

26 Herbert Road

Shoeburyness

Essex

SS3 9JR

## Planning Statement

**Proposed Development:** Erection of three detached houses

**Site:** Land adjacent to the Bridge Inn, Crowland, Lincolnshire

### 1. Introduction

This Planning Statement accompanies a planning application for the erection of three executive detached dwellings on land adjacent to the Bridge Inn, Crowland. The site is currently in use as a caravan site, a use that results in frequent vehicular movements associated with short-stay occupation, visitor turnover, and servicing.

The proposed development represents a less intensive and more sustainable use of the land, delivering high-quality housing while significantly reducing vehicular movements, in accordance with the policies of the South East Lincolnshire Local Plan (SELLP) 2011–2036.

## **2. Site Context and Existing Use**

The site lies adjacent to existing development and has a clear functional relationship with the settlement of Crowland, identified as a sustainable settlement within the Local Plan settlement hierarchy.

The existing caravan use typically generates:

- Frequent arrival and departure movements
- Visitor and short-stay turnover
- Service, maintenance, and delivery traffic

This results in a higher level of traffic activity than would be associated with permanent residential occupation.

## **3. Proposed Development**

The proposal comprises three executive dwellings, each benefitting from:

- On-plot parking in accordance with local standards
- Private amenity space
- Landscaping to soften visual impact and enhance local character

The low density and permanent nature of the development ensures a predictable and low level of daily vehicular activity.

## **4. Planning Policy Framework**

### **4.1 Spatial Strategy and Principle of Development**

Policy 1 – Spatial Strategy directs development to sustainable locations and supports appropriately scaled development adjacent to existing settlements where it contributes to housing supply and does not cause harm.

Policy 2 – Development Management requires development to be sustainable, accessible, and compatible with surrounding land uses.

The proposal accords with Policies 1 and 2 by:

- Delivering housing in a sustainable location
- Making efficient use of previously developed or utilised land
- Replacing a higher-intensity use with a lower-impact residential use

## 5. Highways and Transport

### 5.1 Vehicular Movements and Traffic Impact

Policy 33 – Providing a Sustainable Transport Network requires that development:

- Does not generate unacceptable traffic impacts
- Provides safe and suitable access
- Minimises the need to travel, particularly by private car

The existing caravan use generates frequent and irregular vehicle movements, including visitor turnover and servicing traffic. By contrast, three permanent dwellings would generate:

- Limited daily movements associated with residents
- No short-stay turnover traffic
- Minimal servicing or delivery requirements

Accordingly, the proposal would result in a net reduction in vehicular movements compared to the existing lawful use of the site. This represents a clear benefit in highways terms and directly accords with Policy 33.

### 5.2 Access and Parking

The development provides adequate off-street parking in line with Policy 36, ensuring:

- No overspill parking on the public highway
- Safe and efficient access arrangements
- No adverse impact on highway safety

## **6. Design, Character and Amenity**

**Policy 3 – Design of New Development** requires proposals to:

- Respect local character and distinctiveness
- Be of an appropriate scale and layout
- Protect residential amenity

The proposed dwellings:

- Are appropriately scaled relative to surrounding development
- Improve the visual appearance of the site compared to caravan accommodation
- Avoid unacceptable overlooking, noise, or disturbance

The replacement of caravan use with permanent housing will enhance residential amenity and improve the character of the area in accordance with Policy 3.

## **7. Affordable Housing**

**Policy 18 – Affordable Housing** applies to developments of:

- 11 or more dwellings, or
- Residential developments with an internal floor area of 1,000sqm or more

As the proposal comprises three dwellings only, it falls below the applicable threshold and is fully compliant with Policy 18.

## **8. Flood Risk and Drainage**

**Policy 4 – The Sequential Test** and **Policy 31 – Sustainable Drainage Systems** require development to:

- Avoid inappropriate flood risk
- Incorporate suitable drainage and mitigation measures

Any flood risk matters have been appropriately addressed through a site-specific Flood Risk Assessment and sustainable drainage strategy prepared by Flume Consultants, ensuring compliance with Policies 4 and 31.

## **9. Planning Balance and Conclusion**

When assessed against the Development Plan as a whole, the proposal:

- Complies with Policies 1 and 2 by delivering sustainable housing in an appropriate location
- Complies with Policy 17 by significantly reducing vehicular movements compared to the existing caravan use
- Complies with Policy 3 through high-quality design and improved amenity
- Complies with Policy 18 by falling below affordable housing thresholds
- Can comply with Policies 28 and 29 through appropriate flood risk and drainage measures

The proposed development represents a clear planning betterment over the existing use and should therefore be granted planning permission.