



Date: 6/3/18
Ref:J103-PDA

PLANNING DESIGN AND ACCESS STATEMENT

FOR
PROPOSED RESIDENTIAL DEVELOPMENT
adj
7 BARBERS DROVE SOUTH
CROWLAND

FOR
MR S GILBY

Introduction and the site: -

The clients approached us to investigate the possibility of gaining Outline permission on the site adjacent no. 7 Barbers Drove South. Barbers Drove South is a small stretch of road (approx. 200m long) that has been truncated by not just James Road but also the A16 and has linear development both sides of the road. In recent years an application for 2 properties (identified on the Block Plan) was refused by SHDC but granted under appeal references H02-0906-11 and APP/A2525/A/12/2174201. Rather than me try and justify this location being suitable for Residential Development please read excerpts from The Planning Inspectorate Appeal Ref APP/A2525/A/12/2174201 shown below.

5. Saved Policy HS7 of the South Holland Local Plan adopted in 2006 indicates that, outside the defined settlement limits of Spalding, Area Centres and Group Centres, new housing development will only be permitted where it is essential to meet the needs of agricultural or forestry workers or is for small scale rural exception affordable housing. There is no suggestion that the development falls into these categories and it would therefore clearly not be consistent with Saved Policy HS7
6. The National Planning Policy Framework (NPPF) published in March 2012 confirms the statutory principle that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. It also contains a presumption in favour of sustainable development and states that the NPPF should be a material consideration in planning decisions. I must therefore consider whether the policies of the NPPF and any other material considerations outweigh the clear conflict with Saved Policy HS7.
7. The policy in the NPPF relating to housing in rural areas is somewhat less restrictive than Saved Policy HS7. It indicates that isolated homes in the countryside should not be allowed unless they meet criteria similar to those in Saved Policy HS7 or others that are not applicable in this case. However, it indicates that housing should be located where it will enhance or maintain the vitality of rural communities.
8. The appeal site is on the edge of the small market town of Crowland which offers a range of services and facilities; it is about three-quarters of a mile from the town centre to which it is accessible on foot or by cycle through Barbers Drove North. It also forms a gap in a short ribbon of residential development on the west side of Barbers Drove South. It is therefore not an isolated situation in the countryside and could reasonably be described as an infill site. The proposed development would not be intrusive in the countryside.

9. I also accept the appellant's view that the construction of the new A16 has changed the relationship of Barbers Drove South with the rest of Crowland. Formerly it would have been separated from Crowland by a busy through route, but now James Road is lightly trafficked and does not act as a barrier. In my judgement this is therefore a sustainable location for new housing development because of its easy access to services. I appreciate that the settlement limit of Crowland was not defined by the line of the former A1073, but that does not alter my view that the new road has effectively improved the integration of Barbers Drove South with the main body of Crowland.
10. While the South Holland Local Plan was adopted in 2006, it is not a development plan document adopted in accordance with the Planning and Compulsory Purchase Act 2004. As such its policies should be accorded weight according to the degree of consistency with the policies in the NPPF. I have identified the difference between Saved Policy HS7 and the NPPF with regard to the provision of housing in rural areas, and the presumption in the NPPF in favour of sustainable development. In my judgement the proposal would be consistent with the aims of policies in the NPPF and this outweighs the conflict with the precise terms of Saved Policy HS7.
11. I therefore conclude that the development would amount to sustainable development having regard to policies for housing development in the countryside.
12. I do not accept that this would be a dangerous precedent which could undermine policies for development in the countryside. My judgement has been reached on the basis of the specific considerations relating to this site and its relationship with Crowland. Other proposals will need to be considered on their own merits and in the context of the development plan policy at the time.

Although the difference between this site and the Appeal site is that the Appeal site is between 2 properties and this is not, I would state this is infill between No. 7 and the A16 bypass. If allowed no more development could exist along this stretch of road on the northern side. Therefore I reflect that this would not set a dangerous precedent which could undermine policies for development in the countryside. This is site specific.

Use: -

For domestic housing (3 properties shown indicatively on the plans).

Amount: -

3 properties shown indicatively on the plans.

Layout: -

Shown indicatively but subject of Approval of Reserved Matters if Outline successful.

Scale: -

Shown indicatively but subject of Approval of Reserved Matters if Outline successful.

Landscaping: -

Shown indicatively but subject of Approval of Reserved Matters if Outline successful.

Appearance: -

Shown indicatively but subject of Approval of Reserved Matters if Outline successful.

Access: -

You disembark the car onto a hard surface that with the aid of ramps takes you to the higher footpath level. The

principle door access into the building is fitted with a level entry threshold which allows wheelchair access.

Crowland is a major Town within the South Holland catchment situated equal distance (approx. 10 miles) between Peterborough and Spalding. Crowland is on a good Bus connection on the Spalding to Peterborough route with both Peterborough and Spalding having train connections to other areas of the country.

Sustainable Design: -

The building will be built to all latest standards and in addition rainwater harvesting and solar power will be investigated for inclusion to the design.

Flood Risk Assessment: -

As shown on the Flood Zone Map from the Environment Agency the site is within Flood Zone 3 areas that benefit from flood defences. Therefore we include a Flood Risk Assessment.

