

Parish:	Heacham	
Proposal:	Construction of a cart-shed garage	
Location:	Caley Farmhouse 1 Station Road Heacham Norfolk	
Applicant:	John Charles Hammond	
Case No:	21/00220/F (Full Application)	
Case Officer:	Mr M Broughton	Date for Determination: 20 April 2021 Extension of Time Expiry Date: 21 May 2021

Reason for Referral to Planning Committee – Borough Councillor Parish has requested the application be determined by the Planning Committee

Neighbourhood Plan: No

Case Summary:

The land is situated on the north side of Station Road, Heacham, within the development boundary and designated Conservation Area.

The application seeks the construction of a 3 bay cart-shed garage on the frontage of Caley Farmhouse, 1 Station Road, Heacham.

The National Planning Policy Framework 2019, the King’s Lynn and West Norfolk Borough Council Core Strategy 2011 and the Site Allocations and Development Management Policies Plan (SADMP) 2016 are relevant to this application.

Key Issues:

- Principle of development and policy
- Form and character including impact on the Heacham Conservation Area
- Impact on residential amenity
- Other considerations

Recommendation:

REFUSE

THE APPLICATION

The land is situated on the north side of Station Road, Heacham, within the settlement boundary of the village and designated Conservation Area.

The site comprises the 2 storey 'Caley Farm' farmhouse, which is set well back into the site, and a range of single storey storage outbuildings which abut the eastern boundary at the point of access into the site.

The application seeks the construction of a 3 bay cart-shed garage, orientated east / west on the frontage of Caley Farm – adjacent to the roadside boundary wall.

The application has been amended since initial submission. The revised plans identify a similar brick and timber panel construction, with ground floor 10m x 6.2m, comprising 3 garage bays with north facing timber doors. However, in the revised scheme the roof span is now of full hipped design, with ridge height maximum 5.3m high from ground level (within the site). A concealed outer stair along with storage space over the garages has been removed from the scheme as no longer a requirement of the applicant.

SUPPORTING CASE

Revised 'Design and Access Statement 4' accompanies the revised plans and is relevant to this application received 7/04/21 and detailed as 02 JCH 13 2021 – thus the initial statement is superseded.

The proposed cart shed has three bays. The cart shed will be a residential structure 'attached' to the Caley Farmhouse, solely for the use by the occupiers.

The access to Caley Farmhouse is from Station road. There is no change proposed to the access or any influence on this building to change traffic flow in or out of the site.

The Applicant has now requested a hipped roof design (the revised scheme excludes an access stair and storage area over). The construction is a 'vertical stockade' in timber, with a dwarf wall of 600 mm with storm battens between covering the butt joints. All the timbers are from sustainable sources. Below the brick wall is a standard construction with concrete footings. The finish is predominately wooden stain, with appropriate clay pan tile.

This type of construction creates a resilient building with good tensile as well as good compressive strength. There is a growing appreciation for simple timber construction

This application is within a conservation area, the finishes and style of the building will conform to the 'architectural vernacular' of the area.

A building was here during the 1960's and there were until recently trees which had to be taken down following high winds. The position for the cart shed garage was chosen because it was the least disruptive, avoiding covering underground services, gas and water, causing no disruption, just advantage to the beauty or utility of the house and garden.

The only effect is to obscure the new view of the house from the footway on the opposite side of Station Road, but the unspoilt original garden can be seen clearly from the gate as has been in the past.

The applicant will replant the trees to the south as a fall-back position if this application fails. This they are entitled to do. So the premise that the view will be taken away if the Cart Shed is permitted is a not relevant.

Note: The full content of the supporting statement 02 JCH 13 2021 can be viewed on the application site and cites reasons why the structure cannot be built elsewhere on the site and is supported by aged photos

PLANNING HISTORY

21/00072/TREECA: Ongoing: T1 and 2 - silver birch, fell to ground level. Engulfed in Ivy. Replant with 2 new trees in nearby location. - Caley House 1 Station Road Heacham

20/01372/F: Withdrawn: 21/12/20 - The erection of a cart-shed garage within the curtilage of Caley Farmhouse, Heacham - Caley Farmhouse 1 Station Road Heacham

18/00143/TPO: Tree Application - No objection: 14/09/18 - 2/TPO/00192: T1 - Ash - Fell. Poor ivy covered specimen, close to BT and LV wires. T2 - Scots Pine - fell, in decline, mostly dead. T3 - Leylandii - Fell. T4 - Willow - pollard to approx 7 meters - Caley Farmhouse 1 Station Road Heacham

01/0959/F: Permitted: 06/08/01 - Replacement conservatory - Caley House Station Road Heacham

RESPONSE TO CONSULTATION

Parish Council: NO OBJECTION:

This application is supported as it is proposed to use sustainable materials including reclaimed bricks thus matching existing buildings on the site.

The position as shown in the application will not impact on trees nor essential services and is preferred by owners of neighbouring properties.

Although the top of the building will be visible above the wall from the main road this will have minimal impact on the overall view of the dwelling and garden which can be seen from the entrance gateway.

* The revised 'hipped roof' scheme was circulated to the Parish Council – without response

Conservation Officer: OBJECTION:

This site lies within the Heacham Conservation Area. The importance and significance of the Heacham Conservation Area is defined in the Heacham Conservation Area Character Statement produced by the BCKLWN, which provides a general overview of the character of the conservation area:

“The character is provided by the unity of the historic buildings, the spaces they create, their disposition on their buildings and the important landscape elements round, between and behind the built fabric.”

The buildings within the application site are also marked as an important unlisted buildings. The statement confirms that the important unlisted buildings highlighted on the conservation area map “as having significant townscape value”. The statement goes on to clarify the buildings “have been chosen because of their prominent location, use of traditional

materials, their character is substantially intact and because they often relate to other historic buildings close by”.

In more detail the Statement provides greater analysis of the southern area of the conservation area, where the application site is located:

“The southern boundary of the Conservation Area is formed along the line of Station Road to contain all the historic fabric lying south of the river itself, together with the important landscape, connecting screen walls and hedges. Beginning at the south west corner of this part of the conservation area, the boundary encompasses the important (non-listed) historic buildings to the west of the junction with the Hunstanton Road which include ranges of cottage buildings, converted farm buildings and a nice screen wall with several prominent trees”

The applicant has provided an informative design and access statement which provides several historic photographs some of which are early aerial photographs. In conjunction with the first edition OS map for the site, it is evident that the proposed site for the triple garage structure has always formed part of the landscape setting to Caley Farm fronted by the important screen wall.

This character still remains, the current arrangement of buildings on the site allows glimpses of Caley Farm over the historic carrstone wall, framed by the historic stables located at right angles to the road and the house. The screen wall and the landscape leading back to the house survive, creating a relationship of spaces, buildings and land space which contribute positively to the defined character and significance of the Heacham Conservation Area.

Paragraph 201 of the NPPF states:

“Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.”

The proposed new building is of some scale and this proposal will erode this relationship of buildings to spaces and the views this creates, causing harm to the significance of the Heacham Conservation Area.

The National Planning Policy Framework (NPPF) highlights the significance of listed buildings and conservation areas can be harmed or lost by alteration to them or development in their setting.

The NPPF states that clear and convincing justification should be made for any such harm and that great weight should be given to the conservation of listed buildings and conservation areas irrespective of the level of harm caused (paragraphs 193 and 194).

On this basis, from a Conservation perspective, this application cannot be supported.

Natural England: NO OBJECTION

Highways Authority: NO OBJECTION

Environment Agency: NO OBJECTION

Advisory comments

* Contamination:

The site is located above a Secondary Aquifer. However, we do not consider this proposal to be High Risk. Therefore, we will not be providing detailed site-specific advice or comments with regards to land contamination issues for this site. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination, which can be found here:

<https://www.gov.uk/government/publications/managing-and-reducing-land-contamination>

* Infiltration Sustainable Drainage Systems (SuDS):

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. If the use of deep bore soakaways is proposed, we would wish to be re-consulted. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here: <https://www.gov.uk/government/collections/groundwater-protection>. In addition, they must not be constructed in ground affected by contamination.

REPRESENTATIONS

None received at the time of writing this report.

LDF CORE STRATEGY POLICIES

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

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

NATIONAL GUIDANCE

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

National Planning Policy Framework – sets out the Government’s planning policies for England and how these are expected to be applied.
National Design Guide 2019

PLANNING CONSIDERATIONS

Key Issues:

Principle of development and policy
Form and character including impact on the Heacham Conservation Area
Impact on residential amenity

Other considerations

Principle of development and policy:

The main issues in relation to the determination of this application are whether the proposal is acceptable in terms of scale and design and whether it constitutes development that will be of detriment to the street scene and setting of the Conservation Area.

The application seeks to construct a 3 bay timber clad garage on the frontage of Caley Farm Farmhouse, Station Road, Heacham, ancillary to the use of the dwelling.

Heacham is a key service centre in the settlement hierarchy (Policy CS02) and this site lies within a relatively central area of the settlement boundary. In this locality can be found a variety of shops, pubs, food outlets and a vast range of other services (eg social club, fire station) and including a regular bus service to / fro King’s Lynn passing through the village, fronting the proposal site on its route along Station Road.

This is a location where the principle of new development is generally considered acceptable, provided it is in accordance with all relevant policies in the Local Plan as well the National Planning Policy Framework 2019.

Form and character including impact on the Heacham Conservation Area:

The land is situated on the north side of Station Road, with access approx. 40m west of Hunstanton Road, Heacham and within the south-western edge of the Conservation Area. The meandering River Heacham on its east / west course lies slightly north of the rear boundary of the site – land once occupied by the former railway.

The site is approx. 108m deep and maximum 55m wide at its northern boundary. It is misshapen at its southern end, as Le Strange Cottage terrace abuts the sites south-eastern corner near the point of access from Station Road. Thus the site frontage (including width of stables) is approx. 28m wide.

An aged front boundary wall to the site approx. 1.5m high abuts Station Road between the access gate and the western boundary. (That wall increases to approx. 2m high fronting the adjacent site). On entry to the site a 30m range of former stables forms the ‘inset’ eastern boundary. An area of land (site subject of this application) on the south-western area of the frontage was previously occupied by trees, removed 2-3 years ago due to storm damage.

The site frontage descends slightly from road level to the dwelling and comprises a gravelled oval shaped turning radius with a green area and trees thereon forming the centre piece of a relatively open frontage.

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Caley Farm farmhouse, forming the focal point of the site, is set back into the site at 55m from the road, with an area of low walled / hedged garden on the eastern side, including TPO trees. There is a conservatory and hard standing area on the west side of the dwelling, with brick arch set back providing access to the rear garden.

There is further wall at 1.5m - 2m high along the western boundary with land adjoining - a site comprising Arco tool-works which has some of its single storey buildings forming the western boundary in the vicinity of the site dwelling. The Arco site buildings and Caley Farmhouse and stables are described as non-designated heritage assets.

The Arco site forms the edge of the Conservation Area off Station Road in this location. The Conservation Area extends east and also north along Hunstanton Road, where there are Listed Buildings, buildings considered non-designated heritage assets, the village Church and almshouses – all forming the ‘older’ areas of the village.

The south side of Station Road comprises mixed 2 storey dwellings, with High Street leading off south nearby.

The application seeks the construction of a 3-bay timber clad cart-shed garage with timber doors, orientated east / west on the frontage of Caley Farm – adjacent to the roadside boundary wall.

With the ground floor retained at 10m x 6.2m, the roof span is now of full hipped design, with ridge height maximum 5.3m high from ground level (within the site).

This is an amended scheme to that previously withdrawn and that submitted initially within this application. It is this amended scheme only which is under consideration in this application.

Station Road westerly from its junction with High Street / Hunstanton Road comprises a 2 lane road with a slight sweeping bend as it passes the sites of Caley Farm and Arco. Aged boundary wall to those sites at minimum 1.5m high abuts the road edge with the existing built form to those sites set well back from the road frontage, giving the impression of ‘openness’ on the approach and into the sites to the passer-by. A similar impression is attained when travelling in the opposite direction towards Arco and Caley Farm – the commencement of the Conservation Area.

The site frontage of Caley farm is approximately 23m wide, excluding the width of the stables on the eastern side. The access comprises a farm style timber gate, opening inwards, leaving the 1.5m high walled frontage at approx. 18m wide.

The application seeks to site a garage 10m wide, 6.2m deep abutting that wall at a height of 5.3m – thus at 10m wide covering at least half of that available frontage.

Notwithstanding the hipped roof design and the slightly lower, inner level of the site, in comparison to road level, the scale of the building will be clearly visible above the wall in the street scene when travelling from either direction. The size and scale would be unduly prominent and have a detrimental impact on the street scene. The use of timber cladding may well be generally acceptable for this type of structure and in a farm setting. However, the buildings here are mostly in carrstone.

Due to its combined height, scale and siting forward of the main dwelling, abutting the front boundary and parallel to the road, the proposed garage would cause harm to the established form and character of the street scene by developing the open frontage of the site.

Conservation Area:

This site lies within the Heacham Conservation Area, the importance and significance of which is defined in the Heacham Conservation Area Character Statement. The National Planning Policy Framework (NPPF) highlights the significance of conservation areas that can be harmed or lost by alteration to them by development in their setting.

Paragraph 201 of the NPPF states:

Not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building or other element which makes a positive contribution to the significance of the Conservation Area should be treated as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

The National Planning Policy Framework (NPPF) highlights the significance conservation areas can be harmed or lost by alteration to them or development in their setting.

The NPPF states that clear and convincing justification should be made for any such harm and that great weight should be given to the conservation of conservation areas irrespective of the level of harm caused (paragraphs 193 and 194).

Officers have been unable to identify historically that any building previously existed on the proposal site. The presence of trees is likely to have been the situation for many years prior to removal. It is evident that the proposed site has always formed part of the landscape setting to Caley Farm, fronted by the important screen wall.

To this end, the character of the Conservation Area should remain intact.

The positioning of the historic stables on the eastern boundary allows views of Caley Farm over the frontage wall. That historic wall and landscape fronting the dwelling survive intact, maintaining the relationship of spaces, buildings and land space which contribute positively to the defined character and significance of the Heacham Conservation Area.

Given the height, scale, roof span and proposed position on the open frontage, abutting the aged front boundary wall, the garage would adversely impact on the established form and character, which is a key characteristic along this stretch of Station Road and which makes a positive contribution to the conservation area.

Paragraph 196 of the NPPF states:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

In this case there are no public benefits or other justification that outweigh the harm to the Conservation Area.

The garage would be unduly prominent and incongruous in the streetscene, failing to respond sensitively and sympathetically to the local setting. It would erode the relationship of buildings to spaces and the views this creates, having a detrimental impact on the openness of the streetscene in this locality and causing harm to the significance of the Heacham Conservation Area.

The overall conservation objective is to protect and reinforce the established special character of Conservation Areas and their setting. In this case, the application fails to:

- ensure the proposed development is sympathetic to the special qualities and character of the conservation area
- protect the setting of the conservation area from development which adversely affects views into or out of the area

Schemes which fail to reflect the scale and character of their surroundings or which would be oppressive or adversely affect the amenity of the area or neighbouring properties should be rejected.

Impact on residential amenity:

Taking into account the proposed siting on the frontage of Caley farm and given the existing site layout, with the stable range on the eastern boundary, neighbour impact on Le Strange Cottage on the east side of the stables will be minimal.

To the west, is the open frontage of the Arco site. Taking into account the set-back position of the buildings on that site, the proposed siting will not adversely have any significant impact.

Other considerations:

There are TPO trees on the site – set-back fronting the dwelling. There are two trees on the central green. The arboricultural officer considered these trees were not at risk through the proposal.

Trees which once occupied the actual proposal site were removed in approximately 2017, apparently following storm damage

In relation to tree planting, the design statement has advised the applicant is at liberty to plant new trees on the proposal site.

Norfolk County Highways have been consulted and raise no objection to the proposed development on highway safety grounds.

Crime and disorder: There are no known crime and disorder implications associated with this site.

CONCLUSION:

This site lies within the Heacham Conservation Area and on the northern side of Station Road, where views from either direction along Station Road are one of relative openness.

Given the height and siting of the proposed garage, forward of the main dwelling, abutting the front boundary and parallel to the road, the mass created is considered to be of an unacceptable scale, which will be unduly prominent, dominate the site frontage and impact adversely on the street scene.

The buildings within the application site are identified as important unlisted buildings. The Conservation Area statement confirms that the important unlisted buildings highlighted on the conservation area map 'have significant townscape value'.

The National Planning Policy Framework (NPPF) highlights the significance of conservation areas that can be harmed or lost by alteration to them by development in their setting.

It is considered that the scale and siting of the proposed garage will erode the relationship of buildings to spaces and the views this creates, causing harm to the significance of the Heacham Conservation Area. In this case there are no public benefits of the proposal that would outweigh this harm.

Overall, the proposal fails to accord with the requirements of the National Planning Policy Framework 2019, the King's Lynn and West Norfolk Borough Council Core Strategy 2011 and the Site Allocations and Development Management Policies Plan (SADMP) 2016.

In the light of National Guidance, Development Plan Policies and other material considerations, it is recommended this application be refused.

RECOMMENDATION:

REFUSE for the following reason(s):

- 1 This site lies within the Heacham Conservation Area, the importance and significance of which is defined in the Heacham Conservation Area Character Statement. The National Planning Policy Framework (NPPF) highlights the significance of conservation areas that can be harmed or lost by alteration to them by development in their setting.

The proposed cart-shed garage, due to its combined height, scale and siting forward of the main dwelling, abutting the front boundary and parallel to the road, would cause harm to the established form and character of the area by developing the open frontage of the site, which is a key characteristic of residential properties along this stretch of Station Road and makes a positive contribution to the conservation area. The proposed building would appear unduly prominent and incongruous in the streetscene and therefore fails to respond sensitively and sympathetically to the local setting. Furthermore, it would erode the relationship of buildings to spaces and the views this creates, having a detrimental impact on the openness of the streetscene in this locality and causing harm to the significance of the Heacham Conservation Area.

As a result the proposal fails to comply with Policies CS06, CS08 and CS12 of the Borough Council of King's Lynn and West Norfolk's Core Strategy (2011), Policy DM15 of the Site Allocations and Development Management Policies Plan (2016), as well as the provisions of the National Planning Policy Framework.