

APPLICATION NO	PA/2020/1585
APPLICANT	Mr R Ellis, Wilton Cobley Ltd
DEVELOPMENT	Planning permission to erect a two-storey side extension and raise the roof of existing dwelling, erect a detached garage and a detached bungalow in the rear garden
LOCATION	Fairview, Coronation Road, Ulceby, DN39 6SX
PARISH	Ulceby
WARD	Ferry
CASE OFFICER	Nick Salt
SUMMARY RECOMMENDATION	Grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objection by Ulceby Parish Council

POLICIES

National Planning Policy Framework: The NPPF is reflective of the guidance contained within the NPPG. The following sections of the NPPF are considered of direct relevance to the current proposal:

Paragraph 14 states, ‘...at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.’ The NPPF makes it clear that sustainable development comprises three strands: economic, social and environmental. It also states that sustainable developments should be approved without delay.

Paragraph 19 states that planning ‘...should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.’

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development.

Paragraph 56 states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 60 states that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or style. It is, however, proper to seek to promote or reinforce local distinctiveness.

Paragraph 64 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

The overarching message of the NPPF is that LPA's should adopt a positive and pro-active approach to planning proposals, particularly those that result in sustainable development.

North Lincolnshire Local Plan:

Policy DS1 (General Requirements)

Policy DS14 (Foul Sewage and Surface Water Drainage)

Policy H7 (Backland and Tandem Development)

Policy H8 (Housing Design and Housing Mix)

Policy T2 (Access to Development)

Policy T19 (Car Parking Provision and Standards)

North Lincolnshire Core Strategy:

Policy CS1 (Spatial Strategy for North Lincolnshire)

Policy CS2 (Delivering more Sustainable Development)

Policy CS5 (Design)

Policy CS7 (Overall Housing Provision)

CONSULTATIONS

Highways: No objection subject to conditions requiring completion of works to the vehicular access and parking prior to occupation.

Environmental Health: Considering the sensitive end use of the proposed development, recommends the following condition.

'If during development any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement, detailing how this contamination shall be dealt with, has been submitted to and approved by the local planning authority. The approved method statement shall be implemented in full prior to development commencing on the site.'

LLFA Drainage: No objection subject to conditions to prevent surface water run-off.

PARISH COUNCIL

Objects to the application on the following grounds:

- traffic generation and associated highway safety concerns, and inadequate drainage resources serving this area of the village;

- considers this 'back land' development and feels it is inappropriate in this instance.

PUBLICITY

Site and press notices posted – no comments received.

ASSESSMENT

Site characteristics

The application site is the residential curtilage of an existing two-storey traditional dwelling fronting Coronation Road, known as 'Fairview'. The full site area, including the existing dwelling, extends to approximately 0.11 hectares. The site is relatively long with a large rear garden area extending to the west (rear) of the dwelling. The site bounds the curtilage of a new dwelling adjacent to 'Laurels' to the south, and bounds 'The Cottage' to the north. The western end of the site also bounds the rear gardens of Spruce Lane properties.

There is a detached garage to the northern boundary which serves Fairview. Access to the site is via Coronation Road to the northern side of the dwelling.

The site is within the defined settlement boundary of Ulceby as defined in the HELADPD. The site is not within a high-risk flood zone or conservation area.

There is no recent or relevant planning history on this site.

Proposal

The application proposes to divide the site to form two separate dwelling curtilages, creating a new proposed development site of around 0.05 hectares to the rear of the existing property of Fairview.

Part of the proposal seeks approval for a rear two-storey extension which would sit perpendicular to the main dwelling. The works would see the removal of the stepped brick side extension on the northern end of the property, and the removal of the existing detached garage. The rear extension would be built to match the existing dwelling. The roof ridge of Fairview would also be raised by approximately 1.2 metres, from 6.6 metres to 7.8 metres.

Also proposed is a new detached dormer bungalow on the western part of the site. The new dwelling would sit approximately 18 metres to the west of the rear elevation of the existing. It would sit to the southern boundary with the dwelling under construction to the south.

The proposal includes a new detached single-storey double garage which would be shared between the existing property of Fairview and the new dwelling. This would sit between the two dwellings at the southern boundary. The existing access from Coronation Road would be retained and shared between both properties.

The main issues in the determination of this application are:

- **the principle of the development;**
- **design and appearance;**

- **impact upon residential amenity;**
- **highway and parking matters.**

Principle of development

The application site is located within the development boundary of Ulceby, as defined by the Housing and Employment Land Allocations Development Plan Document (HELADPD). Ulceby is a rural settlement.

Central Government places high importance on new homes being delivered throughout the country to address the chronic shortage. Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development, which gives increased weight where a five-year housing land supply has not been identified. North Lincolnshire does not have an identified five-year housing supply, and therefore this additional weight is afforded in the assessment of this application for a new unit of housing.

The wider principle of the new dwelling element of the application is acceptable as the site is within the defined settlement boundary. Policy CS1 of the Core Strategy states that development within rural settlements 'will be supported as thriving sustainable communities, with a strong focus on retaining and enhancing existing local services to meet local needs. Policy CS2 is concerned with delivering more sustainable development. It states, '...Small-scale developments within the defined development limits of rural settlements to meet identified local needs' would constitute sustainable development. A similar proposal was granted approval on the site immediately to the south in 2015 (PA/2015/0535), and the new dwelling there is currently under construction. As the proposed site sits behind the existing dwelling of Fairview, it is regarded as tandem development. Policy H7 is therefore relevant. The key tests of this policy are impact on residential amenity and design and appearance, which will be assessed later in this report.

In terms of sustainability, Ulceby ranked 18th overall in the North Lincolnshire Sustainable Settlement Survey (2019) with five key services and facilities. The site is approximately 0.8 kilometres (a nine minute footpath walk) from the centre and local services such as the post office and convenience store. The closest bus stops are a little over a 100 metre walk from the application site, and Ulceby railway station is situated around 1.6 kilometres to the east (accessible by road, cycle and bus). It is considered that the site is sustainable and suitable for an additional housing unit.

Whilst the specific impacts of the proposed development will be assessed below, the broad principle of the addition of a dwelling on this site is considered acceptable and in accordance with both national and local policy.

The principle of the extension to the existing dwelling at Fairview is also considered acceptable as the site is within a settlement boundary and not within a conservation area, nor is it listed. The specific impacts of the alterations to Fairview will also be discussed below.

Design and appearance

Policy CS5 of the North Lincolnshire Core Strategy is concerned with delivering quality design in North Lincolnshire. It states, 'All new development in North Lincolnshire should be well designed and appropriate for their context. It should contribute to creating a sense of place. The council will encourage contemporary design, provided that it is appropriate for its

location and is informed by its surrounding context. Design which is inappropriate to the local area or fails to maximise opportunities for improving the character and quality of the area will not be acceptable.'

Firstly, the alterations to the existing dwelling of Fairview are considered. The removal of the existing side extension and detached garage would have a positive impact on the character and appearance of the site and street scene, with the frontage of the brick built dwelling reverting to a more traditional appearance. The raised roof would not result in a loss of this essential character or appearance with the general form and fenestration layout of the front elevation being retained. The rear extension would be partially visible from the street. It would be set down from the main roof ridge and would not be of a size or design considered incongruous or inappropriate when considered with the design of the existing building or the semi-traditional nature of the street scene as a whole. The extensions to the existing dwelling and related alterations would not harm the character or appearance of the site and surrounding area and are considered acceptable.

Secondly, the proposed shared garage and detached bungalow to the rear are considered. In terms of site layout, the dwelling would constitute tandem development, sitting behind Fairview. Such development can be acceptable where it would not adversely impact on development density in the area. The dwelling would sit within a cluster of dwellings, but would retain approximately 200 square metres of rear amenity space, in addition to sufficient parking and manoeuvring space, separate from Fairview. It is considered that the site as existing could comfortably accommodate two separate sites as proposed. The previous 2015 approval on the site immediately adjacent to the south is noted for its similarity to the current proposal, sitting behind the existing property of The Laurels. The new dwelling would be well-screened by the proposed garage and the existing dwelling to the east; nevertheless, it is important that adequate design is demonstrated appropriate to the site context.

With regard to the design of the dwelling, the form of the dormer bungalow would ensure that it does not dominate Fairview or detract from the impact of that traditionally styled building on the Coronation Road street scene. A condition ensuring that finish materials match or are similar to Fairview will be added to any approval. The overall form and design of the bungalow, with its pitched roof and dormers, is modest and would have a relatively neutral impact on the street scene. Sufficient landscaping and boundary treatments should ensure further improvements to visual amenity.

Overall, the design and appearance of the proposed dwelling and the extended existing dwelling would be appropriate within the context of the site and surrounding area, and are considered to accord with the relevant policies, particularly H7 of the local plan and CS5 of the Core Strategy.

Residential amenity

Policy DS1 (iii) states that no unacceptable loss of amenity to neighbouring land uses should result in terms of noise, smell, fumes, dust or other nuisance, or through the effects of overlooking or overshadowing.

With regard to residential amenity impacts from the proposals on the neighbouring properties to the north and south, risk of overlooking, overbearing and shadowing have been considered. The rear extension on Fairview would be approximately 12 metres north of The Laurels, and therefore no shadowing or overbearing impact is likely. Overlooking

from this extension has been considered and the absence of any first-floor side elevation windows on the extension would limit any such impact.

The new bungalow would sit a minimum of 2.3 metres north of the dwelling to the south, which was approved in 2015. The north elevation of that property has two ground floor windows serving a utility room and a bathroom. The proposed dwelling would have one ground floor bathroom window on its southern elevation. As these are not considered primary habitable rooms, and due to the hedging between the respective properties, no overlooking between them would occur.

For the reasons above and considering the proximity to the shared boundary of these two properties, it is not considered that there would be any unacceptable shadowing or overbearing impacts. No buildings would be erected within close proximity to The Cottage to the north likely to impact residential amenity. The north elevation first floor window proposed would serve the landing and unacceptable overlooking is unlikely.

Overlooking between the front elevation of the new bungalow and the rear elevation of Fairview have been considered. The midpoint of the front dormer of the bungalow would be 4.3 metres above ground level. The shared garage in front of this would be 4.7 metres high to the ridge. This would restrict direct views into or onto the ground floor windows and garden of Fairview. The dormer window would be approximately 20 metres from the closest respective window on Fairview, thus limiting the severity of overlooking between bedroom windows.

There would be an increase in activity commensurate with the addition of an additional dwelling. This may have some risk in terms of noise etc, however not to a degree which would be abnormal for a residential area such as this. The use of the existing driveway and access between the two properties would not expand the location of vehicle activity in any significant way.

Overall, it is considered that no unacceptable impacts on the residential amenity of neighbours would result from the proposal and no objections have been received to the application. The proposal is considered to accord with the relevant criteria in policies CS1, CS2 and CS5 of the Core Strategy and policy DS1 of the North Lincolnshire Local Plan.

Highways

Policy T2 of the North Lincolnshire Local Plan states that all development should be served by a satisfactory access. Policy T19 is concerned with parking provision as well as general highway safety; both policies are considered relevant.

Access to the new dwelling would be shared using that serving the existing Fairview dwelling. Highways have no objection to this and it would avoid creating a new opening onto the road, thereby limiting impact on highway safety from the increase in traffic likely from one additional dwelling.

The site is located within the existing settlement boundaries and benefits from reasonably good access to public transport links and local services. There are shops and other services within a 10-minute walk from the site, accessible via public footpath. It is therefore considered that the scheme would be within a sustainable transport location.

The council's Highways team has offered no objections to the proposed layout or parking arrangements subject to conditions ensuring that these arrangements are appropriately

surfaced and in place prior to occupation. The application layout proposes four off-street spaces for the two dwellings combined which is considered acceptable given the scale and sustainable location of the site. Whilst it is accepted that the proposal would result in an increase in vehicular movements, it is not considered that the scale of the development would place unacceptable strain on the existing highway network.

Other matters

As previously noted, the new dwelling would have access to over 200 square metres of rear amenity/garden space. Fairview would retain approximately 80 square metres of such space. This is considered acceptable considering the scale of the dwellings.

The contamination condition recommended by the council's Environmental Health team is considered reasonable given the sensitive end use (dwelling) proposed.

The surface water run-off conditions suggested by the LLFA Drainage team are considered appropriate to ensure that any water run-off does not harm amenity or highway safety and is managed appropriately.

Conclusion

Subject to the satisfaction of planning conditions, the proposal is considered to accord with the NPPF, local plan and Core Strategy policies for the reasons outlined above and is recommended for approval.

Pre-commencement conditions

The pre-commencement conditions below have been agreed with the applicant/agent.

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: F2984 - A1 - 01A - Location Plan, proposed floor plans and elevations (existing dwelling); F2984 - A1 - 02A - Proposed Site Plan, Floor plans and elevations (new dwelling).

Reason

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

3.
The existing vehicular access to the site shall be improved within highway limits in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

4.

No loose material shall be placed on any driveway or parking area within 10 metres of the adopted highway unless measures are taken in accordance with details to be submitted to and approved in writing by the local planning authority to prevent the material from spilling onto the highway. Once agreed and implemented these measures shall be retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

5.

The dwelling shall not be occupied until the vehicular access to it and the vehicle parking space(s) serving it have been completed and, once provided, the parking space(s) shall thereafter be so retained.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

6.

If during development any odorous, discoloured or otherwise visually contaminated material is found to be present at the site then no further development shall be carried out until a written method statement, detailing how this contamination shall be dealt with, has been submitted to and approved by the local planning authority. The approved method statement shall be implemented in full prior to development commencing on the site.

Reason

In the interest of the safety of site users.

7.

No development shall take place until details showing an effective method of preventing surface water run-off from hard paved areas within the site onto the highway have been approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use and thereafter so retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraph 163 of the National Planning Policy Framework.

8.

No development shall take place until details showing an effective method of preventing surface water run-off from the highway onto the developed site have been submitted to and approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use and thereafter so retained.

Reason

To prevent the increased risk of flooding to themselves and others, to improve and protect water quality, and to ensure the implementation and future maintenance of the sustainable drainage structures in accordance with policy DS16 of the North Lincolnshire Local Plan, policies CS18 and CS19 of the North Lincolnshire Core Strategy, and paragraphs 155, 157, 163 and 165 of the National Planning Policy Framework.

9.

The materials and finishes of the new areas of brickwork on both the existing and proposed dwellings, and the proposed garage building, shall match the existing dwelling on the site in colour and texture.

Reason

In the interests of the character and appearance of the site and surrounding area.

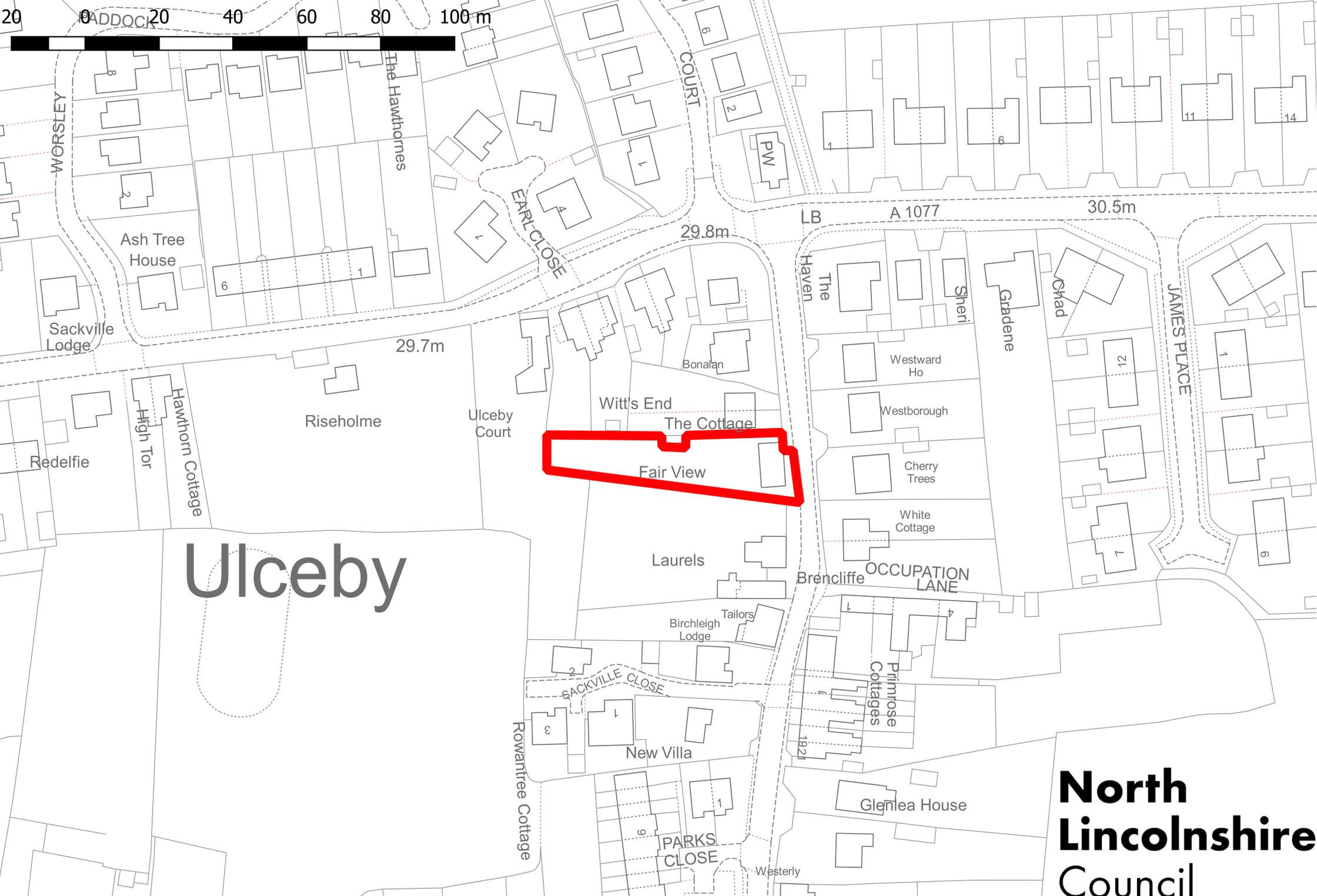
Informative 1

The development hereby granted planning permission requires works to be carried out within the limits of the adopted (public) highway. Therefore:

- before ANY construction works take place within the limits of the highway you **MUST** contact the highway authority on telephone number 01724 297000 to arrange for the relevant permissions/licenses to be issued;
- before ANY service (utility) connections take place within the limits of the highway you **MUST** contact the highway authority on telephone number 01724 297319 to arrange for the relevant permissions/licenses to be issued.

Informative 2

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.



Ulceby

**North
Lincolnshire
Council**

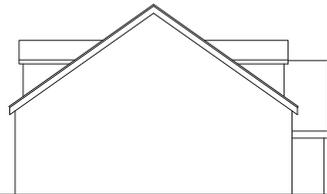
PA/2020/1585

PA/2020/1515 Proposed layout and elevations (not to scale)

new build dwelling



front elevation



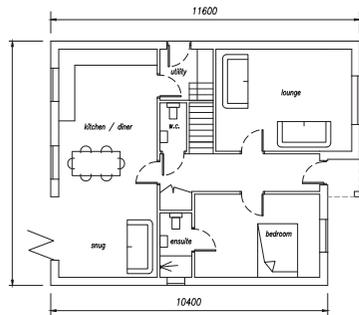
side elevation



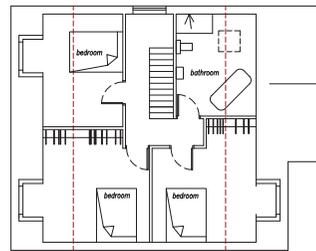
side elevation



rear elevation



ground floor plan



first floor plan

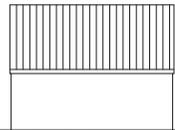
shared garage



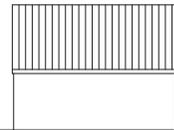
front elevation



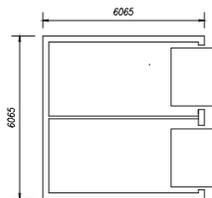
rear elevation



side elevation



side elevation



ground floor plan



site plan

NOTES

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 All materials used on this drawing are to be used in accordance with the manufacturer's written instructions with current CE marking.

REV A - planning amendments - Oct 2020

Proposed Development as L15c1b1	Proposal Drawing
1:100, 1:200 @ A1	F2984 - A1 - D2A
Aug 2020	

flarevisual
 architecture

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