



DM.02 11/12
Development Management Committee
1 June 2011

Subject: Planning Applications for Determination

Report by:

Rachel North (Director of Strategy and Regeneration)

Contact Officer:

Mark Sturgess (Development Services Manager)

Purpose / Summary:

The report contains details of planning applications that require determination by the committee together with appropriate appendices.

RECOMMENDATION(S):
Each application has a recommendation within the report

IMPLICATIONS

Legal: Although all planning decisions have the ability to be legally challenged it is considered there are no specific legal implications arising from this report

Financial : None

Staffing : None

Equality and Diversity including Human Rights :
Each planning application has been assessed to consider Human Rights implications especially with regard to Article 8 – right to respect for private and family life and Protocol 1, Article 1 – protection of property and balancing the public interest and well-being of the community within these rights.

Risk Assessment : N/A

Climate Related Risks and Opportunities : None

Title and Location of any Background Papers used in the preparation of this report:

Call in and Urgency:

Is the decision one which Rule 14 of the Scrutiny Procedure Rules apply?

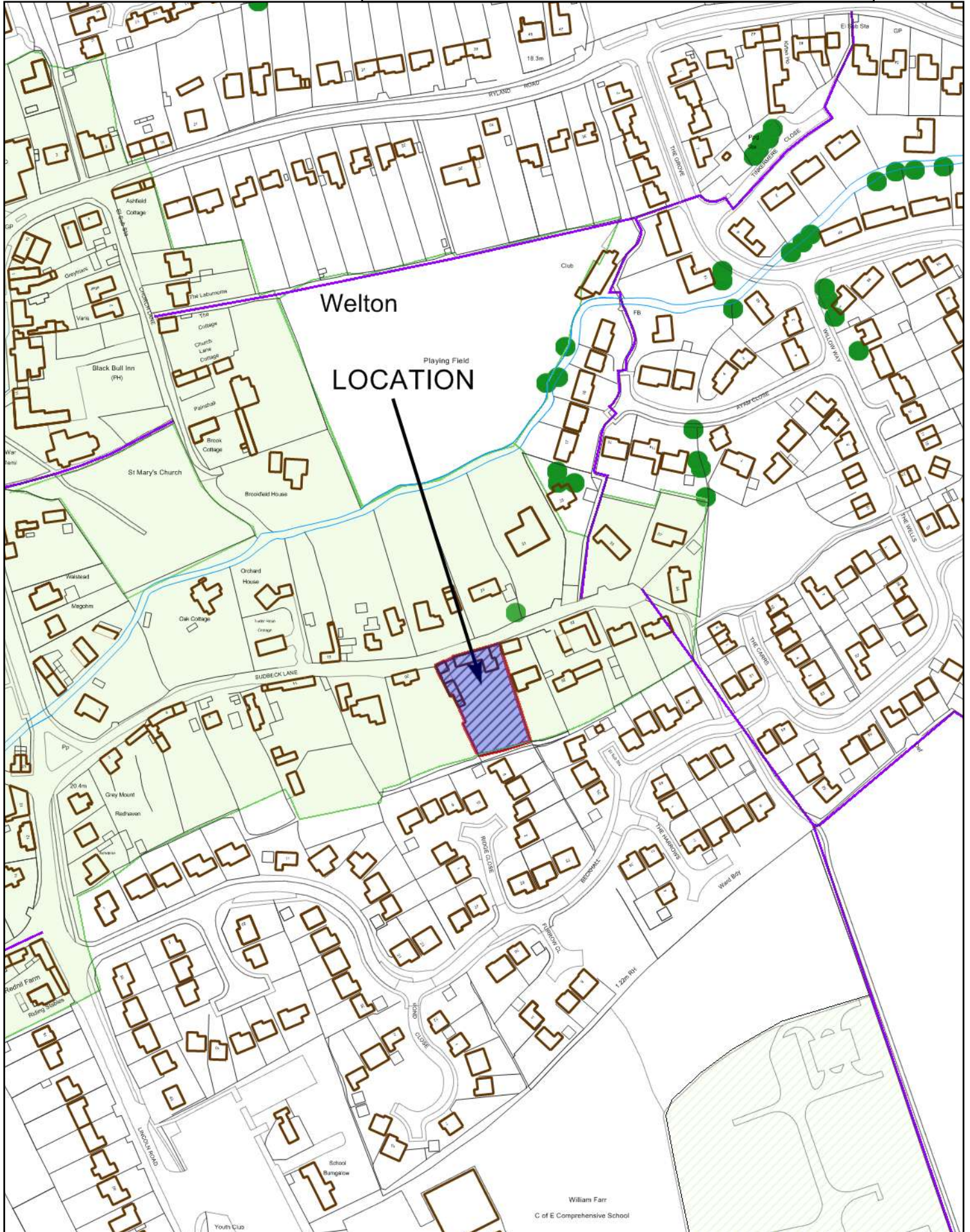
Yes

No

Key Decision:

Yes

No



Officers Report
Planning Application No: 126820

PROPOSAL: Planning application for proposed conversion of existing barns into residential accommodation including link to existing house, new drive access and single detached garage.

LOCATION: Greystones 22 Sudbeck Lane Welton Lincoln, Lincolnshire LN2 3JF

WARD: Welton

WARD MEMBER(S): Cllr M Parish, Cllr D M Rodgers

APPLICANT NAME: Dr D O'Brien

TARGET DECISION DATE: 22/03/2011

DEVELOPMENT TYPE: Householder Development

CASE OFFICER: Helen Marriott

RECOMMENDED DECISION: That the Development Services Manager be delegated powers to resolve the outstanding matters relating to bats and that the application be granted planning permission upon the resolution of that issue subject to the conditions contained within this report and any further condition that may be required relating to bat protection measures.

Description:

The application site contains a 19th Century detached dwelling with outbuildings, located within the settlement of Welton in a predominantly residential area. The buildings are located immediately adjacent the south side of Sudbeck Lane. The external surfaces of the existing house and outbuilding predominantly comprise of stone and a red clay pantile roof.

The site slopes gently up from the road and there is a large garden area with mature landscaping to the rear. Sudbeck Lane is a narrow gently winding no through road with grassy verges and mature trees. The site is located within Welton Conservation Area.

The application seeks planning permission for the conversion of the detached outbuilding used for domestic storage purposes located to the west of the main dwelling into ancillary residential accommodation by connecting it to the main dwelling with the construction of a link extension. The link extension would measure 5 metres by 4.1 metres and 2.8 metres high.

The link extension would be positioned on the location of the existing driveway access located to the west of the house which leads to a gravelled

area containing off street parking for at least 3 cars. As such, the proposal also includes a new driveway access and single detached garage. The new driveway access would be located to east of the dwelling and lead to the new garage located in the rear garden area. It would contain 4 off street car parking spaces. The garage would measure 6.6 metres by 3.6 metres and 4.5 metre high.

Reason for referral

Councillor Parish has requested that this application be referred to Planning Committee for the following reasons:-

“To ensure Members have the opportunity to look at the issues of access along an old and very narrow lane. “

Relevant history:

118528 - Application for conservation area consent to demolish outbuilding – Refused August 2006

Representations:

Chairman/Ward member(s): No comments received.

Parish/Town Council/Meeting: Object to the application on grounds that:

- the proposal is not sympathetic to the original building and Conservation Area;
- the proposal raises highway safety issues;
- it results in urbanisation of village.

Local residents (IDOX checked): Four letters of objection have been received. Main issues raised in the objection letters relate to:

- The design of the link extension is not in keeping with the Conservation Area due to its unsympathetic design, flat roof, materials, large expanse of glass;
- Inadequate off street parking provision and lack of off street turning area;
- New access poses highway safety risks due to narrowness of the lane and lack of footway;
- Trees would require removal;
- A foul drain is located across the proposed driveway.

Archaeology: No objection as the materials used to create the link are sympathetic to the building's original form and function and the proposal would not adversely affect the historic character of the existing buildings.

Building Control: Building Regulations required.

Heritage Environment: The proposal would achieve a sustainable future for the outbuildings and secure their positive contribution to the street scene and character of the Conservation Area. No objection subject to conditions relating to materials.

Relevant Planning Policies:

Development Plan

- West Lindsey Local Plan First Review 2006
STRAT 1 Development Requiring Planning Permission
RES 11 Extensions to Dwellings Located Within Settlements
RES 13 Family Annexes

Other policy

- PPS5 Planning for the Historic Environment
- PPS9 Biodiversity and Geological Conservation

Main issues

- Visual Amenity including impact on the setting of the Conservation Area and nearby Listed Building
- Residential Amenity
- Highway Safety
- Impact on Protected Species

Assessment:

Impact on Visual Amenity including the setting of the Conservation Area

Policies STRAT1 and RES 11 of the Local Plan require development to have regard to the character of the area and extensions to dwellings should be well designed in relation to the size, shape and materials of the building to be extended and should be subordinate to the existing property. Policy RES 13 states that planning permission will be granted for the creation of additional self contained living accommodation by extending an existing dwelling or by converting outbuildings which are incidental to a dwelling providing such accommodation remains incidental to and within the curtilage of the original dwelling.

The Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering applications for planning permission affecting Conservation Areas, the local planning authority should have special regard to the desirability of preserving or enhancing the character or appearance of Conservation Areas. PPS5 states that local planning authorities should take

into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. Policy STRAT1 states that development must have satisfactory regard to the impact on the character, appearance and setting of historic assets including Conservation Areas.

The existing outbuildings are located within the curtilage of the main house and contribute positively to the character of Sudbeck Lane. Demolition of part of the same outbuilding was refused conservation area consent in 2006 as they were considered important to Welton Conservation Area.

The Heritage Environment Officer raises no objection to the proposal subject to a condition relating to materials. The new link extension is designed to be subservient to the outbuilding and house and contains a lightweight glazed structure. Its footprint has been set back from the main building frontage and its scale is lower in height than the structures it links to. Proposed materials would comprise stone, glazing and an aluminium roof. These materials are sympathetic to the building's original form and function (they are simple in form, free from embellishment and not over dominant) and the use of more modern materials provide a contrast between the more traditional materials used. As such, it is read as an element that ties the two existing buildings together but still distinguishes their original detachment and therefore preserves the character and appearance of the Conservation Area.

The creation of the new access would involve the removal of a small section of a 1 metre high stone wall and a 2 metre high close boarded fence above. Three trees would require removal however, none of these trees are considered to be significant or important to the street scene given their size and/or set back from the road meaning that they are screened by existing buildings. The rear garden area of the application property contains numerous trees which screen the site to the south which would be unaffected by the proposal.

Overall, the proposal would benefit the character and appearance of the Conservation Area as it secures a sustainable future for the outbuildings. The proposal would not be overly dominant or incongruous in the street scene and would not cause unacceptable harm to visual amenity or detract from the character and appearance of the Conservation Area in accordance with the aims of PPS5 and Policies STRAT 1, RES 11 and RES 13 of the Local Plan.

Residential Amenity

Policies STRAT1 and RES 11 require development to reflect the need to safeguard and improve the quality of life for residents.

The proposed garage and driveway would be located immediately adjacent to the site's eastern boundary with No. 24. A 2 metre high close boarded timber fence is located along the boundary between the two properties. Access would be between the side of Greystones and the side of the double garage located in the front garden area of No. 24. The garage would be set back from

the road approximately 1 metre forward of the front elevation of No. 24. It is not considered that the scale or position of the garage would give rise to any overbearing or overshadowing impact.

The side of the outbuilding forms the sites north boundary with No. 24. This elevation contains a small window which should be incorporated into the design of the conversion. A condition would be imposed removing permitted development rights for the insertion of any additional windows on this elevation in the future to ensure no loss of privacy or overlooking impact in the future.

Overall, the proposal would not result in any adverse impact upon living conditions by virtue of overlooking, loss of privacy or over dominance subject to conditions in accordance with Policies RES 11 and STRAT 1 of the Local Plan.

Highway Safety

Policies STRAT1 and RES11 require new development to have satisfactory regard to the provision of adequate parking and access to and from the site. No increase in traffic movements are anticipated as a direct result of this application which provides additional living space in association with an existing dwelling.

In this instance, the proposal would retain 4 off street car parking spaces which complies with maximum car parking standards set out in the Local Plan. The proposal would result in the loss of the existing off street turning area. The County Highways Officer raises no objection to this arrangement subject to conditions requiring further details relating to access construction and the closure of the existing access once the new access is complete. A swept path analysis has been carried out which demonstrates that a vehicle is able to reverse from the proposed driveway within the limits of the surfaced carriageway. The use of this quiet no through road for such a manoeuvre is not considered to be detrimental to highway safety.

As such, the proposal would not result in any adverse impact upon highway safety in accordance with Policies RES 11 and STRAT 1 of the Local Plan.

Impact on Protected Species

PPS9 and Policy STRAT 1 refer to the maintenance of the ecological value of sites. The outbuildings do have the potential to be used by bats. As such, an ecological survey of the building is recommended and is currently being undertaken. Planning permission is subject to the results of the bat survey finding no evidence of bats or a condition requiring that any mitigation measures set out in the bat survey be implemented.

Other

The objection received in relation to the impact on the foul drain located across the proposed driveway is not a material planning consideration and would need to be dealt with under separate procedures.

Conclusion

The proposal would benefit the character and appearance of the Conservation Area as it secures a sustainable future for the outbuildings. The proposed extension and garage would not be overly dominant or incongruous in the street scene and would not cause unacceptable harm to visual amenity. Overall, the proposal would be in keeping with the overall character of the area and preserve the character and appearance of the Conservation Area. Subject to conditions, the proposal would not have an unacceptable detrimental impact on residential amenity, highway safety or protected species. The proposal is therefore considered to comply with the objectives of PPS5, PPS9 and Policies STRAT 1 Development Requiring Planning Permission, RES 11 Extensions to Dwellings Located Within Settlements and RES 13 Family Annexes of the West Lindsey Local Plan First Review 2006.

Recommendation

That the Development Services Manager be delegated powers to resolve the outstanding matters relating to bats and that the application be granted planning permission upon the resolution of that issue subject to the following conditions contained within this report and any further condition that may be required relating to bat mitigation measures .

Conditions stating the time by which the development must be commenced:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

Conditions which apply or require matters to be agreed before the development is commenced:

2. No part of the development shall take place until the following have been submitted to and agreed in writing by the Local Planning Authority:
 - a. screen details – section profiles;
 - b. colour finish of powder coated aluminium;
 - c. stone and mortar sample panel (with 1 part cement / 2 part lime to 8 parts sand);
 - d. sample of coping stone.

Reason: To ensure the use of appropriate materials to preserve the character and appearance of the Conservation Area in accordance with

PPS5 and West Lindsey Local Plan First Review Policies STRAT 1 and RES 11.

3. Notwithstanding the details on the approved plans, prior to the commencement of development further details relating to the vehicular access to the public highway, including materials, specification of works and construction method shall be submitted to the Local Planning Authority for approval.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site in accordance with West Lindsey Local Plan First Review Policies STRAT1 and RES1.

Conditions which apply or are to be observed during the course of the development:

4. The development shall be carried out using the materials approved by condition No. 2.

Reason: To ensure the use of appropriate materials to preserve the character and appearance of the Conservation Area in accordance with PPS5 and West Lindsey Local Plan First Review Policies STRAT 1 and RES 11.

5. The development hereby permitted shall be carried out in accordance with the following approved plans (unless as otherwise specified by the other conditions of this permission):

- 1025(03)001 Existing Ground Floor Plan
- 1025(03)002 Ground Floor/Roof Plan
- 1025(03)004 Proposed Ground Floor/First Floor Plan
- 1025(03)006 Proposed Elevations
- 1025(03)007 Proposed Elevations/Sections
- 1025(03)011 Proposed Site Entrance
- 1025(03)012 Rev A Site Plan (Amended Plan received 21/03/11)

Reason: To preserve the character and appearance of the Conservation Area in accordance with PPS5 and West Lindsey Local Plan First Review Policies STRAT 1 and RES 11.

Conditions which apply or relate to matters which are to be observed following completion of the development:

6. The vehicular access shall be implemented on site in accordance with the details approved by condition 3 before the development is first brought into use and thereafter retained at all times.

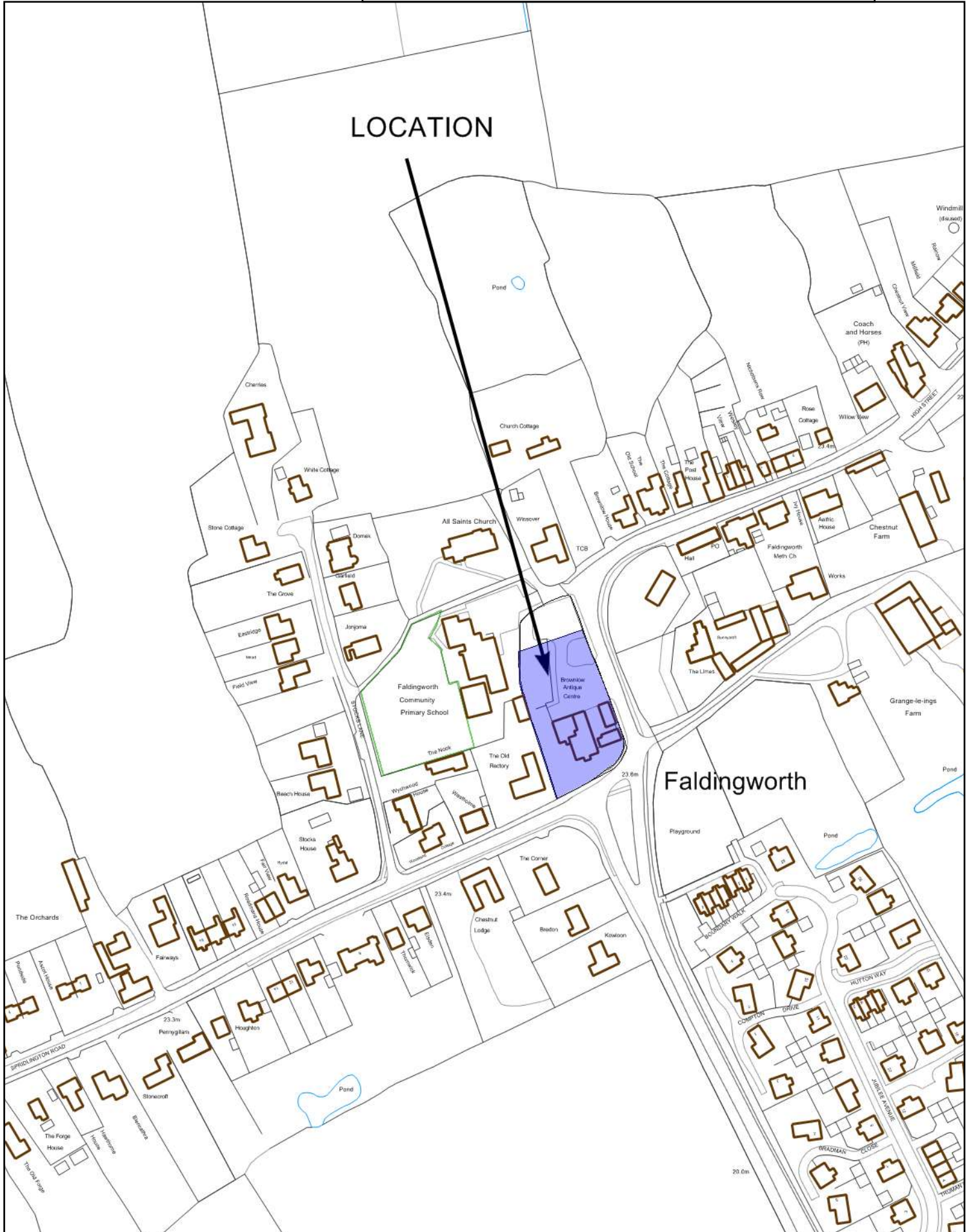
Reason: In the interests of safety of the users of the public highway and the safety of the users of the site in accordance with West Lindsey Local Plan First Review Policies STRAT1 and RES11.

7. Within seven days of the new access being brought into use, the existing access onto Sudbeck Lane shall be permanently closed in accordance with a scheme which shall first be submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce to a minimum the number of individual access points in the interests of road safety in accordance with West Lindsey Local Plan First Review Policies STRAT1 and RES11.

8. Notwithstanding the provisions of Classes A, B, C and D of Schedule Part 1 of the Town and Country Planning (General Permitted Development)(Amendment) Order 2008 (or any order revoking and re-enacting that Order), there shall be no external alterations to the converted outbuilding including the insertion of additional windows other than as authorised by this permission.

Reason: To safeguard the character and appearance of the Conservation Area and the character of the building and to protect the amenity of neighbouring residents in accordance with PPS5 and West Lindsey Local Plan First Review Policies STRAT 1 and RES.



Officers Report
Planning Application No: 127085

PROPOSAL: Planning application for change of use from domestic dwelling to residential care home, including alterations to provide 10no. bedrooms, some external alterations and reinforcement of boundaries.

LOCATION: The Brownlow Arms Lincoln Road Faldingworth Lincoln LN8 3SF

WARD: Welton

WARD MEMBER(S): Cllrs Mrs D M Rodgers and Cllr M J W Parish

APPLICANT NAME: Kisimul Group Ltd

TARGET DECISION DATE: 16/05/2011

DEVELOPMENT TYPE: Change of Use

CASE OFFICER: Kirsty Catlow

RECOMMENDED DECISION: Grant planning permission, subject to conditions.

Description of Site:

The application site comprises of a large detached dwelling positioned within a large garden plot, located on the corner of Lincoln Road and Spridlington Road in the centre of Faldingworth village. A 1 metre high wooden picket fence forms the boundary with the adjacent highway.

The surrounding area is predominantly residential in nature. Faldingworth Primary School is located to the north and west of the application site.

Access into the site is to the north off Lincoln Road, through the school car park, over which the applicant has a right of access.

Description of Proposed Development:

The application seeks full planning permission for a change of use from domestic dwelling to residential care home, including minor alterations, to provide 10 no. bedrooms and new boundary treatment comprising of 1.5 – 1.8 metre high close boarded fencing.

For clarification purposes the proposed use will provide residential accommodation and care for young adults with learning difficulties who will live together as a family unit. The proposed use therefore falls within Use Class C2 – Residential Institutions. The unit will not be a secure unit, therefore it would not fall in Use Class C2a – Secure Residential Institution, nor would it be within Use Class C4 – House of Multiple Occupation.

The agents have provided the following background information in support of the application;

'The Kisimul Group provide residential care homes for young adults with severe learning difficulties and challenging behaviour. Its principal aim is to provide a home in the community in which they can be assisted to reach their full potential and to live as rich and rewarding a life as possible.....In our choice of home we always seek to provide small care homes for up to ten residents that achieve a domestic scale environment and do not have an institutional feel. Each disability has its own unique and complex need and Kisimul Group provide individually tailored service to suit the specific disabilities of our residents.'

'Kisimul Group has an Upper School based at Acacia Hall, Friesthorpe near Market Rasen. This is a special residential school educating pupils with severe learning difficulties and challenging behaviour. The age of pupils is from 14 years old to 18 years old. On attaining the age of 19 the pupils are considered to be 'adult'. At this point a place has to be found for that adult. Nationwide there is a shortage of suitable places with accommodation in the community and suitably trained care staff to meet the needs of the young adult. Kisimul Group seeks to make the transition from Residential Children's School to Adult Care Home in the community as seamless as possible. Our children may have been together as a unit for as many as 8 years during which time we have managed their individual and group disabilities. We specialise in the management of severe learning difficulties and its technical challenges. Such facilities are few and far between, many providers of care are unable to meet the requirements needed. As such the Kisimul Group try to locate homes in areas that can maintain links with the resident's former school and be in vibrant communities large enough to provide the essential facilities to allow for growth and development of the resident's life skills. The adults live as a family and are taught life skills to develop their abilities. They are supported in this by care workers who provide the individual support to meet each residents needs. The residents are aided to cook, clean and carry out day to day life skills. In addition they have opportunities to integrate into the community. Faldingworth meets these needs and the Kisimul School are purchasing The Brownlow and seek to convert it into a ten person Care Home.'

Constraints:

The site contains three trees protected by Tree Preservation Orders. All Saints Church, a Grade II Listed building, is located to the north west of the site. A public footpath runs from east to west beyond the northern boundary of the site, but it's setting is not affected by the proposed development.

Relevant history:

The property was formerly a public house until the mid 1990's when permission was granted to convert its use for residential and commercial

purposes. In 2010 planning permission was granted for a change of use of the commercial part of the property to domestic use.

Representations:

Chairman/Ward member(s): No comments received to date.

Parish Council Meeting: Raise serious concerns regarding the application and feels strongly that the location of Faldingworth and The Brownlow site would not be in the best interests of the welfare, development and safety of the care home residents and raise the following issues; highway safety relating to busy A46, vehicular access and pedestrian safety; alterations have been undertaken prior to planning permission being issued and pre-application consultation did not take place; proximity to school; wish to restrict use to a care home for residents with learning difficulties only.

Local residents: 14 letters of objection have been received from; 3 Trueman Close; The Limes, The Old Rectory, Forge House, Stonecroft, Rainow, Blencathra, Hawthorne House, 1 Compton Drive, 12 Jubilee Avenue and 3 other residents; and 1 letter of support have been received from 4 Trueman Close;

Grounds of Objection

- Wrong location for the proposed use
- Over development of the site in an unsustainable location
- Residential Amenity
- Highway Safety / Access
- Proximity to school
- Proposed fencing would detract from the character of the area
- Anti social behaviour
- Insufficient outdoor amenity space for future residents
- Lack of community facilities in Faldingworth
- Noise and disturbance from traffic, people, external lighting and plant equipment
- Shortage of appropriately trained staff
- Suggest restricting occupancy to people with learning difficulties and a maximum of ten 18 to 65 year olds
- Suggest a condition requiring the premises to be managed in accordance with the submitted Management Plan
- Applicants did not seek pre-application advice and have already purchased the property
- May lead to further development on the site

Grounds of Support

- A number of objections and fears are unfounded
- Requests that the change of use be conditional on the category of adults being cared for restricted to those with learning difficulties

- Requests that the high hedging which restricts sight lines at the junction be removed
- The applicant should work with County Highways on the provision of traffic speed reduction measures

LCC Highways: No objections. The highways authority does not consider that the proposal will be detrimental to highway safety or traffic capacity.

Archaeology: The buildings associated with this development proposal are recorded on the 1883 to 1888 and 1902 to 1906 Ordnance Survey maps in their current layout and form. However, the alterations proposed in the application are relatively minor and are well documented on the survey plan and proposed plan. As a result, no archaeological input is required on this application.

Building Control: Confirm that Building Regulations will be required.

Relevant Planning Policies:

The Development Plan

East Midlands Regional Plan

Weight afforded to the Regional Plan is tempered by the intentions outlined in the Chief Planning Officer's letter of May 2010 which proposed the abolition of the regional spatial strategies and the subsequent Localism Bill of December 2010.

West Lindsey Local Plan First Review 2006

STRAT 1 – Development Requiring Planning Permission

CRT 14 – Residential and Nursing Homes

CORE 10 – Open Space and Landscaping within Developments

Other Relevant National Guidance

Planning Policy Statement 1 – Delivering Sustainable Development

Planning Policy Statement 4 – Planning for Sustainable Economic Development; supports the re-use of buildings in rural locations for economic purposes, particularly those in existing settlements where the benefits outweigh the harm.

Main issues

- Principle of Proposed Development (including impact on character of area and amenity of neighbouring uses)
- Impact on Highway Safety
- Impact on Trees / Listed Building
- Other Matters

Assessment:

Principle of Proposed Development (including impact on character of area and amenity of neighbouring uses)

Policy CRT14 – Residential and Nursing Homes, is permissive of such proposals in principle, providing they are located within a settlement in a predominantly residential area, which the application site is.

The acceptability of detailed proposals in turn rests on meeting all of the 5 following criteria; not harm the amenities or character of the locality; be located close to existing services and facilities; not harm the character of the premises; provide suitable amenity space; and not harm the amenities of adjoining properties or residents.

The proposed conversion of the property does not involve any extensions, with only minimal external alterations for maintenance purposes. The proposed change of use will not therefore result in the loss of outdoor amenity space or harm the character of the property or surrounding area. The proposed 1.5 m high fencing to the public boundaries will be set behind the existing timber picket fence and planting and will not significantly detract from the visual amenities of the area.

In terms of proximity to existing services, the village of Faldingworth contains a Church, Chapel, post office, village shop, school, village hall and pub. The property is also located close to the Kisimul Groups school at Friesthorpe. The village is served by buses linking the site with Caistor, Grimsby and Lincoln and future residents will be transported to college, recreational venues and health services using the two dedicated mini buses.

The property benefits from large mature landscaped gardens which will provide future residents with a high level of on site amenity space.

The property will house up to 10 permanent residents, with between 3 and 6 staff on site at any one time. In terms of the amenities of surrounding residents, the property immediately to the west of the application site, The Old Rectory, is a residential property separated from the site by a 1.5 metre high brick wall, with partial hedging beyond. The property is positioned 4 metres from the boundary and the side elevation facing the site contains windows. Traffic movements will be limited to the two dedicated mini buses, and staff and visitor cars accessing the site off the A46. The potential for noise and disturbance from such a use, including the associated traffic movements and the number of people occupying the site, is commensurate with the previous use of the site as part residential and part antiques centre. Given the scale and residential nature of the proposed use, it is not considered that it would harm the residential amenities of neighbouring dwellings.

Impact on Highway Safety

The site will be accessed off the A46 road which links Faldingworth with; Lincoln 10 km to the south west; and Market Rasen 7 km to the north east. Separate 'in' and 'out' access points are proposed which will ensure vehicles will enter and exit the site in a forward gear. The applicant has confirmed that they have a right of access over the school car parking area to the north of the site. The property benefits from existing off street car parking which can accommodate the mini buses, staff and visitor parking.

Following consultation with County Highways they raise no objections to the proposal. They do not consider that the proposal will be detrimental to highway safety or traffic capacity.

The introduction of traffic calming measures are not therefore directly required as a result of the proposed development and conditioning their provision would not meet with the tests of Circular 11/95 – The Use of Conditions in Planning Permissions. The provision of traffic speed reduction measures would therefore be a separate matter for County Highways.

The proposed development will not impact upon the setting of the public footpath beyond the north western boundary of the site.

Impact on Trees / Listed Building

Three protected trees are located within the front garden area of the property. A section of the proposed fencing would be located within the root protection area of one tree and close to another. Following discussions with the Council's Tree Officer, it has been confirmed that the erection of a fence in the positioned proposed would not harm the health of the trees, providing no routes are severed when the holes for the fence posts are dug. A condition will therefore be attached to any approval requiring a method statement for the digging of the fence posts to be submitted to and approved in writing by the Local Planning Authority.

All Saints Church, a Grade II Listed Building is located 50 metres beyond the northern boundary of the application site. Given the minimal amount of proposed operational development at the site, there would be no detracting from the setting of this listed buildings.

Other Matters

Restricting the Use – Residents have raised concerns about possible alternative uses. As outlined above, the proposed use would fall within Class C2 – Residential Institutions of the Use Classes Order and any movement within this Class, for example to an elderly persons care home or residential education centre, would not require planning permission. The concerns raised seem to related to the potential uses that would be classed under Class C2A – Secure Residential Institutions, for example a young offenders institute, for which a formal planning application would be required, as it would also be required for any other use falling outside Class C2.

Proximity to School / Anti Social Behaviour – Although the perception of fear can be a material consideration, the level of perceived fear in this instance relating to how future residents' behaviour may impact upon school children and local residents, is not considered to be of a significant level to justify refusal on such grounds.

Number of Residents – The property would provide 10 en-suite bedrooms for residents, together with a managers office and staff room, laundry, kitchen, dining room and 2 lounges. The property could not therefore accommodate more than 10 residents and any extensions to the property would require a separate planning application. A condition restricting the number of residents is not therefore considered necessary.

Commencement of Works – The applicants wrote to the Council and the Head Teacher of the Primary School on 15th April 2011 to advise that repair and maintenance work would commence on 18th April 2011. Repairs and maintenance do not require planning permission. The purchase of the property prior to planning permission being forthcoming is at the risk of the applicants.

Pre-Application Consultation – Whilst the Council encourages pre-application consultation, this is not compulsory. The agents did however attend a Parish Council meeting on 12th April 2011 to discuss the proposal.

Future Development – Any future development proposals on the site would be subject to separate planning applications.

Conclusion:

The proposed use of the site as a residential care home, together with the alterations to the building and grounds, would not have a detrimental impact on the character of the locality or residential amenity. Despite the absence of health facilities in the village, residents would be able to access such facilities in nearby Market Rasen utilising the dedicated mini buses, and the re-use of the building for a community facility outweighs this. The proposed change of use would not be harmful to highway safety, tree health or the setting of the nearby Listed Buildings. The proposal therefore accords with policies STRAT 1 – Development Requiring Planning Permission, CORE 10 – Open Space and Landscaping within Developments and CRT 14 – Residential and Nursing Homes and guidance contained within PPS 1 – Delivering Sustainable Development and PPS 4 – Planning for Sustainable Economic Development.

Recommendation: Grant planning permission, subject to the following conditions;

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

2. No development shall commence until a method statement for the digging of the fence post holes within the route protection areas of the protected trees has been submitted to and approved in writing by the Local Planning Authority. The fence shall only be erected in accordance with the approved method statement.

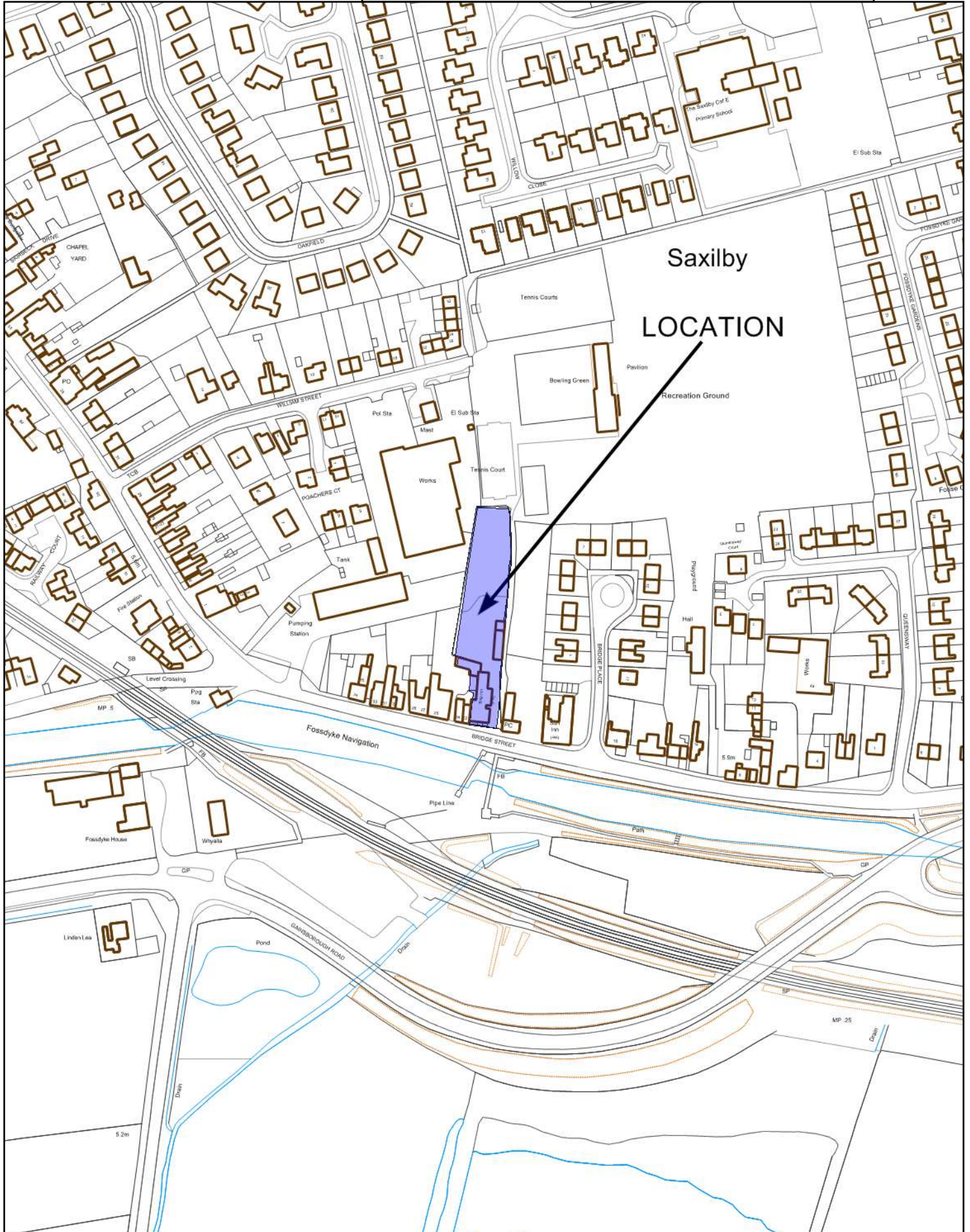
Reason: To ensure that adequate measures are taken to preserve protected trees and their root systems in the interests of visual amenity in accordance with West Lindsey Local Plan First Review Policies STRAT 1 and CORE 10.

3. No external lighting shall be erected until, details of the type, position and angle of glare of the lighting has first been submitted to and approved in writing by the Local Planning Authority. No external lighting, other than that comprised in the approved scheme shall be erected within the site.

Reason: In the interests of residential amenity in accordance with West Lindsey Local Plan First Review Policy STRAT1.

4. No plant or machinery (including extraction, ventilation and air conditioning units) shall be erected within the site until details of the nature, type and position of equipment has first been submitted to and approved in writing by the Local Planning Authority. No plant or machinery, other than that comprised in the approved scheme, shall be erected within the site.

Reason: In the interests of residential amenity in accordance with West Lindsey Local Plan First Review Policy STRAT1.



Officer's Report
Planning Application No: 125929

PROPOSAL: Planning application for conversion and change of use of existing public house (Ship Inn) to single dwelling house and erection of 9 additional dwelling houses to rear with associated vehicular accesses and landscaping.

LOCATION: The former Ship Inn Bridge Street Saxilby Lincoln LN1 2PZ

WARD: Saxilby

WARD MEMBER(S): Councillors Mrs Brockway and Cotton

APPLICANT NAME: Gelder Group

TARGET DECISION DATE: 02/07/2010

DEVELOPMENT TYPE: Small Major - Dwellings

CASE OFFICER: Simon Sharp

RECOMMENDED DECISION: That upon the expiration of the statutory consultation period and following the acceptable resolution of any outstanding relevant material planning consideration(s) reported to this Committee that the Development Services Manager be delegated powers to grant planning permission subject to the conditions detailed below in this report.

In the event of any relevant material planning consideration(s) reported to the Planning Committee not being subsequently resolved, the matter be brought back to the next available Planning Committee for determination.

Description:

Site:- This property is a closed public house on the main village street, opposite the Fosdyke Navigation. The building stands on the road frontage and behind it is a large rectangular area of land. A two storey outbuilding lies behind the pub on the eastern boundary. Commercial premises adjoin on the western side, the village playing field on the north whilst to the east, beyond a public footpath, there is an area of open land belonging to the neighbouring property, another pub, the Sun Inn.

The site is in the designated Saxilby Conservation Area.

Proposal:- The proposal has been significantly amended during the course of the application. It was originally proposed to demolish the Ship Inn and erect a replacement building for commercial use and 8 dwellings. More recently the plans were revised to retain the Ship Inn building for commercial use. The most recent iteration of the proposal can be summarised as follows:-

- Clearance of the site of outbuildings and existing trees.
- The retention and conversion of the public house into a single dwellinghouse..
 1. None of the existing main building would be demolished.
 2. The front bay windows are proposed to be retained.
 3. A rear garden would be created from part of the rear yard area and be bordered by a 1.8m high brick boundary wall
- The formation of a vehicular and pedestrian access between the Ship Inn and the public right of way to access 9 terraced dwellings arranged into three rows of three. The first row of three would be sited to the rear of the Ship Inn with their principal elevations facing north away from Bridge Street. The final two rows of three would face east across the proposed vehicular access and the public right of way.
 1. Each house would be two storeys in height with a gabled roof (maximum height above ground level – 7.8m).
 2. The proposed ratio of parking to dwellings would be 1:1
 3. Each dwelling would have a rear garden with a minimum depth of 6.5m.

Application documents:- Revised layout P403-P001 Rev C dated May 2011 is that to be considered. The following supporting information accompanied the application:-

1. Archaeologist report.
2. Ground investigation report.
3. Structural engineers report.
4. Marketing report.
5. Flood Risk Assessment
6. Ecological survey

Relevant history:

None but the project has been the subject of pre-application discussion.

Representations:

Chairman/Ward member(s): No comments received.

Saxilby Parish Council: Comments awaited on revised plan but previously advised that there were concerns that the public right of way will be used as a roadway and that one of the dwellings will be too near the proposed skate park.

Local residents: Comments to previous plans received from 22 and 25-26, Bridge Street; 3, Chapel Yard and 3, Orchard Lane (all Saxilby) -

- The Ship Inn should be retained and its proposed retention is supported.
- Should be better synergy with neighbouring sites than currently proposed to provide for more coordinated redevelopment of area.
- Gas supply to neighbouring properties must not be affected (supply is from within application site).
- Adjoining shop fronts should not be obstructed in any way.

LCC Highways: Comments awaited but latest layout plan accords with advice previously provided.

LCC PROW: No objections.

Environment Agency: Comments awaited on amended plans but previously advised no objections subject to conditions relating to dealing with any contamination that may be found during redevelopment and the decommissioning of a well within site.

LCC Archaeology: Site is vicinity of Fosdyke which originates from the Roman period and is also within the medieval settlement boundaries of Saxilby. Due to the archaeological potential, it is recommended that the developer be required to commission a Scheme of Archaeological Works. The archaeological potential is such that the matter can be dealt with by condition.

Natural England – Originally objected as ecological survey provided inadequate information to determine if the development would adversely affect protected species. Recommended a bat survey be undertaken which it now has. Amended comments awaited.

Relevant Planning Policies:

Development Plan

- **East Midlands Regional Plan 2009**

Policy 1 Regional core objectives

Policy 2 Promoting better design

Policy 13a Regional priorities for housing

Policy 27 Regional priorities for the historic environment

The weight afforded to this part of the development plan is tempered by the government's intentions to abolish the Plan.

- **West Lindsey Local Plan First Review 2006 (saved policies)**

STRAT 1 - Development requiring planning permission

STRAT 6 - Windfall and infill development in primary rural settlements

STRAT 9 - Phasing of housing development and release of land

RES 1 - Housing layout and design.

RES2 – Range of housing provision in all housing schemes.

RES 5 – Provision of play space/recreational facilities in new residential developments.

NBE14 – Waste water disposal
NBE19 – landfill and contaminated land.
CRT4 – Protection of community post offices, convenience stores and public houses
CRT20 – Watercourse corridors.

Other guidance

- **PPS 1 Delivering sustainable development**
- **PPS 3 Housing (2010)**
- **PPS 4 Planning for sustainable economic growth**
- **PPS 5 Planning for the historic environment**
- **PPS 25 Development and flood risk (2010) and Practice Guide (2009)**
- **West Lindsey Strategic Flood Risk Assessment (2009)**

Main issues

- **Whether Saxilby is a suitable location in which to build new housing (Reg Plan policy 13a, Review policies STRAT3, STRAT6, STRA9 and policy PPS1, PPS3).**
- **The impact of the development on the character and appearance of the conservation area (Regional Plan policy 27 and PPS5)**
- **The layout and design of the development (STRAT1, RES1, RES3)**
- **Flood risk (PPS25)**
- **Residential amenity (STRAT1, RES1, RES3)**
- **Other matters including ecology (PPS9), highway safety (STRAT1) and contamination (policy NBE19)**

Assessment:

Principle - Policies STRAT 1, 3, 6 and 9 of the West Lindsey Local Plan First Review 2006 were saved in 2009 and remain part of the development plan for the purposes of development management. They collectively provide a policy umbrella for considering applications for residential development on unallocated land such as the application site within settlements classified by policy STRAT3 as Primary Rural Settlements. Certain levels of residential development in such settlements has been considered favourably due to the wide range of services that can be accessed by foot or by public transport. In the context of part (viii) of policy STRAT 6 such development was needed to maintain the 5 year deliverable housing supply as required by PPS 3.

Such a provision has been maintained to meet the provision of 480 units per year (outside of the Principal Urban Area of Lincoln) identified by policy 13a of the Regional Plan and more recently endorsed by Members in November 2010. The district currently has a 7.5 year deliverable supply based upon the recently updated West Lindsey Annual Housing Supply Assessment (April

2011). Given that the provision exceeds the 5 year deliverable supply required and the Strategic Housing Land Availability Assessment (SHLAA) identifies further developable areas for development, there is no justification to support the development on housing supply grounds.

However, it is considered that the need to regenerate the site must be afforded significant weight as another material consideration. The land and building decay with each passing month and it is a prominent site within a Conservation Area (this will be considered in more detail later in the report). Representations have been received regarding the desire to preserve this Ship Inn building which this proposal will now do. The existing use cannot be maintained as the previous owners, who also own the Sun Inn, placed a restrictive covenant on the building. This was presumably placed to prevent competition which is not a planning consideration.

The viability and viability of the remaining commercial core of Saxilby is a material consideration. Therefore, whilst policy CRT4 seeks to retain such public houses as community facilities, the loss of the Ship Inn will provide the ability for the collective viability of the commercial areas of the village, which include other public houses, to be maintained.

A similar consideration applies to policy NBE20 and the desire to safeguard the Fosdyke as a watercourse corridor for the benefit of recreation and waterborne travel. There is no doubt that the Ship Inn would have been used by users of the Fosdyke for many centuries (a pub having stood on the site before the current Victorian building). However, an alternative can be found in the immediate vicinity at the Sun Inn.

Other commercial uses could be appropriate, such as a retail use or small scale office use, but again there is supply elsewhere; The Cooperative recently extended and remodelled its store and Members recently resolved to grant permission for business units on the William Street/Bridge Street site adjoining the application site to the west (WLDC ref 126448). General industrial uses do exist in this but Members may recall that there is a desire to relocate such uses away from this predominantly residential area to purpose built allocations such as Saxilby Business Park.

It is also noted that the site is within the main heart of the settlement and on previously developed land as defined by Annex B of PPS3. Therefore, its character and location accord with the sequential approaches to release of housing land detailed in policy STRAT9 of the Local Plan Review and PPS3.

Finally, although planning authorities are advised to determine applications against the policies that stand at the time of determination, it is noted that the application was submitted originally in May 2010 before the position with regard to housing land supply changed in November 2010.

In summary, the principle of the development can be supported.

Character and appearance of the Conservation Area – Section 72 of the Listed Buildings Act 1990 places a duty on local authorities to pay special

attention to the desirability of preserving or enhancing the character or appearance of a conservation area when considering buildings or other land in that area. This duty is echoed in national policy contained within PPS5. The Bridge Street Conservation Area was designated in 1989. In the appraisal report, The Ship Inn was identified as one of nine important buildings, all of them dating from before 1900 that provide the character to this part of the Fosdyke frontage. This identified character is part of the appearance of the area today; some buildings are painted, some have gables to the street, some don't, but they all are sited either at the back edge of the footpath or behind a small buffer garden and they all have their principal elevations addressing the Fosdyke. Collectively, they provide a continuous frontage development with the changes in colour, height and gable orientation providing much visual interest, especially when viewed from the Fosdyke itself or the opposite bank. Photographs from the late Victorian and early Edwardian eras reveal that this frontage has changed little and therefore it is important to retain the Ship Inn as an integral part of the streetscene. Indeed, the traditional gabled shape, height and the treatment of the front elevation with its symmetrical appearance and canted bay windows should be maintained to preserve the character and appearance of the Conservation Area as a whole. The application proposes the retention of the building but a condition is required to restrict the permitted development rights that will be afforded to the building once it is occupied as a dwelling, so that control can be maintained to preserve the appearance of the façade and overall shape. A condition is also required to ensure that this necessary conversion occurs early in the redevelopment as significant weight has been afforded to the conversion to ensure the character and appearance of the Conservation Area is preserved over the development of the new dwellings to the rear. .

The outbuilding to the rear of the Ship Inn that abuts the footpath falls outside of the boundary of the Conservation Area. It is accepted that it dates from the same period as the public house itself, but is not prominent within the Conservation Area, it is not afforded any statutory protection and is of little architectural merit. Therefore, whilst its demolition as proposed is unfortunate, on balance it is accepted that it is required to enable a redevelopment to regenerate the site as a whole and preserve the character and appearance of the wider area (its retention precludes the implementations of a adequate vehicular access arrangements to the rear of the site from Bridge Street).

The new dwellings are sufficiently separated from the Bridge Street frontage and of a height so as not to over dominate the buildings within the Conservation Area (subject to the finished floor levels not being significantly elevated above natural ground levels)

Layout and design – The frontage development has already been considered in the section above, so this assessment concentrates on the new buildings to the rear. It is considered that the following points need to be addressed as part of the design:-

- *Setting of the public right of way* – This footpath is an important vehicle free artery in the village connecting the main recreation space with

Bridge Street. Currently, views are afforded along the entire length of this linear space and it is wider than usual because of a sward of grass that abuts it for much of its length. This assists in its usability as it is not as intimidating as it would be if it was narrower and/or curved. Nevertheless, there is potential for an enhancement of its setting, especially since temporary security hoardings have been applied to the boundary of the application site.

In this context the revised layout retains the definitive alignment of the footpath without need for diversion. Six of the nine new dwellings would front this footpath reinforcing its importance and providing surveillance for its users. Its width is also clearly distinguishable from the vehicle access to the houses, thereby maintaining its safe segregation. It is acknowledged that vehicles would be much nearer to the footpath than existing. However, the length and width of the highway proposed will not facilitate high speeds being achieved within the development. In this context the proposal is considered acceptable.

- *Density, massing and heights of buildings proposed and open space (policies STRAT1, RES1 and RES5 apply)* – Given that the minimum density requirement of 30 dwellings to the hectare formerly contained within PPS3 has been removed from the latest version, the density of development proposed should be informed by the prevailing character of the surrounding area. The nearest existing residential development is that of Bridge Place to the east. This neighbouring development has a density of 32 dwellings to the hectare (dph) compared with the 47 dph proposed. The proposal is therefore significantly higher. However, it is no higher than the 33 dwellings proposed for the area to the west which Members have already resolved to grant planning permission for subject to the completion of s106 agreement (the density there equates to 48dph). It is also noted that, whilst there are a number of non-residential uses within Bridge Street itself, nevertheless the density of development is relatively high between the Sun Inn and High Street. Specifically, taking into account developments granted permission for subdivision in the former Co-operative Society building, the density of planning units to the hectare equates to 42 dph. The proposal is still marginally higher than this, but not materially so.

The massing and heights of the dwellings proposed do reflect that of development behind the Bridge Street frontage, such as Bridge Place. The forms are of two storey scale with gabled roofs no higher than the dwellings on Bridge Place or many of the two storey buildings on Bridge Street (no rooms are proposed within the roof space and nor would there be the height for such additional space to be introduced without a roof lift and or significant alterations to the shape of the roof). The layout provides for adequate private amenity space for each dwelling; most of the rear gardens are separated from public areas by the dwelling that they serve or are bordered by high boundary treatments. They also each extend to a minimum of 30 sq m. However, if permitted development rights were not restricted by condition, then extensions or outbuildings could be erected which would significantly

reduce the amount of space to unacceptable levels. A condition is therefore necessary.

There is no public open space as such. Members may recall there is also no public open space within the proposed development to the east but the draft section 106 agreement requires a commuted sum in lieu amounting to approximately £22,000 for off-site provision. A similar approach could be required here. However, the issue needs to be considered in the context of the desire to secure the future use of the Ship Inn, the proximity of the recreation grounds to the north and that there are, albeit small, pockets of landscaping in the public domain within the site.

- *Architectural language* – The architectural style proposed is post modern; traditional gabled roofs forms are proposed but the roof pitches are shallower than the nineteenth and eighteenth century buildings within the locality. Brick facing materials are also proposed but the windows are simple side hung casements free from embellishment and glazing bars. There are also rendered two storey bay windows with flat roofs projecting from each front elevation. This simple post-modernism, mixing clean lines and modern building materials with more traditional gabled forms is considered to be acceptable in this location where there is an eclectic misc of commercial and residential buildings of different sizes, shape and finishes. The new houses will not readily visible from within the Conservation Area and their gabled forms will mean that they do dominate or appear offensive.

Flood risk – There are three different issues that need to be considered relating to flood risk; the sequential preference for sites not at high risk of fluvial flooding, the risk of surface water flooding and the need for foul water to be disposed of via the public sewer.

The site is within flood zones 2 and 3a as defined by the Environment Agency's Flood Risk Maps. Paragraph 4.18 of the Practice Guide for PPS25 (2009) states that, for individual planning applications where there has been no Sequential Testing of the allocations in the Local Development Documents (there hasn't been in advance of the Local Development Framework), the area to apply the Sequential Test will be defined by local circumstances relating to the catchment area for the development. In this instance, there is the desire to regenerate the site as previously cited in this report. Given the lack of available reasonable alternatives in the village in zone 1 (Saxilby is one of the villages identified for growth as referenced in the West Lindsey Strategic Flood Risk Assessment (SFRA) and therefore the area of search has been ring fenced to the settlement) it is considered that the development passes the sequential approach. Regard has been had to the SFRA in this assessment which states in paragraph 6.9 that further development in Saxilby should be in flood zone 1. Given no such sites are available, the SFRA allows for limited development to come forward within flood zone 2.

PPS25 also advises that, having passed the Sequential Test, a development must pass the Exceptions Test as detailed in this document and the SFRA in order for it to be justified. In the context of this test, it is noted that the development:-

_ a) has wider sustainability benefits to the community that outweigh flood risk, insofar as it regenerates a village centre site and will provide a population that can support the viability and vitality of the village centre and be able to access this centre by foot.

_ b) is on developable, previously-developed land as defined by Annex B of PPS3.

_ c) has been accompanied by a Flood Risk Assessment demonstrating that the development will be safe, without increasing flood risk

The development therefore passes the Exceptions Test.

With regards to surface water disposal it is noted that the area to the rear of the public house includes both impermeable (the car park) and permeable (the beer garden) surfaces. The development proposes areas of landscaping, permeable gardens and permeable paving. There is therefore the potential not to significantly increase the surface water discharge rate from the site. This issue can be controlled by a condition to ensure that the surface water is managed in a sustainable manner, not merely restricting the run-off rate off the site but also maximising permeability on the site and/or the recycling of water rather than just storing it on site. Specifically there is a need to restrict the volume of water discharged from the site as well as the run off rate (permeability and recycling are therefore preferable to mere storage and restriction of the run-off rate).

Finally with regard to foul water disposal, it is noted from the application form that it is intended to drain into the public sewer that runs along Bridge Street. Accordingly this complies with the sequential approach advocated by circular 3/99 (policy NBE14 also refers)

Residential amenity –. The following issues have been considered:-

- The development is not considered to have any impact on future occupiers of the site itself in terms of overlooking and overshadowing due to the fact that plots 5 to 10 are orientated in the same direction with their front and rear elevation following the same alignment. Plots 2 to 4 enjoy a similar relationship with each other and plot 4 is separated from plot 5's rear garden by at least 13m so there is no potential for significant overlooking despite a unobstructed line of sight between the two. Rear extensions to these dwellings could affect this balance and therefore, it is suggested that permitted development rights need to be restricted by condition.
- The land directly to the north, east and west and south of the proposed new dwellings is not in residential occupation and therefore there are no issues in terms of noise and disturbance, overshadowing or overlooking. It is acknowledged that Members have resolved to grant

outline permission to the land adjoining to the west. Limited weight has been afforded to the presence of this proposal given the outline form and that the application has yet to be granted. Nevertheless, Members did resolve to grant permission subject to a condition requiring any reserved matters to follow the parameters set by a submitted masterplan for that site. Therefore, this plan has been checked to assess the juxtaposition of the proposed dwellings for the application against the layout on this adjoining site. Having completed this assessment, it is considered that the separation distances and modest height of the dwellings proposed will ensure no loss of amenity to future occupiers of either development.

- A representation has been received from the Parish Council expressing concern about the proximity of the most northerly dwelling to the planned skate park to the north. Such parks can result in noise and disturbance throughout the day, but the dwelling itself as a blank wall facing this adjoining site and the garden is protected by a 1.8m high fence.
- Finally, the alignment of the road adjacent to the footpath with the dwellings fronting it avoids the issues of residential amenity normally associated with backland development

Ecology – An ecological survey was submitted with the application. This made recommendations that further emergence surveys for bats were required. Natural England objected on this basis and further surveys have now been undertaken confirming no roosts but bats being sighted flying in the area. It recommends enhancements in line with advice provided by PPS9 to include bat access points into the new buildings. This is a reasonable requirement which can be secured by condition.

Other matters – Archaeology has been identified by the County Archaeologist as a material consideration, but the potential is such that further details are not required predetermination but can be addressed through a Scheme of Works secured by condition.

Contamination has been identified as very low risk. The Environment Agency recommend a condition requiring measures to be undertaken if contamination is found. However, given that investigations have already been carried out and the potential for contamination to be found is very low, then a condition is not considered necessary. Obstructing of the adjoining shop front by vehicles is not a planning matter. It is noted that on street parking is permitted in the vicinity of the site and this will not change as a result of the proposal.

Highway safety will not be adversely affected; the most recent layout has been drafted following negotiation with the county Highways authority. Site lines, width and turning areas are to adoptable standards.

Conclusion:

This is a finely balanced matter. However, it is considered that the development will preserve the character and appearance of the Bridge Street Conservation Area subject to controls over future alterations and extension,

appropriate materials being used and the implementation of the submitted landscaping scheme. Highway safety will not be adversely affected, nor residential amenity. Surface water will need to be managed in a sustainable manner and a condition is necessary to ensure this occurs throughout the lifetime of the development.

As the period of consultation will not expire until after this Planning Committee, Members are asked to delegate the final responsibility for determining the application to officers, subject to the satisfactory resolution of any outstanding issues.

Recommendation:

That upon the expiration of the statutory consultation period and following the acceptable resolution of any outstanding relevant material planning consideration(s) reported to this Committee that the Development Services Manager be delegated powers to grant planning permission subject to the conditions detailed below in this report.

In the event of any relevant material planning consideration(s) reported to the Planning Committee not being subsequently resolved, the matter be brought back to the next available Planning Committee for determination.

Conditions stating the time by which the development must be commenced:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

Conditions which apply or require matters to be agreed before the development commenced:

2. No development shall take place until details of the external facing and roofing materials and window frames to be used have been submitted to and agreed in writing by the local planning authority.

Reason: In the interests of the visual amenity of the area, given the prominent position adjoining a public right of way and partly within a designated Conservation Area and to preserve the character and appearance of that Conservation Area and to accord with policies STRAT1, RES1 and RES3 of the West Lindsey Local Plan First Review 2006 and national policy contained within PPS1, PPS3 and PPS5.

3. No development shall commence until a scheme for surface water disposal for the whole development reflecting the principles of sustainable drainage have been submitted to and approved in writing by the local planning authority.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, ensure future maintenance of the surface water drainage system and to accord with the provisions of Planning Policy Statement (PPS) 25 (2010).

4. No development shall commence until a phasing programme for the whole of the development has been submitted to and approved in writing by the local planning authority. The programme shall include the provision for the completion of the conversion of The Ship Inn building to a dwellinghouse (plot 1) as hereby approved before the first occupation of any of the dwellings marked as plots 2 to 10 (inclusive) as annotated on the amended layout plan P403-P100c dated May 2011.

Reason: To ensure that the development is delivered in a structured way to ensure that the Ship Inn building is converted at an early stage as weight has been afforded to this consideration and to enable the preservation of the character and appearance of the designated Conservation Area and to accord with Planning Policy Statement (PPS) 5.

5. No development shall take place until details of the finished floor levels for the ground floors of all the dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory relationship with adjoining developments and to preserve the character and appearance of the designated Conservation Area in accordance with policies STRAT1 and RES1 of the West Lindsey Local Plan First Review 2006 and Planning Policy Statement (PPS) 5. .

6. No development shall take place until a written scheme of archaeological investigation has been submitted to and approved in writing by the local planning authority. This scheme shall include the following

1. An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements).
2. A methodology and timetable of site investigation and recording.
3. Provision for site analysis.
4. Provision for publication and dissemination of analysis and records.
5. Provision for archive deposition.

6. Nomination of a competent person/organisation to undertake the work.

7. The scheme to be in accordance with the Lincolnshire Archaeological Handbook.

Reason: In order to facilitate the appropriate monitoring arrangements and to ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with Planning Policy Statement 5 - Planning, building and the environment (2010). Specifically the site has been identified as being within the medieval settlement area of Saxilby and close to an area of known Roman archaeology.

7. The local planning authority shall be notified in writing of the intention to commence the archaeological investigations in accordance with the approved written scheme referred to in condition 6 at least 14 days before the said commencement. No variation shall take place without prior written consent of the local planning authority.

Reason: In order to facilitate the appropriate monitoring arrangements and to ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with Planning Policy Statement 5 - Planning, building and the environment (2010). Specifically the site has been identified as being within the medieval settlement area of Saxilby and close to an area of known Roman archaeology.

Conditions which apply or are to be observed during the course of the development:

8. The development shall be carried out using the external facing and roofing materials and window frames as agreed by the local planning authority and referred to in condition 2.

Reason: In the interests of the visual amenity of the area, given the prominent position adjoining a public right of way and partly within a designated Conservation Area and to preserve the character and appearance of that Conservation Area and to accord with policies STRAT1, RES1 and RES3 of the West Lindsey Local Plan First Review 2006 and national policy contained within PPS1, PPS3 and PPS5.

9. The development shall be carried out in complete accordance with the phasing programme agreed by the local planning authority as referred to in condition 4.

Reason: To ensure that the development is delivered in a structured way to ensure that the Ship Inn building is converted at an early stage as weight has been afforded to this consideration and to enable the preservation of the character and appearance of the designated

Conservation Area and to accord with Planning Policy Statement (PPS) 5.

10. The finished floor levels for ground floors for all of the dwellings shall be as per the levels agreed by the local planning authority as referred to in condition 5.

Reason: To ensure a satisfactory relationship with adjoining developments and to preserve the character and appearance of the designated Conservation Area in accordance with policies STRAT1 and RES1 of the West Lindsey Local Plan First Review 2006 and Planning Policy Statement (PPS) 5.

11. The archaeological site work shall be undertaken only in full accordance with the written scheme required by condition 6.

Reason: To ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with Planning Policy Statement 5 - Planning, building and the environment (2010). Specifically the site has been identified as being within the medieval settlement area of Saxilby and close to an area of known Roman archaeology.

12. Following the archaeological site work referred to in condition 11 a written report of the findings of the work shall be submitted to and approved in writing by the local planning authority within 3 months of the said site work being completed.

Reason: To ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with section HE12.3 of Planning Policy Statement 5 - Planning, building and the environment (2010). Specifically the site has been identified as being within the medieval settlement area of Saxilby and close to an area of known Roman archaeology.

13. The report referred to in condition 12 and any artefactual evidence recovered from the site shall be deposited within 3 months of the archaeological site work being completed in accordance with a methodology and in a location to be agreed in writing by the local planning authority.

Reason: To ensure the satisfactory archaeological investigation and retrieval of archaeological finds in accordance with section HE12.3 of Planning Policy Statement 5 - Planning, building and the environment. Specifically the site has been identified as being within the medieval settlement area of Saxilby and close to an area of known Roman archaeology.

Conditions which apply or relate to matters which are to be observed following completion of the development:

14. None of the dwellings hereby approved shall be first occupied until the surface water drainage scheme agreed in writing by the local planning authority as referred to in condition 3 has been fully completed and it shall thereafter be retained.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, ensure future maintenance of the surface water drainage system and to accord with the provisions of Planning Policy Statement (PPS) 25 (2010).

15. No dwelling shall be occupied until there is a direct vehicle and pedestrian connection from it via roads and footways designed and built to a standard which renders them acceptable for adoption at the public expense, in accordance with amended plan P403-P100c dated May 2011 to the existing highway (Bridge Street). The access road, parking and manoeuvring areas shall thereafter be retained.

Reason: To ensure the timely provision of safe and adequate pedestrian and vehicular access in accordance with policies STRAT 1 and RES 1 of the West Lindsey Local Plan First Review 2006.

16. No dwelling hereby approved shall be first occupied until the boundary fences, railings and/or walls detailed for the boundaries for the plot of that dwelling specified on the amended plan P403-P001C dated May 2011 have been fully completed. The said walls, railings and fences shall be retained thereafter.

Reason: In the interests of the visual amenity of the area, given the prominent position adjoining a public right of way and partly within a designated Conservation Area and to preserve the character and appearance of that Conservation Area and to accord with policies STRAT1, RES1 and RES3 of the West Lindsey Local Plan First Review 2006 and national policy contained within PPS1, PPS3 and PPS5.

17. The landscaping shown on the amended plan P403-P001C dated May 2011 shall be completed no later than 12 months from the date when the dwelling within or adjoining whose curtilage it is located, or in the case of landscaping and boundary treatments which do not lie within or adjoining an individual curtilage, within 12 months from the date when the development is commenced, following which the landscaping shall be maintained for the ensuing five year period during time which any losses shall be replaced and then shall thereafter be retained.

Reason: In the interests of the visual amenity of the area, given the prominent position adjoining a public right of way and partly within a designated Conservation Area and to preserve the character and appearance of that Conservation Area and to accord with policies

STRAT1, RES1 and RES3 of the west Lindsey Local Plan First Review 2006 and national policy contained within PPS1, PPS3 and PPS5.

18. Details shall be submitted to and agreed in writing by the local planning authority of the front boundary treatment along Bridge Street between the points X and Y marked on the amended plan P403-P001C dated May 2011. The agreed boundary detail shall be completed before the first occupation of that dwellinghouse and thereafter retained.

Reason: To preserve the character and appearance of the Conservation Area and to accord with policies STRAT1 and RES1 of the West Lindsey local Plan First Review 2006 and national policy contained within PPS1, PPS3 and PPS5.

19. Measures shall be submitted to and agreed in writing by the local authority to provide a roosting habitat for bats within the new dwellings hereby approved. No dwelling shall be first occupied until those measures haven been completed and they shall thereafter be retained.

Reason: In the interests of biodiversity and to accord with Planning Policy Statement (PPS) 9.

20. Notwithstanding the provisions of Classes A and E of Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) (Amendment) Order 2008, or any Order revoking and re-enacting that Order, the dwellings, marked as plots 2 to 10 (inclusive) on the amended plan P403-P001C dated May 2011, shall not be extended and no buildings or structures shall be erected within their curtilage unless planning permission has first been granted by the Local Planning Authority.

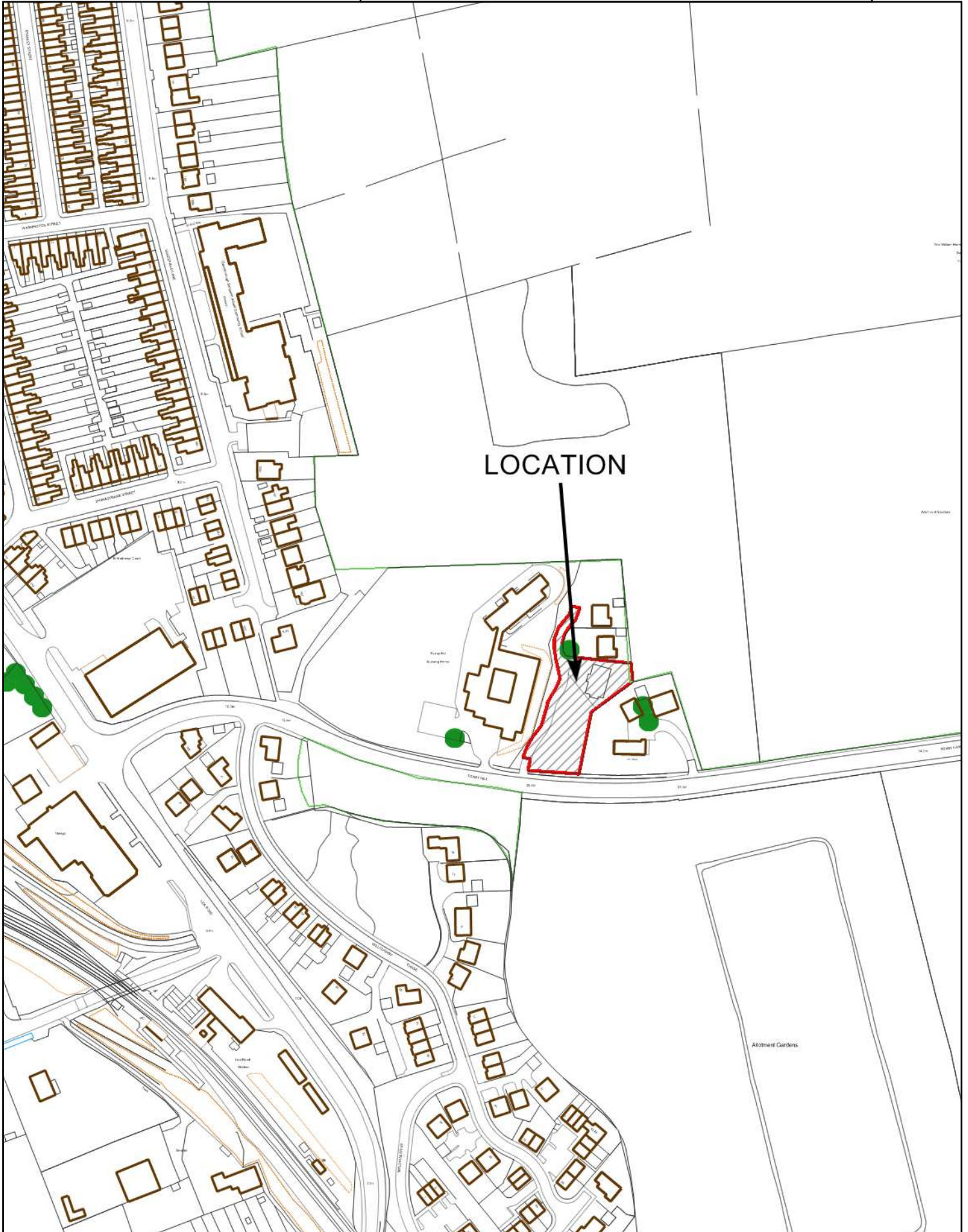
Reason: In the interests of the residential amenity of future occupiers of the permitted houses, specifically to ensure that adequate amenity space remains for each dwelling and to also ensure no overlooking of adjoining dwellings within the development and to accord with policies STRAT1, RES1 and RES3 of the West Lindsey Local Plan First Review 2006.

21. Notwithstanding the provisions of Classes A, B, C and D of Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) (Amendment) Order 2008, or any Order revoking and re-enacting that Order, the dwelling permitted as the conversion from the Ship Inn public house shall not be extended with a porch or any alterations undertaken to the front elevation facing Bridge Street (including extensions and partial demolition) unless planning permission has first been granted by the Local Planning Authority.

Reason: To preserve the character and appearance of the Conservation Area and to accord with policies STRAT1 and RES1 of the West Lindsey Local Plan First Review 2006 and national policy contained within PPS1, PPS3 and PPS5.

Notes/Informative

1. With regards to **surface water disposal** it is noted that the area to the rear of the public house includes both impermeable (the car park) and permeable (the beer garden) surfaces. The development proposes areas of landscaping, permeable gardens and permeable paving. There is therefore the potential not to significantly increase the surface water discharge rate from the site. This issue is controlled by **condition 3** but to ensure that the surface water is managed in a sustainable manner, not merely restricting run-off rate off the site but also maximising permeability on the site and/or the recycling of water rather than just storing it on site, there is a need to restrict the volume of water discharged from the site as well as the run off rate (permeability and recycling are therefore preferable to mere storage and restriction of the run-off rate). The details to discharge condition 3 should reflect this approach.
2. The written scheme required by condition 6 shall be in accordance with the archaeological brief supplied by the Lincolnshire County Council Historic Environment advisor (tel 01522 554831)



Officers Report
Planning Application No: 127001

PROPOSAL: Planning application for proposed single garage

LOCATION: Plot 4 Foxby Warren Foxby Hill Gainsborough

WARD: Gainsborough South West

WARD MEMBER(S): Cllr Young, Cllr Rainsforth

APPLICANT NAME: Mr T Clifton

TARGET DECISION DATE: 26/04/2011

DEVELOPMENT TYPE: Householder Development

CASE OFFICER: Helen Marriott

RECOMMENDED DECISION: Grant planning permission, subject conditions.

Reason for Referral:

Councillor Rainsforth has requested that this application be referred to Planning Committee for the following reasons:-

“It will have a detrimental impact on the street scene. Cars leaving the proposed garage site will be emerging on a blind bend which would be hazardous to both pedestrians and vehicles. The proposal in contrary to STRAT 1 and RES 11”.

Description:

The application site is a section of grass located on the west side of a single track private road which serves four recently constructed dwellings. The private road is located off the north side of Foxby Hill. The garage would be located on the opposite side of the private road to Plot 4, Foxby Warren and would serve this dwelling. Foxby Hill Nursing Home is located to the west of the site behind a 2 metre high close boarded fence which borders the application site. A number of protected trees (subject to a Tree Preservation Order) are located to the east of the proposed garage site on the opposite side of the private road.

The application seeks permission for a detached single garage. It would measure 3.0 metres by 6.1 metres and have a pitched roof measuring 3.3 metres high.

An amended plan was submitted on 13 April 2011, relocating the position of the proposed garage from the north side of Plot 4 to its current position

adjacent to the estate road. The reason for this amendment was due to concerns raised by the Environment Officer (Landscape) about the potential adverse impact of the roots to a protected tree in the original position.

Relevant history:

120201 - Planning Application to erect 4 No. dwellings with associated garages – Granted time limit and other conditions

121154 - Planning Application for re-submission of previously approved scheme (Planning Ref 120201) for - 4 New Detached Dwellings – Granted time limit and other conditions

126482 – Planning application for proposed single garage – Refused November 2010

Representations:

Chairman/Ward member(s):	No representations received to date from Cllr Young. Cllr Rainsforth’s comments set out at the start of the report.
Parish/Town Council/Meeting:	No Comments
Local residents	<p>One letter of objection received from Plot 1, Foxby Warren. Main issues relate to:</p> <ul style="list-style-type: none"> - the proposed garage location would be detrimental to the visual amenities of the surrounding area and at odds with other properties - proposed shrubs would cause obstruction and impact road safety - the garage would be a hazard and impede free traffic flow particularly for larger delivery vehicles - concern that the building so close to the west boundary of the site could lead to slippage of the earth <p>One letter of support received from Plot 2, Foxby Warren provided that any building does not reduce the access width on the road, as it is recognised that some parking facilities for the house must be within the boundaries of the Foxby Warren site.</p>
LCC Highways:	No objection. Foxby Warren is a lightly trafficked private cul-de-sac, which serves only four dwellings. Generally vehicles travel well below the recommended speed limit of 30mph and highway safety would not be compromised as a result of the proposal.
Archaeology:	No Objection

Building Control:	Building Regulations not required.
Environment Officer (Landscape):	No objection to proposed garage in revised position subject to screen landscaping.

Relevant Planning Policies:	
Development Plan	West Lindsey Local Plan First Review 2006 STRAT 1 Development Requiring Planning Permission RES 11 Extensions to Dwellings Located Within Settlements CORE 10 Landscaping Within Development
Other policy	PPS1 Delivering Sustainable Development

POLICY RES 11 – Extensions to dwellings located within settlements
i. Does the proposal introduce a terracing effect in the street-scene?
<p>The proposal is for a detached single garage located on the opposite side of the private road to the application dwelling. As such, it would not introduce a terracing effect in the street-scene. The proposed garage would not be highly visible from Foxby Hill given the existing boundary treatment to the housing development. The visual impact of the proposed garage would therefore be limited to within the Foxy Warren site itself. The garage would be set against the backdrop of a 2 metre high close boarded fence and at a height of 3.3 metres is not considered excessive in size or scale.</p> <p>The application originally proposed the construction of the garage on the north side of Plot No. 4. However, due to the potential detrimental impact upon the protected tree located to the north west of the house, this was not considered to a suitable location for the proposed garage. Protected trees are also located to the south of Plot No. 4 which means that the grassed area to the west of Plot No. 4 is the only remaining suitable site for the construction of a detached garage associated with Plot No. 4.</p> <p>A planning application for a garage in a similar position was refused in November 2010 (Application Number 126482) due to its adverse impact upon visual amenity and highway/pedestrian safety. This application differs from this previous application as it alters the garage entrance so that it faces north towards the turning head. This increases the amount of turning space available. In addition, the blank elevation to the south allows opportunity for screen landscaping to be required by condition.</p> <p>Whilst the other properties on the development have garages to the rear/ side of the houses, this is not possible in this instance. Whilst I accept that not all properties need to have garages, all properties require car parking whether it be on or off street. Plot No. 4 has no dedicated parking which may result in car being parked in less suitable locations within the Foxby Warren site.</p>

Overall, the proposal would not be visually dominant within the street-scene subject to a condition requiring landscape screening.
ii. Is the proposal well designed in relation to the size, shape and materials of the building to be extended, and is subordinate to the existing property?
The proposed garage would be brick constructed with a tiled pitched roof. The proposal would be in keeping with the existing dwelling and due to its size and scale is subordinate in size to the existing dwelling.
iii. Does the proposal adversely affect the amenity of the residents of neighbouring properties by virtue of over-dominance or appearance?
The garage would be sited away from the other properties on the Foxby Warren site and none of its elevations will contain windows. The West elevation would be screened from the Nursing Home by wooden fence panelling. The amenity of the occupiers of nearby dwellings would not be affected by the proposal.
iv. Does the proposal prejudice the retention of any significant trees or other important features?
Group 1 of Tree Preservation (Gainsborough) Order 1972 are located on the opposite side of the private road to the application site. The separation gap between the trees and the proposed garage (in its amended position) would ensure no significant trees are adversely affected by the proposal.
v. Does the proposal enable adequate off-street parking space to remain for at least one vehicle to park?
The garage would increase the off-street parking facilities at plot 4 Foxby Warren.
vi. Does the proposal enable an adequate amount of private garden space to remain?
The proposal would not affect the existing amount of garden space at Plot 4 and an adequate amount of private space would therefore remain.
vii. Does the proposal have a significant impact on the supply, availability and subsequent affordability of smaller properties as part of the overall mix of properties within the locality?
Not applicable

Other considerations:
Highway Safety - The County Highways Authority raises no objection to the application and does not considered that it would compromise highway safety. This application differs from this previous application as it alters the garage entrance so that it faces north towards the turning head. This increases the amount of turning space available and reduces the likelihood of unconventional vehicle manoeuvres.
Slippage of earth/foundations - These matters are controlled under Building Regulations or other non-planning laws and are not material planning considerations.

Conclusion and reasons for decision:
Subject to conditions, the proposed garage would be in keeping with the character of the existing dwelling and surrounding area. The garage would

not have an unacceptable detrimental impact on residential amenity, highway safety or protected trees. The proposal therefore complies with Policies STRAT1: Development Requiring Planning Permission, CORE10: Open Space and Landscaping Within Developments and RES11: Extensions to Dwellings Located Within Settlements of the West Lindsey Local Plan First Review 2006.

Recommendation: Grant planning permission subject to the following conditions:

Conditions stating the time by which the development must be commenced:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

Conditions which apply or require matters to be agreed before the development commenced:

2. No development shall take place until, a scheme of landscaping including details of the size, species and position or density of all trees and plants to be planted have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a landscaping scheme to enhance the development and to screen the garage in the interests of visual amenity is provided in accordance with West Lindsey Local Plan First Review Policy STRAT 1, CORE 10 and RES11.

Conditions which apply or are to be observed during the course of the development:

3. All external materials used in the construction of the garage shall match those of the dwellinghouse in colour, size, coursing and texture unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the use of appropriate materials in accordance with West Lindsey Local Plan First Review Policies STRAT 1 and RES 11.

4. The development hereby permitted shall be carried out in accordance with the following approved plans:

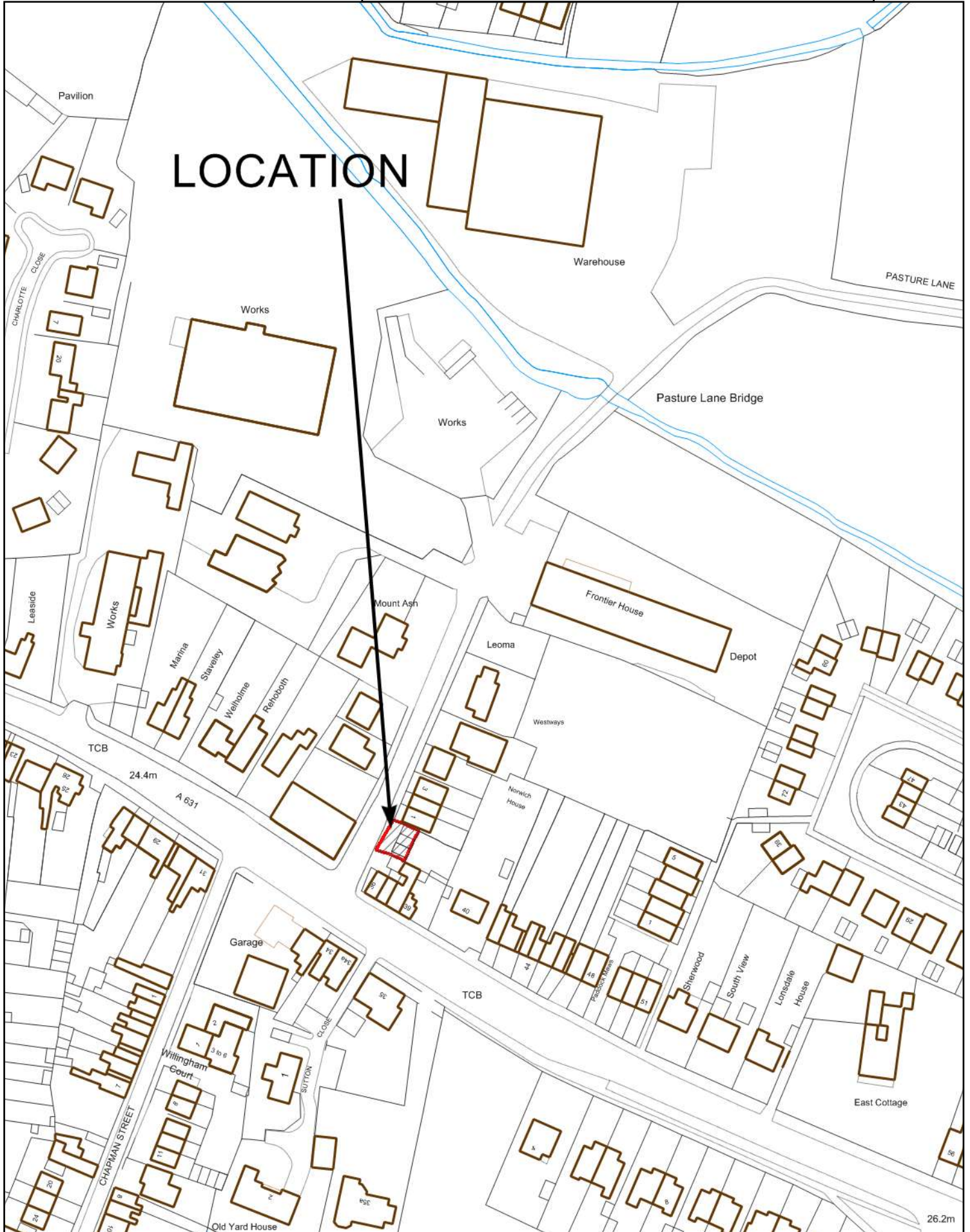
DD095 A1/110 Rev A (Amended Plan received 13 April 2011)

Reason: For the avoidance of doubt and in the interests of proper planning.

Conditions which apply or relate to matters which are to be observed following completion of the development:

5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the completion of the development, and any trees or plants which within a period of 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that an approved landscaping scheme is implemented in a speedy and diligent way and that initial plant losses are overcome, in the interests of the visual amenities of the locality and in accordance with West Lindsey Local Plan First Review Policies STRAT 1, CORE 10 and RES11.



Officers Report
Planning Application No: 127060

PROPOSAL: Planning application for demolition of existing garage block - comprising 3no. single domestic garages - and erection of pair of semi-detached dwellings on site of garages

LOCATION: Garage Block Pasture Lane Market Rasen Lincolnshire LN8 3DT

WARD: Market Rasen

WARD MEMBER(S): Cllr Bridger and Cllr Keimach

APPLICANT NAME: Mr T Pickering

TARGET DECISION DATE: 04/05/2011

DEVELOPMENT TYPE: Minor - Dwellings

CASE OFFICER: Vicky Maplethorpe

RECOMMENDED DECISION: Grant permission, subject to conditions and a S106 relating to affordable housing.

Description: The application site comprises a block of 3 domestic garages located within Market Rasen. To the north of the site is a block of 3 modern houses, to the south of the site is a row of 4 listed cottages.

The application seeks permission to erect a pair of dormer bungalows.

Relevant history: 96/P/0474 – Erect a block of three garages and vehicular access, GC.

Representations:

Chairman/Ward member(s): None received

Parish/Town Council/Meeting: 'The council have concerns over on road parking in this area and removing these garages would increase the need for on road parking.'

Local residents: Letters received from 39 Willingham Road and 1 Pasture Lane. Concerns/objections summarised below:

- Window at side of our property (No 1) will be completely blocked from light and our view obstructed to look onto a brick wall.
- New dwelling also block light and view from our (No 1) upstairs hallway window.
- To block light and view de-values property.
- Increased street parking/highway safety issues
- Existing garages currently in use.
- Nos 36, 37, 38 and 39 Willingham Road are no longer Grade II listed but remain amongst the oldest buildings in Market Rasen and deserve

some sensitive conservation (*PLEASE NOTE No's 36,37, 38 and 39 Willingham Road are Grade II listed*).

- Existing building built over drains

LCC Highways: No objections request conditions

Environment Agency: None received

Archaeology: No objections

Building Control: No objections

Housing: Support application, see main report

Conservation: No objections, request conditions

Relevant Planning Policies:

The Development Plan

East Midlands Regional Plan

Consideration has been given to the policies contained within the plan but they have been given limited weight as the recently published Localism Bill will result in the abolition of Regional Spatial Strategies (RSS).

West Lindsey Local Plan First Review 2006

STRAT 1: Development requiring planning permission

STRAT 3: Settlement hierarchy

STRAT 5: Windfall and infill housing development in Market Rasen (including Middle Rasen) and Caistor

MT1: Market Towns

STRAT 9: Phasing of housing development and release of land

RES 1: Housing layout and design

Other Relevant National Guidance

PPS 3: Housing

PPS 7: Sustainable development in rural areas

Main issues

- Principle (including housing supply and need/affordable housing)
- Impact on streetscene/setting on nearby listed buildings
- Impact on residential amenities
- Other matters (Including outdoor amenity space and parking)

Assessment:

Principle

Policy STRAT 3 of the Local Plan identifies Market Rasen as a town within the settlement hierarchy. Policy STRAT 5 states that planning permission will be granted for new residential development on previously developed land within Market Rasen providing the proposal complies with a number of criteria including it is of an appropriate size, would not be detrimental to the amenities of nearby occupiers and is sensitively designed to reflect the character of the locality.

PPS3 and policies STRAT 1 and STRAT 9 give priority to the development of previously developed sites over sites that are deemed less sustainable and/or are greenfield sites. The site is currently used for garaging and is therefore classed as brownfield land.

The Local Planning Authority (LPA) has an up-to-date five year supply of housing and there is currently an over supply of housing in the District. The Local Planning Authorities' (LPA) Annual Housing Supply Assessment confirms that there is a supply in the District of 7.5 years overall against Policy requirements (with a total supply of 3,361 units at 1 April 2010). The use of these figures to inform planning decision was approved by the Council on 17 November 2010.

Whilst this 7 ½ year supply is significantly in excess of the 5 year deliverable supply required by PPS3, whilst not being a reason per se to withhold the grant of permission, there needs to be another material consideration which is afforded weight to outweigh this policy position.

Market Rasen has been identified by means of the West Lindsey housing register as having the greatest need for affordable housing of all settlements within the district with the exception of Gainsborough. Accommodation for single person households is identified as a particular problem and it is thought that the proposal would go some way to meet that need. There is currently a young persons supported housing project in Market Rasen where young people are able to live for 2 years. There is a shortage of suitable move on accommodation for the young people when they are ready for independent living. It is likely this proposal could assist in fulfilling this demand.

The application is also subject to a S106 being signed which will secure the development of affordable housing in perpetuity. Therefore, it is considered that the proposals are in accordance with the advice contained within PPS1, 3 and 4 and with the saved policies STRAT1, 3, 5 and 9, MT1 and RES1 of the West Lindsey Local Plan First Review 2006.

Impact on streetscene/setting of nearby listed buildings

The development will improve the character and appearance of this part of Pasture Lane by replacing a block of 3 domestic garages with a pair of traditional cottages. This pair of modest cottages would offer an enhancement and make a positive contribution to the streetscene and the setting of the adjacent listed buildings.

To ensure appropriate materials are used a condition will be added to any permission.

Impact on residential amenities

To the north of the site is number 1 Pasture Lane, an end terrace house. It has 1 ground floor and 1 first floor non-habitable room window facing site. The owner has expressed concerns regarding overshadowing. The new dormer dwellings are larger than the current garage block, being 2.4 metres to eaves and 6.5 metres to ridge (existing garages are 2.3 metres to eaves and 4.2

metres to ridge. The new dwellings have been designed in order to reduce their impacts on the neighbouring properties.

It is accepted the new dormer dwellings will restrict some light to number 1, however the main aspect of the this house and location of habitable rooms face east/west (front and rear). The proposed dwellings are located to the south (side).

Other Matters

There is a small amenity area provided to the front of the proposed dwellings. As the proposal is providing 1 bed houses they are not suitable for families and there is a park/public open space just 400 metres away from the site. Therefore the small amount of open space at the site is considered acceptable.

Concerns have also been raised with regards to loss of parking. The proposal will result in the loss of three garages. However, Market Rasen is a sustainable settlement that has other transport options available other than the private car. LCC Highways officer has viewed the plans and does not have any objections on highway safety grounds.

Other concerns raised related to de-valuation of properties. This is not a material planning consideration.

Recommendation:

Grant permission subject to the following conditions and S106 agreement relating to affordable housing:

Conditions stating the time by which the development must be commenced:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To conform with Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

Conditions which apply or require matters to be agreed before the development commenced:

2. Notwithstanding the submitted details no development shall take place until details of all external and roofing materials to be used (including material for dormer cheeks and face) have been submitted to and approved in writing by the Local Planning Authority and the development shall only be carried out using the agreed materials.

Reason: To safeguard the character and appearance of the buildings and its surroundings in accordance with policies STRAT1, STRAT5 and RES1 of the West Lindsey Local Plan First Review 2006.

Conditions which apply or are to be observed during the course of the development:

3. The development shall not be carried out otherwise than in accordance with the amended application drawing TP/0211/02 A received 26th April.

Reason: To define the terms of the planning permission for the avoidance of doubt.

4. The rainwater goods shall be black, half round and on rise and fall brackets and thereafter retained in perpetuity.

Reason: To ensure that the external appearance of the buildings is acceptable and in accordance with policies STRAT1, STRAT5 and RES1 of the West Lindsey Local Plan First Review 2006.

Conditions which apply or relate to matters which are to be observed following completion of the development:

5. Notwithstanding the provisions of Classes A, B, C and D of Schedule Part 1 of the Town and Country Planning (General Permitted Development) (Amendment) Order 2008, or any Order revoking or re-enacting that Order, the dwellings hereby permitted shall not be altered or extended and no new windows shall be inserted unless planning permission has first been granted by the Local Planning Authority.

Reason: To enable any such proposals to be assessed in terms of their character and appearance of the buildings and its surrounding in accordance with policies STRAT1 and RES1 of the West Lindsey Local Plan First Review 2006.