

DECISION DELEGATED TO DEVELOPMENT MANAGER

Application No: H15-0174-19 **Applicant:** Miss P Clare
Proposal: Proposed bungalow - Outline approval H15-0737-18
Location: 76 Main Road Quadring Spalding
Terminal Date: 16th April 2019

Planning Policies

South East Lincolnshire Local Plan - Adopted: March 2019

02	Development Management
03	Design of New Development
04	Approach to Flood Risk
36	Vehicle and Cycle Parking

National Guidance

National Planning Policy Framework 2019

Section 12 - Achieving well-designed places

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	1	0	0	0
WARD MEMBER	0	0	0	0
HIGHWAYS & SUDS SUPPORT	0	0	0	1
RESIDENTS	2	0	0	0

CASE OFFICER ASSESSMENT

Proposal

This is a reserved matters application relating to outline approval H15-0737-18 for a proposed

bungalow at 76 Main Road, Quadring.

The proposal is for a 3-bedroom bungalow with attached garage and off-road parking. The bungalow would be constructed of red brick and orange pantiles.

Site Description

The site was formerly part of the large rear garden of number 76. The garden has effectively been split in half and the dwelling is to be located in the bottom half of the garden.

Existing development along this side of Main Road is frontage in nature. There are 7 pairs of semi-detached two storey dwellings to the west/north-west of the site and 3 detached bungalows to the east. All of the semi-detached dwellings have long gardens to the rear, along with off road parking space which can be accessed by existing single track roadways at either end.

It should be noted that outline planning permission has recently been granted for 5 dwellings to the rear of 70 Main Road to the east (H15-0463-18).

Representations

Quadring Parish Council - We think that the garages are too near the roadway and could cause problems. We would also like to point out that the soakaways are situated on a SHDC owned roadway. This proposed property is now much larger than the original plans and will cause problems with the access onto the right of way onto the adjoining roadway, which is partly owned by the SHDC and local residents, who had to pay to have it gravelled. The plans put in originally were deemed to be ok, so why has this now been changed?

LCC Highways/SUDS - Does not wish to restrict the grant of permission.

Public -

- Outline permission was for a 2 bed bungalow now it is for a 3 bed bungalow plus garage
- Size of proposed bungalow is not suitable and not in keeping with frontage properties
- Bungalow with garage and parking is squeezed on to the plot and only 1 metre from neighbouring property
- Access to site is limited via a 3 metre wide road meaning builders will block the access road
- Landscaping of scheme will be limited due to size of plot
- Concern re highway safety and restricted view on corner of road
- Proposed development is out of place on a garden
- Concern re potential for damage to road and responsibility for rectifying this
- Only residents of frontage properties have right of way on the road

In response to the Parish Council's comments, the agent has highlighted that: "There is only one garage and that this has been specifically designed to allow for a car parking space in front. The front elevation is also stepped back from the main bungalow front elevation. It is not considered, therefore, that the garage is too near the roadway. Indeed further along the row of houses, some properties have garages in a similar location with parking in a similar location. In respect of their second point about ownership. The roadway to the south falls within the applicant's legal ownership." A scan of a Land Registry plan has been submitted to demonstrate this. In response to resident comments, the agent has responded that: "There are numerous examples of recent bungalow planning permissions (both individual sites and housing developments) where the garden surrounding the bungalow is far smaller than this application. I am happy to forward the SHDC planning permission refs if required. The distance of 1m is perfectly normal, and again, I could quote numerous planning permissions where new bungalows have been 1m away (or indeed closer) from new and existing property boundaries. The statement regarding builders vehicles is an assumption. There is adequate space for contractor vehicle parking. The access arrangements for builders are not a unique one. The statement about the new property having no access right is incorrect. The applicant has enquired with their solicitor and there is no stipulation that access is just for no. 76 dwelling. There is, therefore, no legal reason why an additional plot cannot have access rights. The comment about appearance is a personal opinion. By its very nature a bungalow will not look like a house. Their final points about landscaping, scale and parking, I would refer back to my earlier point. Compared with numerous bungalow developments across South Holland, this proposal offers average to above average garden space around the dwelling. The parking is integrated in a way that offers two parking spaces."

Material Considerations

As the principle of development on the site has already been established, the main issues to be taken into account in respect of this application are whether the proposed scheme is acceptable in terms of layout, scale, external appearance, means of access, landscaping, site levels, drainage etc.

Objections have been received regarding the scale of the proposed bungalow, parking provision and it being out-of-keeping with the existing frontage properties. The proposed bungalow is sizeable, however an 8 metre long rear garden would be provided which would be over 19 metres in width. Furthermore the bungalow would be at least 2.5m from the eastern boundary and 4m from the boundary with the roadway. An objector raised the issue that it would be only 1m away from the boundary of the neighbouring property to the west. This is considered to be an acceptable distance and would be enough to allow pedestrian access to/from the rear on this side. Two off road parking spaces would be provided at the front of the dwelling as well as a single attached garage. This is acceptable when taking into account Policy 36: Vehicle and Cycle Parking and Appendix 6 (Parking Standards) of the SELLP. In terms of character, there are existing bungalows to the east which front on to Main Road and so a bungalow is considered appropriate in this location. It would also eliminate any issues of overlooking that would be associated with a two-storey dwelling.

One objector commented that the outline permission was for a 2 bed bungalow, not a 3 bed bungalow plus garage. However, there is not anything in the outline permission which restricts the proposed bungalow to 2 beds.

In terms of the design of the bungalow, it would be constructed of red brick and orange pantiles with a hipped roof. Brick detailing would be incorporated at the eaves. This is considered suitable.

In terms of landscaping, the front, side and rear gardens would be laid to lawn, the driveway would be gravel and pathways would be paving slabs. With regard to the proposed boundary treatment, 1.8m high close boarded fencing would be installed along the western and northern boundaries and part way down the eastern boundary. The remainder of the boundaries would be open. This is acceptable.

The site would be accessed via the existing roadway off Main Road, which also runs to the rear of the frontage properties. LCC Highways have not objected to this. Issues relating to the use of this road to access the proposed dwelling have been raised, however the applicant has confirmed that the road immediately in front of the plot (to the south) is within the applicants ownership and has submitted a Land Registry document in support of this. Any damage caused to the road would be the responsibility of the developer to rectify.

Finished floor levels of the proposed bungalow would be raised in accordance with Condition 6 of the outline permission.

Foul water would be disposed of via the existing main sewer and surface water via soakaways.

Conclusion

Taking into account the above, the proposal is considered to be in accordance with Policies 2, 3, 4 and 36 of the South East Lincolnshire Local Plan (2019) as well as Section 12 of the National Planning Policy Framework (2019).

The recommendation is therefore for a delegated approval.