DECISION DELEGATED TO HEAD OF PLANNING

Application No:	**H05-0636-24**	**Applicant:**	**Mr J Steward**
Proposal:	Proposed extensions to existing bungalow to form a two storey dwelling		
Location:	Torrington Lodge Torrington Lane Fleet		
Terminal Date:	25th September 2024		

Planning Policies

South East Lincolnshire Local Plan - Adopted: March 2019

01	Spatial Strategy
02	Development Management
03	Design of New Development
33	Delivering a More Sustainable Transport Network
36	Vehicle and Cycle Parking
APPENDIX 6	Parking Standards

National Guidance

National Planning Policy Framework 2023

Section 9 - Promoting sustainable transport
Section 12 - Achieving well designed and beautiful places

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	0	0	1	0
WARD MEMBER	0	0	0	0
HIGHWAYS & SUDS SUPPORT	0	0	0	1
SOUTH HOLLAND INTERNAL DRAINAGE BOARD	0	0	0	1

CASE OFFICER ASSESSMENT

Description of Proposal

The proposal seeks planning permission for a series of extensions and alterations at Torrington Lodge. Most notably is the addition of a first floor, which would cover most of the footprint of the dwelling. The extension would result in the maximum height of the property increasing from 5.2 metres to 8 metres. The basic design of the dwelling, forming a horseshoe shape with perpendicular roof pitches at either end, would remain the same.

In addition to the above, a replacement rear extension is proposed. This would be on a comparable footprint to an existing conservatory. The extension would measure 3.8 metres (depth) by 8.1 metres (width), an increase by 0.8 metres and 0.4 metres respectively. The height of this proposed flat roof rear extension would be 2.7 metres (excluding the proposed roof light).

A replacement side extension is also proposed. The depth of this extension is comparable to its predecessor, at 3.2 metres (an increase of 0.2 metres), although the width would be halved to 1.5 metres. The extension would feature a dual pitch roof, with a height to the eaves of 2.5 metres (consistent with its predecessor) and a maximum height of 3.6 metres.

Finally, two extensions are proposed to the front. The first would be located inside the eastern arm of the house, on the site of the existing entry way. The extension would be two-storeys in height, tying into the host dwelling. It would have a depth of 1.4 metres, with a width of 2.5 metres. The second extension would form a porch of width 3 metres and depth 1.5 metres. The porch would be located centrally.

It is proposed that the newly created first floor would be clad in black timber, while the ground floor would be rendered cream. Grey windows and fascia detailing would be present. Artificial slate roof tiles are proposed. The extension would result in no additional bedrooms.

Site Description

The site is outside of any of the settlement boundaries outlined within the South East Lincolnshire Local Plan, 2019, and as such is considered to be within the countryside from a planning perspective. The property is situated approximately 500 metres south of Fleet, in an area characterised by sparse dwellings and agricultural fields. 250 metres to the east are the Grade II listed Maisdyke Farmhouse and Barn.

Torrington Lodge is a large bungalow located towards the east of a large plot. From the roadside it is well screened, visible primarily from the access point.

Relevant History

H05-0519-86 - Full. Erection of dwelling. Approved 06/08/86.

H05-1130-91 - Full. Change of use from previously agricultural land to parking for goods vehicles and trailers. Approved 21/09/92.

H05-0443-96 - Full. Garage/bedroom extension to bungalow. Approved 09/07/96.

H05-1038-01 - Full. Proposed stable block. Approved 18/10/01.

Consultation Responses

The responses received from consultees during the initial consultation exercises, which can be viewed in their entirety through the South Holland website, can be summarised as follows:

South Holland Internal Drainage Board

"Thank you for your consultation on planning application H05-0636-24. Having screened the application, whilst the site in question lies within the Internal Drainage District of the South Holland Internal Drainage Board the proposed application does not meet our threshold for commenting as per our Planning and Byelaw Strategy. Therefore the Board has no comments to make. Whilst the site falls below our threshold for commenting, I'd like to ensure the applicant is aware of the riparian

watercourse/s adjacent to the site and the associated riparian responsibilities. Guidance on owning a watercourse is available on the Government website https://www.gov.uk/guidance/owning-a-watercourse. Please note that consent would be required from the Board for any alterations or discharges to a watercourse, more information can be found on our website - https://www.wlma.org.uk/ ."

Highway and Lead Local Flood Authority

"No objections - The proposal is for extensions to an existing bungalow to form a two-storey dwelling. There will be no increase in bedrooms numbers, the access points exist and are to a good standard. There is no further demand on parking but there is ample parking on site. The proposal will not have an adverse impact on the public highway."

Fleet Parish Council

"No observations - Fleet Parish Council have no objection to this application provided that compliance to all building regulations are fully complied with"

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, no letters of representation have been received.

Key Planning Considerations

Evaluation

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, December 2023 (NPPF) are also a material consideration in the determination of planning applications, alongside adopted Supplementary Planning Documents.

Principle of Development

Policy 1 of the SELLP sets out the settlement hierarchy in respect of delivering sustainable development, which meets the social and economic needs of the area whilst protecting and enhancing the environment; in order to provide enough choice of land for housing to satisfy local need, whilst making more sustainable use of land, and to minimise the loss of high-quality agricultural plots by developing in sustainable locations and at appropriate densities.

Policy 1 expresses this sustainable hierarchy of settlements, ranking the settlements deemed to be most sustainable in descending order. The most sustainable locations for development are situated within the 'Sub-Regional Centres', followed by 'Main Service Centres'. Lower down the hierarchy are areas of limited development opportunity including Minor Service Centres, with areas of development constraint comprising 'Other Service Centres and Settlements'. The countryside is at the bottom of the settlement hierarchy and represents the least sustainable location.

The site is outside of any defined settlement, and as such is considered to be within the countryside from a planning perspective. In any event, the proposal solely relates to the extension of an existing and established residential dwelling and therefore, the principle of such development is considered to be appropriate, comprising an appropriate form of development for the location.

As such, the proposal is considered to be in accordance with the requirements of the SELLP when viewed in principle. This is subject to the assessment against site specific criteria; including (but not limited to) the impact of the proposal on the character or appearance of the area, impact on the residential amenities of neighbouring occupiers, and impact on highway safety, which are discussed

in turn in the following sections.

Layout, Design, Scale and Consideration of the Character of the Area

Section 12 of the NPPF, "Achieving well-designed and beautiful places", states that the "creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve" and as such, it is generally accepted that good design plays a key role towards sustainable development.

Paragraph 135, contained within Section 12 of the NPPF, states that new development should function well and add to the overall quality of the area (including beyond the short term) and should be visually attractive as a result of good architecture and appropriate landscaping. This goes on to establish that it is important that new development should be of the highest quality, to enhance and reinforce good design characteristics, and that decisions must have regard towards the impact that the proposed development would have on local character and history, including the surrounding built environment and landscape setting such as topography, street patterns, building lines, boundary treatment and through scale and massing. Developments should create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, among other considerations.

Likewise, Policy 2 of the SELLP 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. Furthermore, Policy 3 of the SELLP 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.

These policies accord with the provisions of the NPPF and require that design which is inappropriate to the local area, or which fails to maximise opportunities for improving the character and quality of an area, will not be acceptable. Proposals for new development would therefore require the aforementioned considerations to be adequately assessed and designed, including the siting, design, and scale to be respectful of surrounding development and ensure that the character of the area is not compromised.

The proposed scale of development, while significant, is considered to be appropriate. The wider area currently features similarly large dwellinghouses, which would help naturalise the proposal. Likewise, the large plot size can comfortably accommodate the proposed development, ensuring appropriate density/scale is maintained. That being said, the impact upon the character of the area would be reduced somewhat via the significant level of screening present.

The proposed materials represent a divergence from the existing materials of the bungalow. That being said, approximately 200 metres to the west is Shire Barn, which is finished in this black timber cladding. This will help to ensure that the materials proposed do not appear out of keeping. Paragraph 57 of the National Design Guide states "(materials) are attractive but also practical, durable and affordable, the materials and details suit the design concept and they are consistently followed through the construction process to completion." Given the modern approach to the design of the building, modern materials such as those proposed here are considered appropriate. The use of these materials will help to create a consistent design approach which enhances the character of the immediate area. As such, the provisions of Paragraph 60 of the National Design Guide are also applied here.

Taking account of the design, scale, and nature of the development, as detailed above, the proposal is considered to be acceptable. The proposal would not cause an adverse impact to the character or appearance of the area and would therefore be in accordance with Policies 2 and 3 of the SELLP and Section 12 of the NPPF.

Impacts Upon Resident Amenity

Paragraph 135 of the NPPF states that development should create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Policies 2 and 3 of SELLP sets out that residential amenity and the relationship to existing

development and land uses is a main consideration when making planning decisions.

Ample distance has been maintained to all boundaries to ensure no amenity impacts occur. At a distance of over 50 metres to the residential boundary, and given the boundary treatments in place, it is not considered that the proposal would result in any additional overlooking or overshadowing.

As detailed above, the scale and design of the proposal is considered to have no significant or unacceptable impact on the residential amenities of the occupiers of adjacent properties or land users, when also taking account of the conditions recommended. As such, the proposal is considered to accord with the Section 12 of the NPPF and Policies 2 and 3 of the Local Plan in terms of impact upon residential amenity.

Highway Safety and Parking

Section 9 of the NPPF is titled 'Promoting sustainable transport'. Within this, Paragraph 115 advises that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

In respect of highway matters, Policy 2 details 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 SELLP, 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.

As no additional bedrooms are proposed, no additional parking is required. As no alterations to the access are proposed, there is not expected to be any unacceptable impact upon the highway network.

The proposal would therefore be acceptable and would not have an unacceptable adverse impact on highway safety in accordance with Policies 2, 3, 33 and 36 of the SELLP, as well as Section 9 of the NPPF.

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 proposal represents appropriate development within the defined residential boundary. The development hereby proposed does not materially harm the character or appearance of the locality, or amenity of nearby residents, and provides adequate parking, whilst conforming with the SELLP and the provisions of the NPPF when viewed as a whole.

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 these factors into consideration, the proposal is considered to comply with Policies 1, 2, 3, 33, and 36 of the SELLP, as well as Sections 9 and 12 of the NPPF. There are no significant factors in this case that would outweigh the benefits of the proposal; therefore, the planning balance is in favour of the proposal.

Recommendation

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