

<b>APPLICATION NO</b>	<b>PA/2018/1862</b>
<b>APPLICANT</b>	Mr & Mrs Heighington
<b>DEVELOPMENT</b>	Planning permission to erect a rear single-storey extension, install render to part of front and rear elevations, and erect a detached garage
<b>LOCATION</b>	Former Fieldside Residential Childcare Home, Fieldside, Epworth, DN9 1DR
<b>PARISH</b>	Epworth
<b>WARD</b>	Axholme Central
<b>CASE OFFICER</b>	Andrew Willerton
<b>SUMMARY RECOMMENDATION</b>	<b>Grant permission subject to conditions</b>
<b>REASONS FOR REFERENCE TO COMMITTEE</b>	Objection by Epworth Town Council

## **POLICIES**

**National Planning Policy Framework:** Paragraph 2 states that Planning Law requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Framework must be taken into account and is a material consideration in planning decisions.

Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 11 sets out the presumption in favour of sustainable development. For decision taking this means approving development proposals which accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or where relevant policies are out of date, granting planning permission unless policies of the Framework protect an area or assets of particular importance that provide a clear reason for refusing the development or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Paragraph 54 states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of condition or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

Paragraph 55 states that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Paragraph 108 states that safe and suitable access to the site should be achieved for all users with any significant impacts from the development being cost effectively mitigated to an acceptable degree.

Paragraph 109 states that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127 states that decisions should ensure developments: function well and add to the overall quality of the area; are visually attractive as a result of good architecture; are sympathetic to local character and history whilst not preventing or discouraging appropriate innovation or change; establish or maintain a strong sense of place; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and create places that are safe, inclusive and accessible, which promote health and wellbeing with a high standard of amenity for existing and future users.

Paragraph 128 states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

### **North Lincolnshire Core Strategy:**

CS1 (Spatial Strategy for North Lincolnshire)

CS2 (Delivering More Sustainable Development)

CS3 (Development Limits)

CS5 (Delivering Quality Design in North Lincolnshire)

### **Housing and Employment Land Allocations DPD:**

Inset Map for Epworth

PS1 (Presumption in Favour of Sustainable Development)

### **North Lincolnshire Local Plan:**

T2 (Access to Development)

T19 (Car Parking Provision and Standards)

DS1 (General Requirements)

DS5 (Residential Extensions)

SPG1 (Design Guidance for Residential Extensions)

## **CONSULTATIONS**

**Highways:** No objections or comments to make.

**Drainage:** No comments received.

## **TOWN COUNCIL**

Does not object to the rear single-storey extension but objects to the erection of the garage due to its height and appearance which will be out of keeping with the area and create a high boundary wall next to a highway. The council also requests that the application be determined by Members of Planning Committee rather than through officer delegation.

## **PUBLICITY**

The application has been advertised by site notice for a period of not less than 21 days prior to writing this report. No comments have been received.

## **ASSESSMENT**

The application site is the former Fieldside Residential Care Home, Fieldside, Epworth. The site occupies a corner position at the junction of Fieldside with Studcross. Planning permission is sought to erect a rear single-storey extension, install render to part of the front and rear elevations, and erect a detached garage.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. In this instance the development plan consists of the North Lincolnshire Local Plan (NLLP) which was adopted in May 2003, the North Lincolnshire Core Strategy (NLCS) which was adopted in June 2011 and the Housing and Employment Land Allocations (HELA) DPD which was adopted in March 2016. Material considerations exist in the form of national planning policy and guidance contained within the National Planning Policy Framework (NPPF) and the suite of documents comprising the Planning Practice Guidance (PPG).

**The main issues for consideration with regard to the determination of this application are whether the proposal is acceptable in terms of its design and siting in relation to residential amenity, the character of the area and highway safety.**

### **Design and amenity**

The former Fieldside Care Home is a detached two-storey property constructed of facing brick. The property has an existing access off Fieldside and a large front parking area which extends to the east of the property towards Studcross. With regard to the dwellinghouse, it is proposed to erect a 4 metres by 5 metres rear extension with a gable

roof to a maximum of 4 metres in height. The extension would be a significant distance from neighbouring properties and is not considered likely to result in harm to residential amenity. It is noted that the town council has no objection to this element of the proposal. It is also proposed to part render the dwelling which is considered to be acceptable in design terms, adding visual interest to the building.

Permission is also sought to erect a detached garage. The garage is proposed to be sited to the western part of the front parking area adjacent to the boundary with Studcross. The proposed garage is unusual in shape as it tapers to follow the site boundary. The garage is to feature a hipped roof to the east with a gable to the west and has a maximum height of 4.4 metres. The garage is to be built onto the existing boundary wall by a further 1.3 metres with a render finish.

The town council has objected to the garage due to its height and appearance being out of character with the area. Whilst it is accepted that the garage would bring built form further forward than the existing dwelling on Fieldside, it would be a significant distance from the junction due to a grassed visibility splay outside the application site being retained. It is accepted that the garage would be built to the edge of the footpath on Studcross and create a high boundary wall. However, to the immediate south of the proposed garage is vegetation which is of considerable height. Furthermore, the two-storey dwelling to the south on Studcross is sited in close proximity to the front boundary. To the opposite side on Studcross there are examples of other such dwellings and high level boundary treatments. It is therefore not considered that the garage would be out of keeping with the character of the area.

### **Highway safety**

The proposed garage block is to be sited adjacent to the boundary with Studcross. The proposed garage is built onto the existing boundary wall of the site and features a hipped roof to the west with a gable to the east. Accordingly, the eaves height of the garage at 2.3 metres will be on the eastern boundary of the site with Studcross before increasing to a maximum height of 4.4 metres. There is an existing visibility splay to the north of the site at the junction of Studcross with Fieldside which will be unaffected by the proposal. It is noted that existing vegetation to the south on Studcross offers similar height to the edge of the footpath as would be the case with regard to the proposed garage. The Highways team has been consulted on the application and has no objections or comments to make about the scheme. On this basis it is considered that the proposal would not adversely affect the safe operation of the highway.

### **RECOMMENDATION      Grant permission subject to the following conditions:**

1.  
The development must be begun before the expiration of three years from the date of this permission.

#### **Reason**

To comply with section 91 of the Town and Country Planning Act 1990.

2.  
The development hereby permitted shall be carried out in accordance with the following approved plans: 001 Revision A, 002 Revision A, 003 Revision A and 004 Revision A.

#### Reason

For the avoidance of doubt and in the interests of proper planning.

#### **Informative**

In determining this application, the council, as local planning authority, has taken account of the guidance in paragraph 38 of the National Planning Policy Framework in order to seek to secure sustainable development that improves the economic, social and environmental conditions of the area.



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PA/2018/1862 Block plan (not to scale)



LOCATION PLAN  
SCALE 1:1250



SITE LAYOUT  
SCALE 1:500