would be no mitigation required with regard to the timing of the works. The Report also took into account other wildlife which may have a potential to be on site given the conditions such as barn owls, other breeding birds, reptiles and amphibians. It was determined that that no further surveys would be required.

There is a large tree of some amenity value in the south-eastern corner of the site on the front boundary. The proposal is outside the root protection area however a condition will be placed on any decision regarding tree protection during construction.

The proposal will necessitate the removal of some hawthorn and laurel hedging to the front of the site in order to provide adequate highways visibility. This is acceptable, new planting has been proposed and additionally there is extant planning permission to renovate the existing cottages which would also require the removal of the existing front boundary to provide adequate visibility splays.

## **Other material considerations**

The application site is within Flood Zone 1 and therefore does not require a Flood Risk Assessment.

There are objections to the proposal, most of which have been addressed above. There is also objections on the basis that the historic value of the dwellings will be lost if this application is approved. The existing cottages are not listed, nor are they within a Conservation Area. Whilst the cottages could be deemed as non-designated heritage assets, the proposal to replace the cottages is acceptable and retention of the cottages is not considered to be a reason to refuse the application.

## **Crime and Disorder**

There are no issues relating to crime and disorder which would arise from this application.

## CONCLUSION

The demolition of the existing pair of semi-detached cottages and the construction of two detached cottages which relate to the character and appearance of the locality is considered acceptable and complies with the principles of the NPPF and other development plan policies. It is recommended that planning permission be approved.

## 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 195-PL51 received by the Local Planning Authority on 11th August 2015 and 195-PL52C and 195-PL50A received by the Local Planning Authority on 6th July 2016.
- 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 access shall be provided and thereafter retained at the position shown on the approved plan (drawing number 195-PL52C) in accordance with the highway specification (drawing No:TRAD 4 attached. 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.
- 3 Reason To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.
- 4 Condition The gradient of the vehicular access shall not exceed 1:12 for the first 5 (or longer if in connection with a commercial development) metres into the site as measured from the near channel edge of the adjacent carriageway.
- 4 Reason In the interests of the safety of persons using the access and users of the highway.
- 5 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.
- 5 Reason In the interests of highway safety.

- 6 Condition Prior to the first occupation of the development hereby permitted a 2.4 metre wide parallel visibility splay (as measured back from the near edge of the adjacent highway carriageway) shall be provided across the whole of the site's roadside frontage. The parallel visibility splay shall thereafter be maintained at all times free from any obstruction exceeding 0.6 metres above the level of the adjacent highway carriageway.
- 6 Reason In the interests of highway safety.
- 7 Condition Prior to the first occupation of the development hereby permitted the proposed access / on-site car parking area shall be laid out, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
- 7 Reason To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.
- 8 Condition Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the off-site highway improvement works (footway fronting the site linking to existing section to the south) have been submitted to and approved in writing by the Local Planning Authority.
- 8 Reason To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.
- This also needs to be a pre-commencement condition as these fundamental details needs to be properly designed at the front end of the process.
- 9 Condition Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Condition 8 shall be completed to the written satisfaction of the Local Planning Authority.
- 9 Reason To ensure that the highway network is adequate to cater for the development proposed.
- 10 Condition The development hereby permitted shall be carried out in full accordance with Section 8.0 'Proposed Mitigation' of the Wildlife Survey – Update Final (Report ref: 2015-59 R1 Update Final) prepared by Philip Parker Associates and dated 27th June 2016.
- 10 Reason In accordance with paragraph 118 of the NPPF.
- 11 Condition No development or other operations shall commence on site until the existing tree to the front of the site (south-east corner of No.7) to be retained has been protected in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide for the erection of fencing for the protection of the retained tree before any equipment, machinery, or materials are brought on to the site for the purposes of development or other operations. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. If the fencing is damaged all operations shall cease until it is repaired in accordance with the approved details.

Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavations be made without the written approval of the Local Planning Authority.

- 11 Reason To ensure that existing trees and hedgerows are properly protected in accordance with the NPPF. This needs to be a pre-commencement condition given the potential for damage to protected trees during the construction phase.
- 12 Condition No development shall take place on any external surface of the development hereby permitted until details of the type, colour and texture of all materials to be used for 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.
- 12 Reason To ensure a satisfactory external appearance and grouping of materials in accordance with the principles of the NPPF.