

DECISION DELEGATED TO DEVELOPMENT MANAGER

Application No: H03-1139-18 **Applicant:** Mr Owen Wildish
Proposal: Proposed garage to front of dwelling
Location: 7 Banks Drove Deeping St Nicholas Spalding
Terminal Date: 7th January 2019

Planning Policies

Local Plan July 2016:

SG14 Design and Layout of New Development
SG17 Protection of Residential Amenity

National Guidance

National Planning Policy Framework 2018

Section 12. Achieving well-designed places

Representations:

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

CASE OFFICER ASSESSMENT

This is a householder planning application for proposed garage to front of dwelling at 7 Banks Drove, Deeping St Nicholas, Spalding.

The site is part of a cluster of residential buildings near the junction of Banks Drove and Littleworth Drove. The immediate context is characterised by open fields, most of them of agricultural use.

The site location is open countryside as set out in South Holland Local Plan (2006) and emerging South East Lincolnshire Local Plan (Publication Version, March 2017). Policy SG4 of South Holland Local Plan states that "planning permission will only be granted for development in the open countryside which is essential in the proposed location and cannot reasonably be accommodated

within defined settlement limits". Due to its nature and purpose, the proposal cannot be located elsewhere. Should the proposal caused an unacceptable impact upon the landscape character of an area, the proposal would "only be permitted where: 1) the need for the development in that location outweighs its impact; and 2) no other site or solution exists to accommodate the proposed development". Having said that, the principle of development is therefore acceptable and the proposal will obtain permission unless material considerations indicate otherwise.

The application's property is a two-storey terraced house that stand in a long linear site. The row of dwellings is considerably set back from the highway. The front part is a mixture of grass and gravel. An existing vehicular access is in close proximity to the boundary line with adjacent property No. 6 to east.

The proposed garage would measure approximately 4.8 metres in width, 6.8 metres in depth and 2.7 metres in maximum height. It would be therefore commensurate with the dwelling and adjacent properties in the road.

The garage would be located 5 metres away from the house's front elevation and 1 metre from the side boundary with No. 6. The proposal also includes a fence between the front elevations of the garage along the full width of the site. A gate and a new pathway to the dwelling's main door would be also provided. The layout would be acceptable given the site features and deliver a good relationship between the proposed garage and host property.

The development would have a lean-to roof. The highest elevation would face the front site of No. 6. The structure would be made of single skin brickwork. Render finish in cream colour or similar would be on external walls. Double-panel barn timber door would be the main access to the outbuilding on its front elevation. A standard sized single panel white UPVC would be on the rear elevation. Roof felt would be installed on the top of the garage. Overall the design and resulting appearance of the proposal would be characteristic of this type of development.

The existing boundary treatment on the nearest boundary line to east is a timber picket fence short in height which would not mitigate significantly any visual impact of the proposal. However, a garage of larger scale and bulking is on the neighbouring property No. 5 and represent a greater impact to the adjacent terraced houses. A rendered structure and pre-fab high pitched garden shed are immediately adjacent to the eastern boundary. The cumulative impact of the proposed development would not be significant to the wider street scene which is already disrupted by a wide range of outbuildings and tall boundary treatments.

The separation distances with the host property and site boundaries are sufficient not to cause any overbearing impact to the occupiers of the dwellings and those of the neighbouring properties. No significant overshadowing would be casted to the host property and No. 6 given the position within the sunpath.

The County Council as Highways Authority has raised no objection. No other representation has been made regarding the proposal.

In light of considerations above, the proposals are in accordance with Policy SG14 and SG17 of South Holland Local Plan (2006) as well as Section 12 of National Planning Policy Framework (2018).

It is accordingly recommended to approve this planning application via delegated decision.