



**SOUTH
KESTEVEN
DISTRICT
COUNCIL**

Development Management Committee

5 March 2019



S19/0027

Proposal: Erection of 4 no. dwellings and associated car parking and external landscaping

Location: Land to the South of Earlesfield Lane, Grantham

Applicant: South Kesteven District Council, Council Offices, St Peter's Hill, Grantham

Application type: Full Planning Permission

Reason for referral to committee: Council application

Key Issues:

- Impact on character of the area
- Impact on residential amenity
- Access, parking and highway considerations

Technical Documents:

- Delta-Simons Geo-Environmental Report - Geotechnical Category 1
- Topographical survey ref: GH3668
- Lifetime home audit

Report Author

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Corporate Priority:

Growth

Decision type:

Regulatory

Wards:

Grantham Earlesfield

Reviewed by:

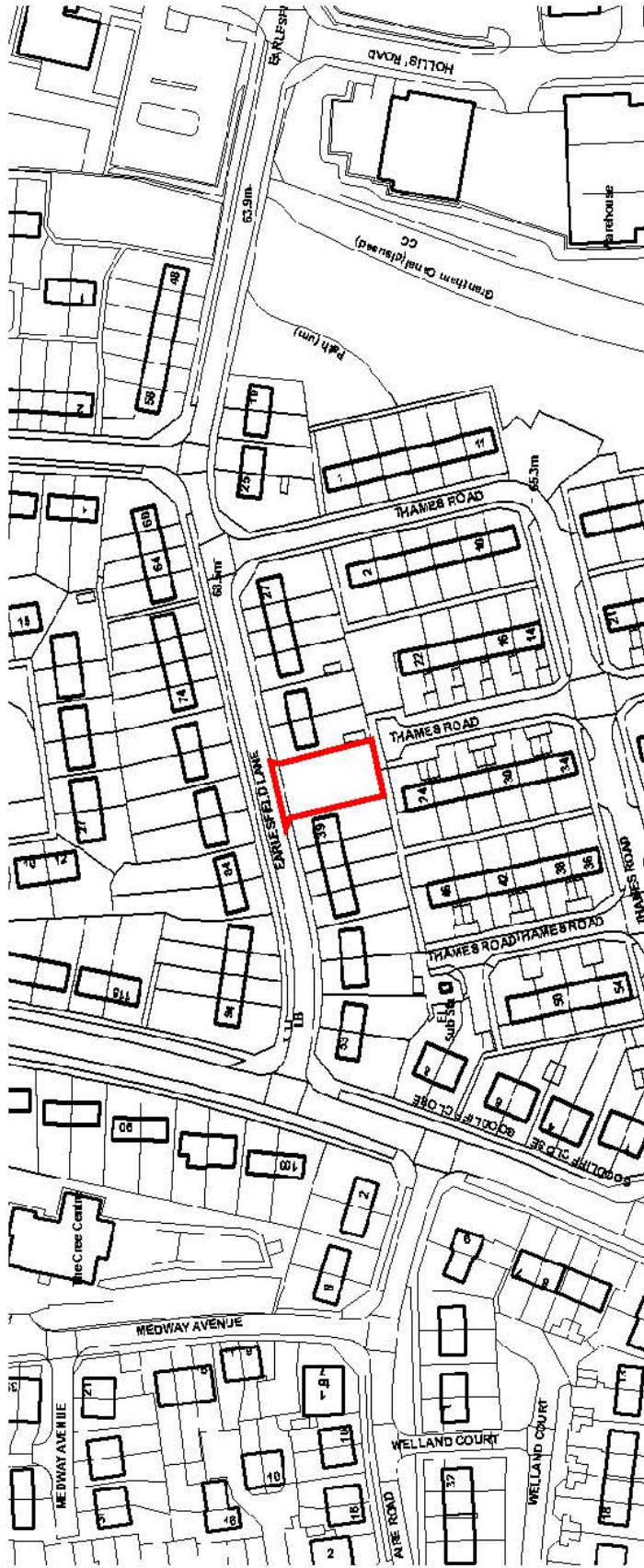
Sylvia Bland, Head of Development Management

19 February 2019

Recommendation (s) to the decision maker (s)

Recommended decision

That the application is: Approved conditionally



Key

-  Application
-  Boundary



1 Description of site

1.1 The application site is located on the south side of Earlesfield Lane in a predominantly residential area. The site is currently used for informal car parking by residents and visitors to properties on Earlesfield Lane and Thames Road. On either side of the plot are residential properties that front onto Earlesfield Lane. To the south of the site are further residential properties that back onto Thames Road.

2 Description of proposal

2.1 The proposal is for the erection of four one bedroom dwellings. The site would be accessed off Earlesfield Lane and the buildings are designed to front that road in keeping with the character of the existing properties. The design of the dwellings would comprise a modern interpretation of traditional dwelling type including a pitched roof and brick materials. They would be constructed to Lifetime Homes standard.

2.2 The materials are proposed to be as follows:

- Walls - light buff & cream coloured facing brick
- Roof - dark brown concrete tile
- Windows and doors - light brown UPVC
- Rainwater goods - brown UPVC

2.3 There would be one car parking space for each dwelling located to the front of the site. Private amenity space is proposed to the rear of the dwellings.

3 Relevant History

Reference	Proposal	Decision	Date
SK.26/78(15109)	Parking Area for Council tenants	Approved Conditionally	21/02/1978

4 Policy Considerations

4.1 National Planning Policy Framework (NPPF)

Section 5 - Delivering a sufficient supply of homes
Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places

4.2 South Kesteven District Council Core Strategy

Policy EN1 - Protection and Enhancement
Policy H1 - Residential Development
Policy SP1 - Spatial Strategy
Policy SP3 - Sustainable Integrated Transport

- 4.3 **Submission Draft Local Plan**
SD1 - Presumption in Favour of Sustainable Development
S2 - Principles of Sustainable Development in South Kesteven
EN6 – The Historic Environment
ID2 – Transport and Strategic Transport Infrastructure

5 SKDC Corporate Priorities

- 5.1 Growth – a growing population and a growing economy creates jobs, secures infrastructure and attracts investment

6 Representations Received

6.1 LCC Highways & SuDS Support

- 6.1.1 No objection. Adjacent properties have their own private accesses and driveways and the adjacent road has waiting restrictions meaning no negative impact is likely on this road in terms of on-street parking as a result of this development.

7 Representations as a Result of Publicity

- 7.1 This application has been advertised in accordance with the Council's Statement of Community Involvement and no letters of representation have been received to date.
- 7.2 The site notice expiry date is 8th March 2019.

8 Evaluation

8.1 Principle of development

- 8.1.1 Core Strategy Policy SP1 states that the majority of new development should be focused upon Grantham to support and strengthen its role as a sub-regional centre. Core Strategy Policy H1 provides further support for the principle of residential development within Grantham. The National Planning Policy Framework (sections 5 and 11) also encourages effective use of land for residential development, providing acceptable living standards can be achieved.
- 8.1.2 The site is located within the built up part of Grantham in a predominantly residential area where the principle of this type of development is acceptable. Taking the above into account, the principle of development is acceptable and in accordance with Core Strategy policies SP1, H1 and NPPF (sections 5 and 11).

8.2 Impact on the character of the area

- 8.2.1 Core Strategy Policy EN1 seeks to ensure development is appropriate for its context. Further, paragraph 127 of the NPPF provides that planning policies and decisions should ensure that developments are sympathetic to local character and history, including the

surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

- 8.2.2 The existing character of Earlesfield Lane is defined by small terraces of two storey dwellings of a simple design, constructed with buff bricks and plain tiles and set-back a regular distance from the highway. The proposed dwellings would be sited on a similar building line and constructed to a similar scale of the existing dwellings in the area. Although the design of the dwellings is more contemporary than the surrounding dwellings, they would contribute positively to the character of the area by fronting the highway and closing the current unsightly gap in the streetscene.
- 8.2.3 In summary, it is considered the proposal would contribute positively to the character of the area and would be appropriate for the context in accordance with Core Strategy Policy EN1 and the principles of good design in the NPPF (section 12).
- 8.3 Impact on the neighbouring properties**
- 8.3.1 Para 127 of the NPPF states planning decisions should create places with a high standard of amenity for existing and future users.
- 8.3.2 The front of the dwellings would be set back from Earlesfield Lane by 6m. As the front elevations would be in line with other properties on Earlesfield Lane they would be an acceptable distance from the properties on the opposite side of the road. The side elevations would be set back 3m from the boundary and 5m from the side elevation of adjacent dwellings on Earlesfield Lane. The only first floor windows on the side elevations would serve the stair well and not primary living space. The proposed dwellings would extend 4.5m beyond the rear elevations of the neighbouring properties on Earlesfield Lane, however, they would be set in a sufficient distance from the side boundaries such as to prevent overmassing. There would be no side elevation windows overlooking the garden area of neighbouring properties.
- 8.3.3 The first floor units include a balcony to the rear of the property which would look towards Thames Road which is located approximately 15m to the closest property. However, this property (24 Thames Road) is screened by large conifer planting along the boundary. Further, these properties already experience a degree of overlooking from the first floor rear windows of the existing properties along Earlesfield Lane. A condition has been included that requires a privacy screen to be installed to a height of 1.8m to the sides of the balconies to ensure there is no unacceptable overlooking into the gardens of the neighbouring properties.
- 8.3.4 Taking into account, the separation distances and orientation of the buildings it is considered that the development would not detrimentally affect the residential amenities of future occupiers or the occupiers of neighbouring properties from overbearing impact, overlooking or loss of light. In this respect the proposal is in accordance with Core Strategy Policy EN1, and the NPPF (section 12).

8.4 Highway Issues

- 8.5 Although the proposal would result in the loss of an existing informal parking area, the impacts on the surrounding highway network is considered to be relatively minor with properties on Earlesfield Lane and Thames Road having adequate off-road parking arrangements.
- 8.6 Lincolnshire Highway Authority has raised no objection to the proposal as it would provide adequate off-road parking and access to and from Earlesfield Lane. As a result, it is considered that the proposal will not be detrimental to highway safety or traffic capacity and in accordance with Core Strategy Policy SP3 and the NPPF Section 9

9 Crime and Disorder

- 9.1 It is considered that the proposal would not result in any significant crime and disorder implications.

10 Human Rights Implications

- 10.1 Articles 6 (Rights to fair decision making) and Article 8 (Right to private family life and home) of the Human Rights Act have been taken into account in making this recommendation. It is considered that no relevant Article of that act will be breached.

11 Conclusion

- 11.1 Taking the above into account, it is considered that the proposal is appropriate for its context and is in accordance with Policies EN1, SP1, SP3 and H1 of the South Kesteven Core Strategy and the NPPF (Sections 5, 9, 11 and 12). There are no material considerations that indicate otherwise although conditions have been attached.

12 RECOMMENDATION: that the development is Approved subject to the following conditions

Time Limit for Commencement

- 1 The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.
Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

- 2 The development hereby permitted shall be carried out in accordance with the following list of approved plans:
- i. Drawing no. 177(08)010 received 20.12.2018
 - ii. Drawing no. 177(08)100 received 20.12.2018

- iii. Drawing no. 177(08)120 received 20.12.2018
- iv. Drawing no. 177(08)200 received 20.12.2018

Unless otherwise required by another condition of this permission.
Reason: To define the permission and for the avoidance of doubt.

Before the Development is Occupied

- 3 Before any part of the development hereby permitted is occupied, the works to provide the boundary treatments shall have been completed in accordance with the approved boundary treatment scheme on drawing no. 177(08)100 received 20.12.2018.

Reason: To provide a satisfactory appearance to any boundary treatments and by screening rear gardens from public view, in the interests of the privacy and amenity of the occupants of the proposed dwellings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

- 4 Before any dwelling hereby permitted is occupied, the parking area shall have been constructed in accordance with the approved details on drawing no. 177(08)100 received 20.12.2018 and shall be retained as such and for no other purpose thereafter.

Reason: To allow vehicles to park within the site to reduce any additional on street parking in the interests of highway safety.

- 5 Before any part of the development hereby permitted is occupied, the external elevations shall have been completed using only the materials stated in the planning application forms and approved plans.

Reason: To ensure a satisfactory appearance to the development and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

- 6 Before any part of the development hereby permitted is occupied, both first floor balconies as shown on the approved plans must be fitted with privacy screens to both side elevations to a minimum height of 1.8m.

Reason: In the interests of the privacy and amenity of the occupants of the proposed dwellings and neighbouring dwellings and in accordance with Policy EN1 of the adopted South Kesteven Core Strategy (July 2010).

Standard Note(s) to Applicant:

- 1 In reaching the decision the Council has worked with the applicant in a positive and proactive manner by determining the application without undue delay. As such it is considered that the decision is in accordance with paras 38 of the National Planning Policy Framework.
- 2 The permitted development requires the formation of a new/amended vehicular access. Applicants should note the provisions of Section 184 of the Highways Act 1980. The works

should be constructed to the satisfaction of the Highway Authority in accordance with the Authority's specification that is current at the time of construction. For further information, please telephone 01522 782070.

- 3 Please contact the Lincolnshire County Council Streetworks and Permitting Team on 01522 782070 to discuss any proposed statutory utility connections and any other works which will be required within the public highway in association with the development permitted under this Consent. This will enable Lincolnshire County Council to assist in the coordination and timings of these works.

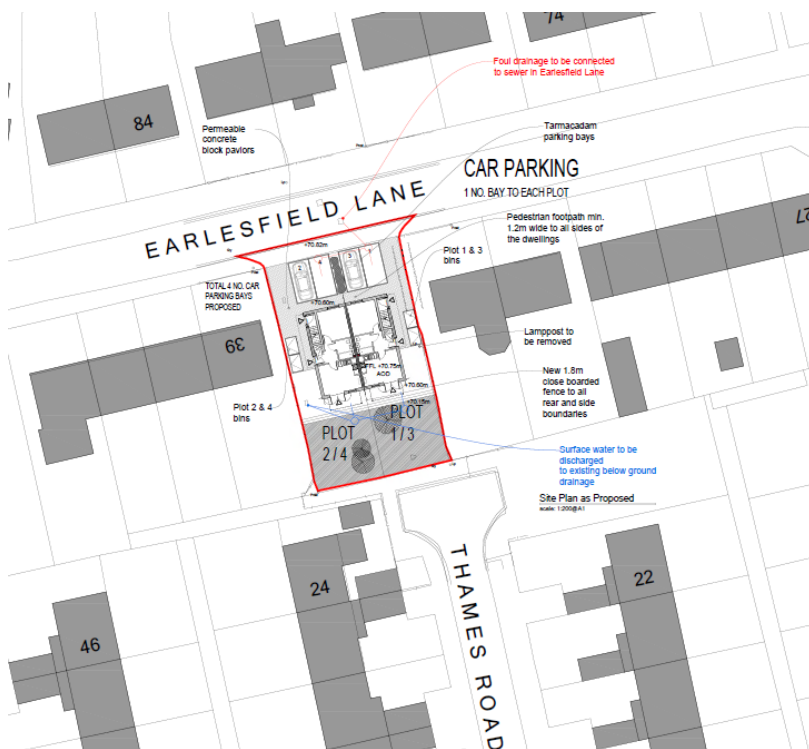
Financial Implications reviewed by: Not applicable

Legal Implications reviewed by: Not applicable

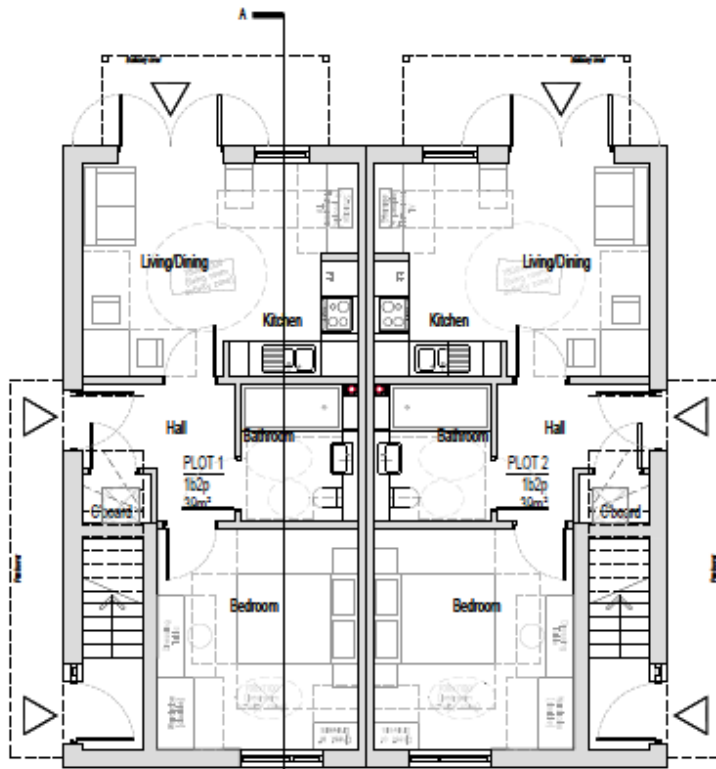
Site Location Plan



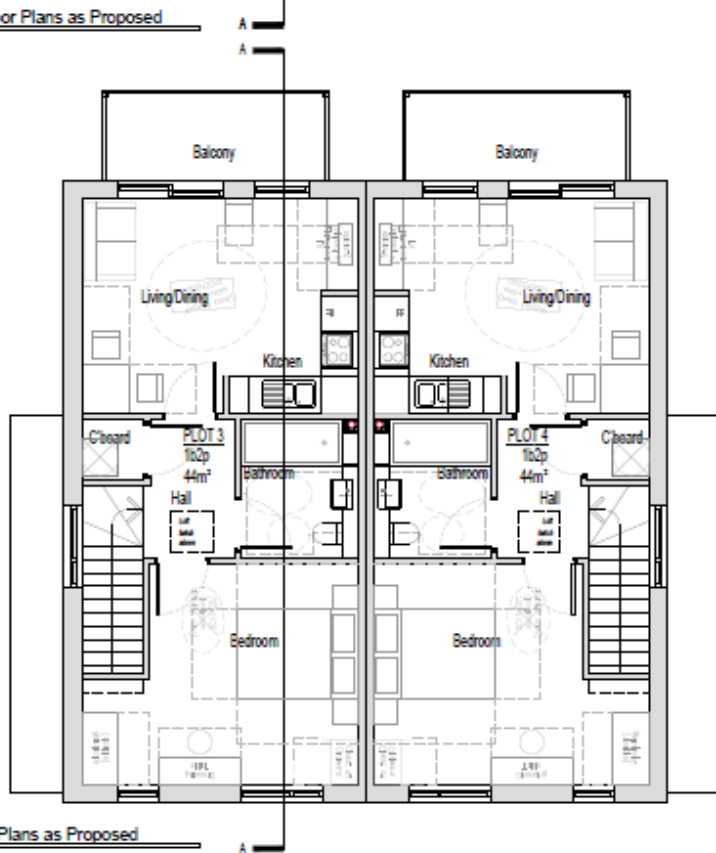
Proposed Block Plan



Proposed Floor Plans



Ground Floor Plans as Proposed
Scale: 1:50 @ A1



First Floor Plans as Proposed
Scale: 1:50 @ A1

Proposed Elevations



Elevations as Proposed
scale: 1/100@A1