DECISION DELEGATED TO DEVELOPMENT MANAGER

Application No:	**H16-1174-18**	**Applicant:**	**Mr M Croft**
Proposal:	First floor extension above existing garage and utility		
Location:	1 St Johns Road Spalding		
Terminal Date:	22nd January 2019		

Planning Policies

Local Plan July 2016:

SG14	Design and Layout of New Development
SG17	Protection of Residential Amenity
SG20	Extensions and Alterations to Existing Buildings

National Guidance

National Planning Policy Framework 2018

Section 12. Achieving well-designed places

Representations:

	Object	Support	No Obj.	Comments
WARD MEMBER	0	0	0	0
OTHER STATUTORY BODIES	0	0	1	0

CASE OFFICER ASSESSMENT

This is a householder planning application for first floor extension above existing garage and utility at 1 St Johns Road, Spalding.

The site is long rectangular flanked by railway to east, St Johns Road to west and ancillary rail development to north. Winsover Road is further to north where local shops, businesses and public transport are available in a short walking distance. The context is predominantly residential. The property is a traditional two-storey dwelling and a large outbuilding in brickwork matching the host property, both built probably in the late 1980s or early 1990s.

The site location is within the defined settlement limits under South Holland Local Plan (2006) and emerging South East Lincolnshire Local Plan (Publication Version, March 2017). The principle of

development is therefore acceptable unless material considerations indicate otherwise against local and national planning policies.

The proposed development consists of first floor extension above the garage which is actually the outbuilding to the side of the house as well as above existing single-storey side extension which hosts a utility room and shower. A link would be created between both buildings. The aim of the development is to add two ensuite double bedrooms upstairs and enlarge the utility room and create a study downstairs.

The maximum height of the development would be below the ridgeline of the dwelling. The footprint of the extension would not be considerably increased. The resulting bulking would be significant in relation to the existing development although in a commensurate way. For these reasons, the proposal would be subservient to the host property in terms of scale, massing and bulking.

Two independent hip roofs would be on top of the intended development, one for the link and the other one for the garage. The existing two side gables of the detached garage would be reduced to one which would be repositioned on the rear elevation facing to north. The proposed roofing is deemed to be appropriate to develop the proposal. The external materials would match those existing. Having regard to these considerations, the resulting design and external layout would be sympathetic with the dwelling and built environment in the vicinity.

New fenestration would be created on all elevations, both ground floor and first floor levels. 1.5 metre high brick wall would be on the edge of St Johns Road and nearly 2 metre high timber closeboard on the eastern edge facing the railway. This boundary treatment would screen effectively the development from the ground floor level. There is no fenestration opposite the road to west but a site access to a residential court and a blank gable elevation. Upper rear windows of terraced houses at Knipe Avenue to east are set an angle and visibly located more than 21 metres away. In view of these features, overlooking effect would be inexistent.

Network Rail has no comments. No other representation has been made.

In light of considerations above, the proposals are in accordance with Policy SG14, SG17 and SG20 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.