

DECISION DELEGATED TO HEAD OF PLANNING

Application No: H02-0749-26 **Applicant:** Mr & Mrs D Knapp

Proposal: Proposed single storey extension to west elevation to form porch, single storey extension to south elevation to form en-suite including removal of existing conservatory, single storey extension to north elevation to form utility and single storey extension to east elevation to form kitchen/breakfast and living room including partial demolition of existing bedroom. Single storey extension to east elevation of existing garage

Location: 46 The Chase Crowland Peterborough

Terminal Date: 5th October 2026

Planning Policies

South East Lincolnshire Local Plan - Adopted: March 2019

01	Spatial Strategy
02	Development Management
03	Design of New Development
04	Approach to Flood Risk
30	Pollution
36	Vehicle and Cycle Parking
APPENDIX 6	Parking Standards

National Guidance

National Planning Policy Framework August 2026

Section 3 - Decision-making policies (DM1 - 10)
Section 4 - Achieving sustainable development (S1 - S6)
Section 12 - Making effective use of land (L1 - 3)
Section 14 - Achieving well-designed places (DP1 - 4)
Section 15 - Promoting sustainable transport (TR1 - 8)
Section 17 - Pollution, public protection and security (P1 - 6)
Section 18 - Managing flood risk and coastal change (F1 - 9)

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	0	0	0	1
WARD MEMBER	0	0	0	0
HIGHWAYS & SUDS SUPPORT	0	0	0	1

NORTH LEVEL INTERNAL DRAINAGE BOARD	0	0	0	1
RESIDENTS	0	0	0	1

CASE OFFICER ASSESSMENT

Description of Proposal

The application seeks full planning permission for the erection of various extensions to an existing single storey dwelling following the demolition of part of the eastern portion of the dwelling and a conservatory on the southern side of the dwelling. A side extension is also proposed on a detached garage building which is located to the west of the dwelling.

Site Description

The site comprises land at 46 The Chase on the eastern side of Crowland. The site is mostly surrounded by dwellings except to the east, where James Road is located. The dwelling and garage are located towards the end of a cul-de-sac.

The site is within the settlement boundary of Crowland, as identified by Policy 1 in the South East Lincolnshire Local Plan (2019) and the accompanying policies map.

The site is located mostly within Flood Zone 1, as identified by the Environment Agency's flood risk maps. Some of the south-eastern portion of the site is located within Flood Zones 2 and 3.

Relevant Planning History

H02-0300-77: (Outline Application) Residential development at The Chase, Crowland - approved 14th September 1977

H02-0066-79: (Full Application) Residential development (12 plots) with provision of access at The Chase, Crowland - approved 02nd July 1979

H02-1022-80: (Outline Application) Residential development (8 plots) with accesses at The Chase, Crowland - approved 01st March 1982

H02-0789-81: (Full Application) Erection of bungalow with vehicular access on plot 5, The Chase, Crowland - approved 27th August 1981

H02-1204-87: (Full Application) Extension to bungalow - approved 18th December 1987

The following applications partly overlap the site access:

H02-0503-85: (Full Application) Erect bungalow and garage - approved 25th June 1985

H02-0502-85: (Full Application) Erect bungalow and garage - approved 25th June 1985

Consultation Responses

Responses have been received from the below referenced consultees. The responses are summarised below; however, the responses can be viewed in their entirety on the South Holland website.

North Level Internal Drainage Board:

No objections.

Lincolnshire County Council - Highways and SUDS:

The Highways and Lead Local Flood Authority response is in relation to the impact the proposed development would be expected to have on the operation of the Public Highway. The site is located on a private spur of The Chase, and the highway authority has no jurisdiction over the use of this road. With regard to this application, we have considered the safety and impact of these proposals on the adopted The Chase and its junction with the private drive. It is for the Local Planning Authority to determine whether the access provided by the private road is safe and suitable for all users.

This proposal is for extensions and alterations to a dwelling and garage, including a porch, en-suite, utility, and kitchen/living accommodation, involving demolition of the existing conservatory and part of the existing dwelling. and the access and parking arrangements remain unchanged; therefore, it is considered that the proposals would not result in an unacceptable impact on highway safety.

Crowland Parish Council:

No objections.

Cllr B Alcock]: No response received.

Cllr J R Astill: No response received.

Cllr A Harrison: No response received.

Public Representations

This application has been advertised in accordance with the Development Procedure Order and the Council's Statement of Community Involvement. In this instance, one representation has been received from a member of the public. The representation does not raise any objections; however, the representation sets out that part of the land is within their ownership. As such, this was queried with the applicant's agent.

The agent and applicant have since checked the ownership status of the land and they found out that part of the land which covers the unadopted access road was transferred to separate ownership in May 2026. The applicant was previously unaware of this change. Therefore, notice was served to the other landowners on 07th September 2026 and a revised ownership certificate was provided (Certificate B).

Land ownership is not a material planning consideration and furthermore, no works are proposed to the shared access road which is outside the applicant's ownership. It is considered that the other landowners have now been served the appropriate notice and in any case, they were made aware of the application by receiving a notification letter from the local planning authority.

Key Planning Considerations

Development Plan

Section 38 (6) of the Planning and Compulsory Purchase Act 2004, as amended, requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

The adopted South East Lincolnshire Local Plan 2011-2036, adopted March 2019 (SELLP), is the development plan for the district, and is the basis for decision making in South Holland. The relevant development plan policies are detailed within the report above.

The policies and provisions set out in the National Planning Policy Framework, August 2026 (NPPF) are also a material consideration in the determination of planning applications, alongside adopted Supplementary Planning Documents.

There are no adopted Neighbourhood Plans for the area within which the site is located.

The main issues and considerations in this case include the following:

- Design, Layout and Impact on the Character and Appearance of the Area;
- Impact on Residential Amenity;
- Highway Safety and Parking;
- Flood Risk; and
- Biodiversity Net Gain.

These matters are assessed in turn below.

Design, Layout and Impact on the Character and Appearance of the Area

Policy DP3 (Key principles for well-designed places) of the NPPF states that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets.

Policy 2 of the Local Plan outlines sustainable development considerations for proposals; providing a framework for an operational policy to be used in assessing the sustainable development attributes of all development proposals.

Policy 3 of the Local Plan requires development to comprise good design; identifying issues that should be considered when preparing schemes so that development sits comfortably with, and adds positively to, its historically designated or undesignated townscape or landscape surroundings.

The existing dwelling is located at the end of a private driveway which comprises a cul-de-sac. As such, the dwelling is not visually prominent from the street scene on The Chase. The site is well screened from public view along James Road which is located to the east of the site. There is also a mature hedge to the north of the site which provides screening from the north.

The proposal seeks to demolish an existing conservatory on the southern elevation of the dwelling and a rear extension of the eastern elevation of the dwelling. Various extensions are proposed as set out below.

The proposal seeks to install a front porch on the western elevation of the dwelling. The porch is proposed to measure 2.78m by 1.1m. The porch is proposed to feature a gable end roof form that measures 3.3m in height up to its ridgeline. The height of the eaves would be similar to the height of the eaves on the rest of the dwelling.

On the southern side elevation, an extension is proposed measuring 2.2m by 3.48m. The extension is proposed to feature a gable end roof form that measures 3.7m in height up to its ridgeline. The height of the eaves would match the rest of the dwelling.

As set out previously, the existing rear extension is proposed to be demolished and in its place a larger extension is proposed. The extension would measure 10.3m by 8.3m. A side extension is also proposed on the rear extension, measuring 2.2m by 5.3m. The ridgeline height and eaves height of these extensions would match the existing dwelling.

It is considered that the scale and siting of the various extensions would be acceptable as the extensions would be of a proportionate scale to the existing dwelling.

Some internal changes are indicated on the submitted plans within the dwelling such as infilled internal walls; however, as the dwelling is not a listed building, these changes do not require planning permission.

An extension is also proposed on the eastern side elevation of the detached garage which is located to the west of the dwelling within the site. A small extension to the driveway of 46 The Chase is proposed to provide an additional parking space in front of the garage. The roofline of the extension would be the same height as the garage. The visual impact of the proposed extension to the garage is considered to be acceptable as the extension is considered to be proportionate.

The materials for the extensions are proposed to match the existing materials on the host dwelling

and existing garage building. The matching materials would help integrate the extensions within the site.

As such, the proposal is considered to have an acceptable visual impact in accordance with Section 14 of the NPPF and Policies 2 and 3 of the Local Plan.

Impact on Residential Amenity

Policy P3 (Living conditions and pollution) of the NPPF sets out that development should provide healthy living conditions for occupiers and users in terms of adequate access to light and avoiding exposure to levels of air, noise, artificial light or other sources of pollution. The policy also sets out that proposals should not give rise to, or contribute to, an unacceptable level of access to daylight and sunlight for neighbouring residents and occupiers, or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site.

Policies 2 and 3 of the Local Plan set out that residential amenity and the relationship to existing development and land uses is a main consideration when making planning decisions.

Due to the scale and siting of the extensions, it is considered that the development would have an acceptable impact on the amenity of neighbouring dwellings. For example, the extensions would not have an adverse impact in terms of overshadowing or overlooking.

Although a new window is proposed on the northern elevation of the dwelling where a utility room would be located, there is considered to be a sufficient degree of screening between the site and the nearest dwelling to the north as there is a mature hedgerow located along the northern boundary of the site. Furthermore, this window would not face directly towards a habitable room in a neighbouring dwelling, nor would it connect to a habitable room within the dwelling within the site.

The proposed development would not result in significant detrimental impact on the amenity of future occupants or the neighbouring properties. Therefore, the development would accord with the Section 14 of the NPPF and Policies 2 and 3 of the Local Plan.

Highway Safety and Parking

Policy TR6 (Assessing transport impacts) of the NPPF sets out that development proposals should only be refused on highways grounds if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement.

Policy 2 of the Local Plan sets out that proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to access and vehicle generation.

Policy 3 details that development proposals will demonstrate how accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways will be secured, where they are relevant to the proposal.

Policy 33 further reinforces the need for developments to be accessible via sustainable modes of transport.

Policy 36 of the Local Plan, in conjunction with Appendix 6, sets out minimum vehicle parking standards and requires at least two spaces for dwellings of up to three bedrooms and three spaces for dwellings with four or more bedrooms.

No changes are proposed to the vehicular access to the site. Only a small extension to the private driveway is proposed and sufficient room would be retained within the site for parking and turning. Lincolnshire County Council's Highways Team have not raised any objections to the proposals. Therefore, the proposed development would have an acceptable impact in terms of highway safety in accordance with Policies 2, 3, 33 and 36 of the Local Plan, as well as Section 15 of the NPPF.

Flood Risk

Section 18 of the NPPF sets out guidance relating to how local authorities should assess and

determine applications which are subject to flood risk concerns.

The site is located mostly within Flood Zone 1, as identified by the Environment Agency's flood risk maps. Some of the south-eastern portion of the site is located within Flood Zones 2 and 3; however, the areas where the extensions are proposed are within Flood Zone 1.

The South East Lincolnshire Strategic Flood Risk Assessment (SFRA) provides an overview of how flood risk has been considered in shaping the proposals of the Local Plan; including the spatial strategy and the assessment of housing and employment sites. Within the SFRA, areas across South Holland have been identified according to the level of hazard that is posed in terms of flood risk. Appendix C of the SFRA sets out guidance in terms of the minimum measures that are required according to what hazard category areas fall under. In this case, the site is located partly within a non-hazard area and partly within a low hazard area. No specific mitigation is recommended within the SFRA for householder proposals.

Therefore, it is considered that in terms of flood risk, the proposed development accords with Policy 4 of the Local Plan and Section 18 of the NPPF.

Biodiversity Net Gain

Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) requires developers to deliver a minimum of 10% Biodiversity Net Gain using standardized biodiversity units measured by statutory biodiversity metrics. This is often referred to as the mandatory requirements for Biodiversity Net Gain.

"Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits".

The biodiversity gain condition is a pre-commencement condition. This relates to a condition that seeks, once planning permission has been granted, a Biodiversity Gain Plan that must be submitted and approved by the planning authority before commencement of the development, alongside the need to submit a Habitat Management and Monitoring Plan.

The effect of Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission is deemed to have been granted subject to the "biodiversity gain condition".

The effect of this "biodiversity gain condition" is that development granted by this notice must not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan, or
- (c) the development is exempt from the biodiversity gain condition.

As such, unless comprising development that is exempt from this mandatory Biodiversity Net Gain (BNG)(10%), a condition would be required, as mandatorily set.

When taking the above into account, the development in this instance the application is exempt from the statutory 10% BNG requirements as the proposal is a householder development.

Planning Balance

As detailed above, Section 38 (6) of the Planning and Compulsory Purchase Act 2004, as amended, requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.

The development hereby proposed does not materially harm the character or appearance of the locality or the amenity of nearby residents. The proposal would have an acceptable impact in terms of highway safety and flood risk and the proposal accords with the Local Plan and the NPPF when viewed as a whole. In this instance, there are no material considerations that weigh against the proposal and as such, the planning balance is in favour of the development.

Additional Considerations

Public Sector Equality Duty

In making this decision the Authority must have regard to the public sector equality duty (PSED) under s.149 of the Equalities Act. This means that the Council must have due regard to the need (in discharging its functions) to:

A. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

B. Advance equality of opportunity between people who share a protected characteristic and those who do not. This may include removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; taking steps to meet the special needs of those with a protected characteristic; encouraging participation in public life (or other areas where they are underrepresented) of people with a protected characteristic(s).

C. Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The PSED must be considered as a relevant factor in making this decision but does not impose a duty to achieve the outcomes in s.149. It is only one factor that needs to be considered, and may be balanced against other relevant factors.

It is not considered that the recommendation in this case will have a disproportionately adverse impact on a protected characteristic.

Human Rights

In making a decision, the Authority should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as South Holland District Council to act in a manner that is incompatible with the European Convention on Human Rights. The Authority is referred specifically to Article 8 (right to respect for private and family life) and Article 1 of the First Protocol (protection of property).

It is not considered that the recommendation in this case interferes with local residents' right to respect for their private and family life, home and correspondence, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general public interest and the recommendation is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

Conclusion

Taking the above considerations into account, the proposal is considered to accord with Policies 1, 2, 3, 4, 30 and 36 of the Local Plan, along with the identified sections contained within the NPPF. There are no significant factors in this case that indicate against the proposal and outweigh the consideration in favour of the proposal and the policies referred to above.

Recommendation

Based on the assessment detailed above, it is recommended that the proposal should be approved under delegated authority.