

APPLICATION NO	PA/2011/1324
APPLICANT	Madone Ltd
DEVELOPMENT	Planning permission to erect 4 dwellings and double domestic garages (resubmission of PA/2009/1206)
LOCATION	2 Church Lane, Bonby
PARISH	BONBY
WARD	Brigg and Wolds
SUMMARY RECOMMENDATION	Grant permission subject to conditions
REASONS FOR REFERENCE TO COMMITTEE	Objection by Bonby Parish Council

POLICIES

Regional Spatial Strategy for Yorkshire and the Humber: No specific policies apply.

North Lincolnshire Local Plan: Policy DS1 (General Requirements) requires a high standard of design in all developments and poorly designed development will be refused. All proposals will need to be considered against quality of design, amenity, conservation, resources, utilities and services.

Policy H8 (Housing Design and Housing Mix) seeks to ensure that new residential development respects the nature of the local environment with a high standard of layout that where possible enhances the character of the area, protects existing features and creates an appropriate mix of dwelling size and type.

Policy LC12 (Protection of Trees, Woodland and Hedgerows) requires all new development, wherever possible, to retain trees, woodland and hedgerows.

Policy HE9 (Archaeological Evaluation) requires an adequate assessment of the significance of any archaeological remains to be made before determination, and important sites will be protected.

North Lincolnshire Core Strategy: Policy CS2 (Delivering More Sustainable Development) sets out the sequential approach to development, allowing some small-scale development within the development limits of rural settlements.

Policy CS3 (Development Limits) sets out some of the criteria against which development in settlement boundaries will be assessed.

Policy CS6 (Historic Environment) includes the preservation and enhancement of North Lincolnshire's rich archaeological heritage.

CONSULTATIONS

Highways: No objections subject to conditions 6 to 11, but comment that vehicular access to the site needs to be improved – loose material is not acceptable.

The vehicular access to the site is approximately 40 metres from the junction of Main Street and Church Lane. The gate is set back in excess of 5 metres. It is Highways' understanding that these gates are automatically operated and therefore, given the level of use, they can see no road safety issues with the access arrangements.

PARISH COUNCIL

Object to the provision of pedestrian access from plots 2 and 3 onto Main Street, and consider that the security gates for the access onto Church Lane create an unsafe hazard to vehicular traffic.

PUBLICITY

Neighbouring properties have been notified and two letters have been received which raise the following issues:

- No objections in principle, but the excavations for the garage adjacent to the boundary on plot 1 requires a retaining wall as the land now slopes steeply at this point, possibly resulting in damage to tree root zones.
- Access to overhead lines has been compromised and ground support for an electricity pole has been reduced.
- The footpaths from plots 2 and 3 onto Main Street would encourage parking by visitors/deliveries on Main Street.
- The access onto Church Lane is not wide enough to take two vehicles and visibility needs to be improved.
- The security gates would create further congestion on Church Lane, as the use of a remote control would mean vehicles waiting, creating an impact on local residents, emergency vehicles and road users.

ASSESSMENT

The site currently has the benefit of planning permission for the erection of four detached dwellings (PA/2008/0741 and PA/2009/1206). This proposal is for an amendment to the design of the garages for the four dwellings approved under application PA/2009/1206, from single garages to double. All the pre-commencement planning conditions attached to PA/2009/1206 have been discharged, and the development is now under construction. Plots 2 and 3 have detached garages and plots 1 and 4 integral garages. The overall layout of the site, including the access, remains as that previously approved.

The main issues in determining this application are whether the changes to the design of the garages has a detrimental impact on the amenities of neighbours, highway safety and the character of the area.

As referred to above, the current proposal is for an amendment to a scheme that is currently under construction. In planning terms, it is not considered that the alterations to the size and design of the garages alters the scheme to the extent that planning permission should be refused. The garages, as amended, are set well away from neighbouring properties to avoid the issue of overshadowing or loss of light. The design of the amended proposal reflects that of the original scheme, and does not have a detrimental impact on the character of the area, or the street scene. The materials are as previously approved.

The issues that have been raised by the parish council and neighbour regarding the vehicular access and pedestrian footpath from plots 2 and 3 onto Main Street have been addressed previously and found to be acceptable. The security gates shown on the submitted plans are in accordance with the approved scheme, which requires any gates to be set back at least 5 metres from the nearside carriageway edge. They are shown set back 5.5 metres. In relation to the current proposal, Highways have no objections to the scheme. The only issue that has been raised by a neighbour that directly relates to the current proposal is the provision of a retaining wall on the boundary with plot 1. This detail was shown on the original approval, and is also included on the current plans, which should prevent the problems anticipated by the neighbour regarding differing ground levels.

Issues such as impact on trees, archaeology and drainage were all considered and approved as part of the original application, and no additional issues are raised by the current proposal.

A neighbour has raised the issue of impact upon an electricity pole and associated wires, but this is a matter for the developer to discuss with the relevant service provider, and not a material planning consideration.

The amendments to application PA/2009/1206 are considered to be acceptable and this application is therefore recommended for approval.

RECOMMENDATION Grant permission subject to the following conditions:

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

Reason

To comply with section 91 of the Town and Country Planning Act 1990.

2.
The development hereby permitted shall be carried out in accordance with the following approved plans: 3779-2D, 3779-10, 3779-Plot 1, 3779-Plot 2, 3779-Plot 3 and 3779-Plot 4A.

Reason

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

3.

A copy of any analysis, reporting, publication or archiving required as part of the archaeological mitigation strategy approved under PA/2009/1206 shall be deposited at the North Lincolnshire Historic Environment Record within 6 months of the date of completion of the development hereby approved by this permission or such other period as may be agreed in writing by the local planning authority.

Reason

To comply with policy HE9 of the North Lincolnshire Local Plan because the site lies in an area of archaeological interest.

4.

Notwithstanding the provisions of Classes A to E of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008, or any order revoking and re-enacting that order with or without modification, no buildings or extensions shall be erected on the site other than those expressly authorised by this permission.

Reason

To maintain the character of the development in accordance with policy DS1 of the North Lincolnshire Local Plan.

5.

The 2 metre fence erected on the eastern boundary of the site shall be retained at all times unless otherwise agreed in writing with the local planning authority.

Reason

To protect the amenity of the occupiers of the neighbouring property in accordance with policy DS1 of the North Lincolnshire Local Plan.

6.

The existing vehicular access to the site shall be improved within highway limits in accordance with details to be submitted to and approved in writing by the local planning authority.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

7.

No development shall take place until details showing an effective method of preventing surface water run-off from hard paved areas within the site onto the highway have been submitted to and approved in writing by the local planning authority. These facilities shall be implemented prior to the access and parking facilities being brought into use.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

8.

Any gates or gate positions at the vehicular access shall be set back a minimum distance of 5 metres from the nearside carriageway edge.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

9.

No loose material shall be placed on any driveway or parking area within 10 metres of the adopted highway unless measures are taken in accordance with details to be submitted to and approved in writing by the local planning authority to prevent the material from spilling onto the highway. Once agreed and implemented these measures shall be retained.

Reason

In the interests of highway safety and to comply with policy T19 of the North Lincolnshire Local Plan.

10.

No dwelling on the site shall be occupied until the vehicular access to it and the vehicle parking and turning space serving it have been completed and, once provided, the vehicle parking and manoeuvring space shall be retained.

Reason

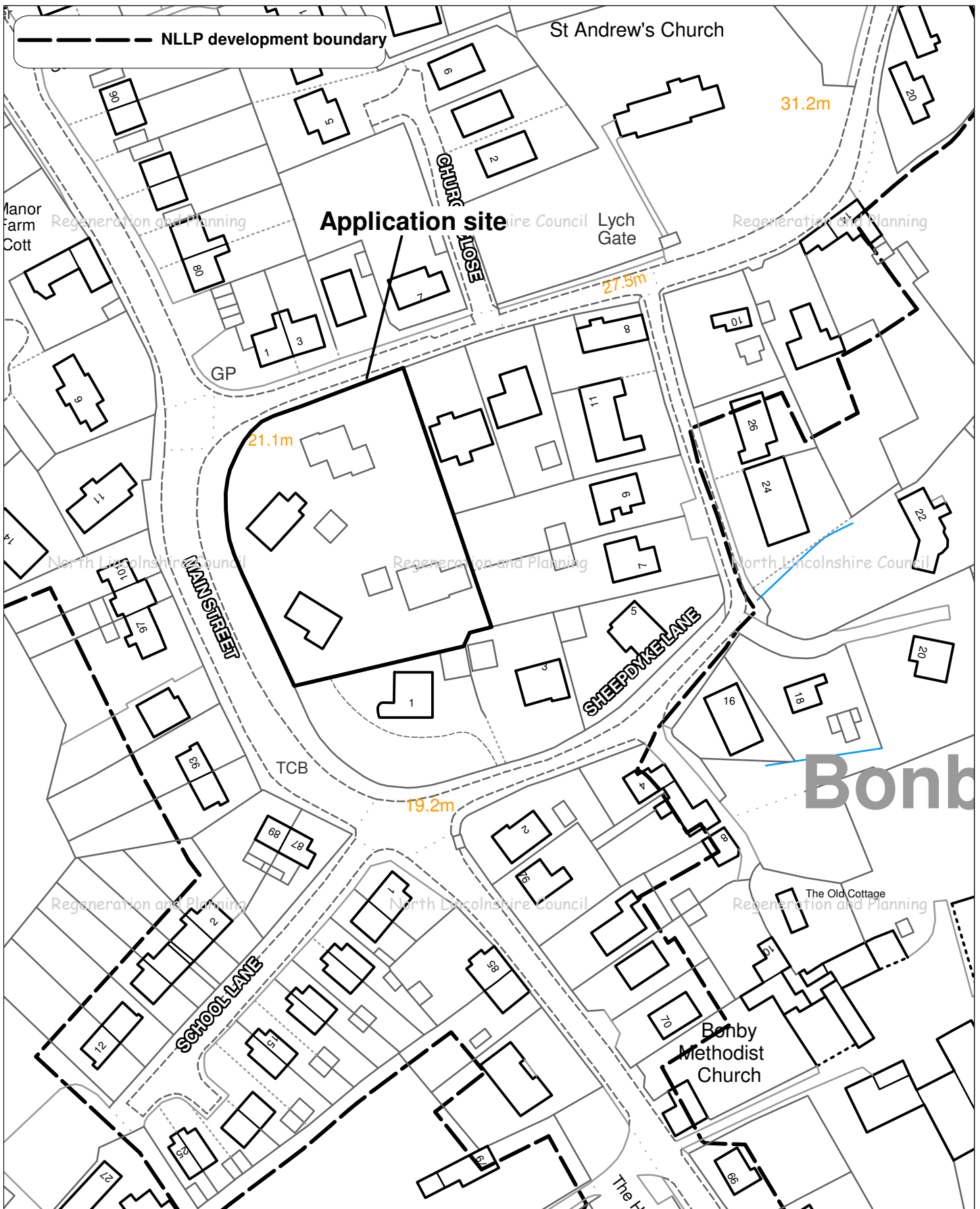
In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.

11.

No dwelling on the site shall be occupied until the private driveway has been completed, to a standard to be agreed beforehand in writing with the local planning authority, up to its junction with the vehicular access to that dwelling.

Reason

In the interests of highway safety and to comply with policies T2 and T19 of the North Lincolnshire Local Plan.



Drawing Title: 2011/1324

OS Grid Ref: TA00321540

Drawn by: KC

Scale: 1:1,250

Date: 16/12/2011



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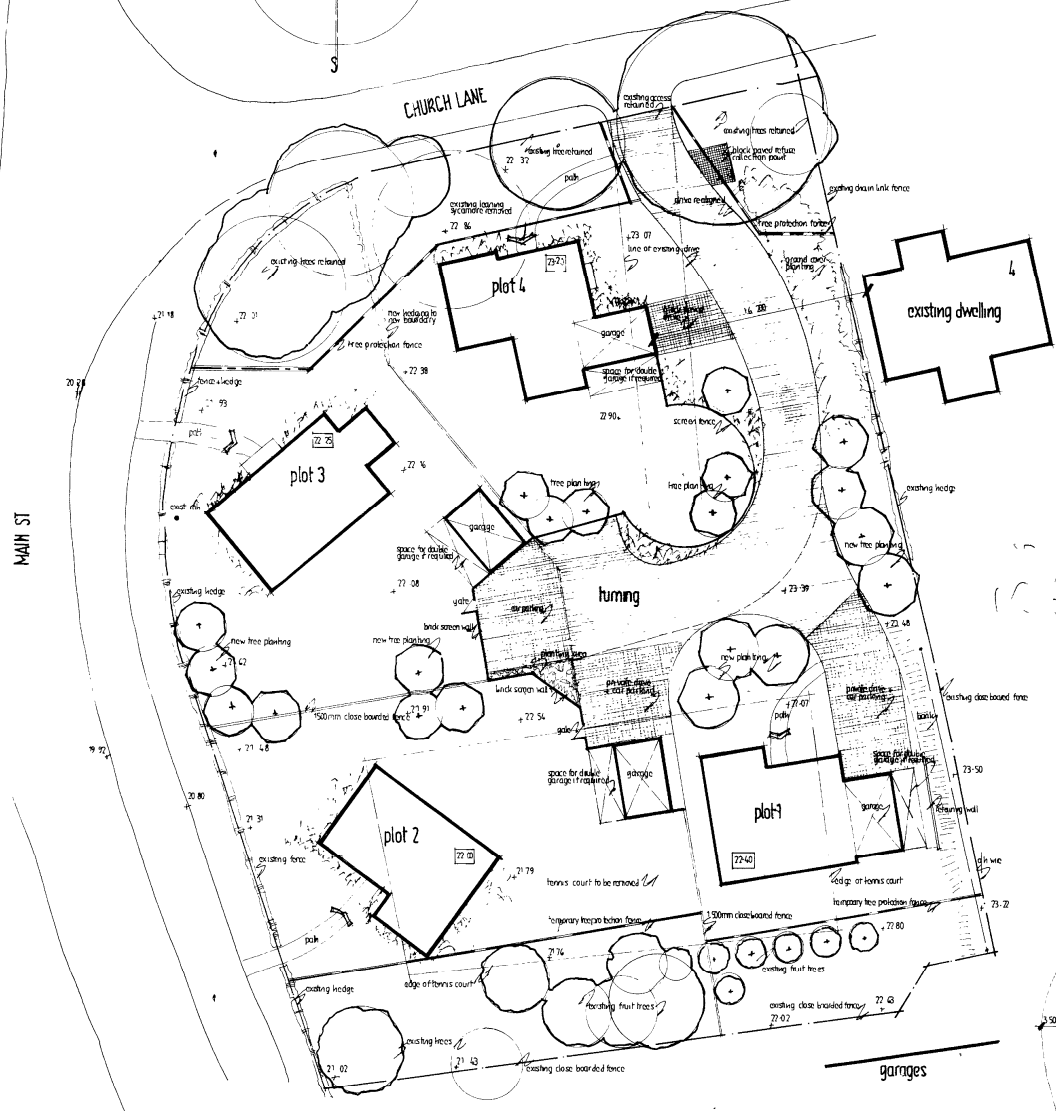
Regeneration and Planning

Head,

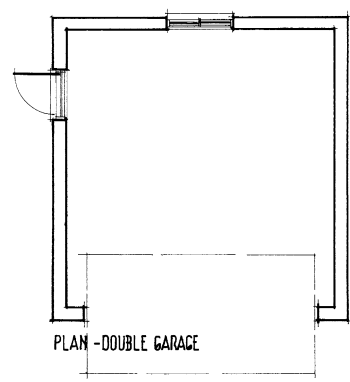
Marcus Walker BA (Hons), Dip URP, MA, MRTPI

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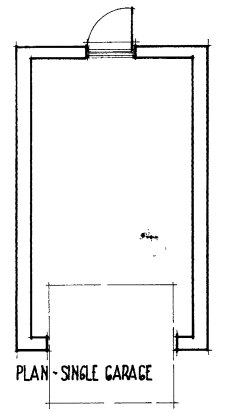
PA/2011/1324 - PREVIOUSLY APPROVED LAYOUT
NOT TO SCALE



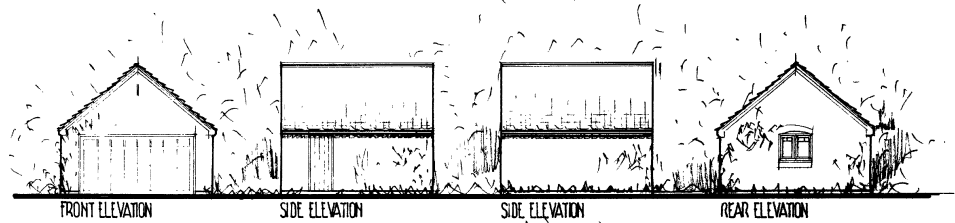
SITE LAYOUT PLAN
SCALE 1:200



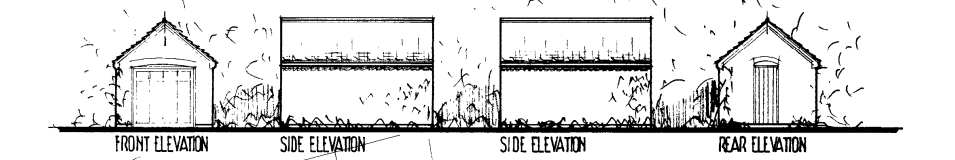
PLAN - DOUBLE GARAGE



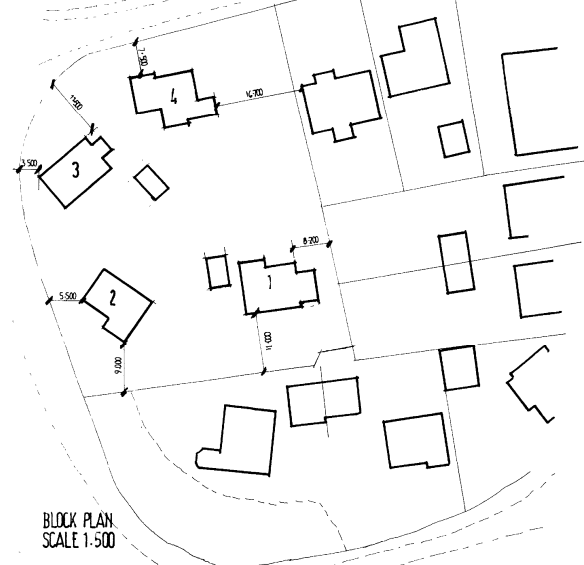
PLAN - SINGLE GARAGE



FRONT ELEVATION SIDE ELEVATION SIDE ELEVATION REAR ELEVATION



FRONT ELEVATION SIDE ELEVATION SIDE ELEVATION REAR ELEVATION



BLOCK PLAN
SCALE 1:500

DEVELOPER'S SECTION
13 OCT 2011
DATE REVISED:
DRAWN BY:

scale 1:100, 1:200, 1:500
date AUGUST 09
drg no 3779-2
SITE LAYOUT
PROPOSED RESIDENTIAL DEVELOPMENT: BONBY
for
MADONE LTD
prepared by the -
JOHN DERBYSHIRE DESIGN PARTNERSHIP LTD,
6A ST MARYS LANE,
LOUTH,
LINCS -
LINC5 -
01507-607561

