

APPLICATION NO	PA/2008/1214
APPLICANT	Mr A Manley
DEVELOPMENT	Planning permission to retain amended position for dwelling (re-submission of PA/2007/1901)
LOCATION	Plot 26, Endell Drive, Kirton-in-Lindsey
PARISH	KIRTON-IN-LINDSEY
WARD	Ridge
SUMMARY RECOMMENDATION	Grant permission
REASONS FOR REFERENCE TO COMMITTEE	Member 'call in' (Councillor N Poole)
POLICIES	<p>Regional Spatial Strategy for Yorkshire and the Humber: Policy P1 (Strategic Patterns of Development) encourages brownfield and urban area development. Policy H2 advocates the sequential approach in using previously developed land first within urban areas.</p> <p>North Lincolnshire Local Plan: Kirton is identified as a medium growth settlement (policy ST2) and the site is shown as being within the development boundary (policy ST3). Policy H5 (New Housing Development) sets out the criteria to control new housing development and ensure consistency in design and layout. Policy DS1 provides general design guidance in relation to all new development.</p>
CONSULTATIONS	Highways: No objections.
TOWN COUNCIL	No response.
PUBLICITY	<p>Neighbouring properties have been notified and four letters have been received raising the following issues together with some non-material planning considerations:</p> <ul style="list-style-type: none"> • reduced and inadequate parking area in front of the dwelling which could result in manoeuvring problems for adjacent residents • overbearing impact of blank elevation of garage as seen by the occupier of the adjacent dwelling to the east

- inaccurate design – access statement
- loss of light to dwelling to the west
- overlooking

ASSESSMENT

This application is a resubmission of PA/2007/1908. Planning permission is now being sought to retain the amended position for the dwelling built on plot 26 Endell Drive. The dwelling has been erected approximately 4.5 metres forward from its approved location shown on PA/2007/1901 and the original permission PA/2004/1831 towards the highway at Endell Drive. One of the obvious visual differences is that the integral garage annex now protrudes beyond the detached garage on plot 27 whereas under the approved plan they had a common front building line.

The main issues which need to be addressed in determining the application are whether the revised position of the dwelling detracts from the street scene and whether it has any adverse effect on the living conditions of any neighbouring residential properties.

The objectors who occupy the dwelling to the east maintain that they now have an extended view of the blank side elevation of dwelling which results in an overbearing impact. However, this objection is difficult to substantiate because the dwellings are 22 metres apart and the side elevation visible from the east has two window openings.

It is claimed that the forward position of the dwelling results in less parking space within the curtilage of the dwellings which could lead to highway problems on the cul-de-sac but Highways have not identified this as an issue.

Overlooking cannot be considered a relevant objection because of the distance between the first floor windows that could cause a problem and the dwelling in question to the south which is about 32 metres.

There are no discrepancies in the design and access statement and there are no changes to the application which would have an adverse impact on the dwelling proposed on plot 25.

RECOMMENDATION

Grant permission.



Drawing Title: 2008/1214

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Highways and Planning Service

Service Director,
G Popple

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