

PLANNING REPORT

LAND AT PETERBOROUGH ROAD, CROWLAND, PE6 0BB.



August 2018

Prepared by Barry M Waine Dip.TP; MRTPI; CMS

Barry Waine Planning

Sunnyside Cottage

The Green

Wootton

Northampton NN4 6LF

RELEVANT BACKGROUND

Relevant applications on this site are: -

H02-0724-10 Outline planning permission granted 17th December 2010.

H02- 0004-14 Outline planning permission granted 5th March 2014.

The 2014 permission lapsed on the 5th March 2017 as the pre-commencement conditions were not satisfied within the required 3-year period.

In December 2015 pre-application advice was given to the proposed erection of 5 dwellings on the site.

Further pre-application advice was given verbally in June 2018.

A meeting has been arranged with the Crowland Parish Council Planning Committee Chairman for the 20th August 2018.

RELEVANT PLANNING POLICY

The relevant planning policy is set out in the adopted South Holland Local Plan 2006 (saved policies) and the South East Lincolnshire Local Plan 2011 – 2036 which was submitted to the Secretary of State in June 2017 and the subject of a public hearing between October 2017 and April 2018. Public consultation on main modifications to the Plan were invited between 16th July and 28th August 2018.

The saved policies of the South Holland Local Plan remain in place until the adoption of the South East Lincolnshire Local Plan.

Also relevant to the determination of the application is the National Planning Policy Framework (NPPF) of July 2018.

South Holland Local Plan

Policy SG3 (Settlement Hierarchy) defines Crowland as an Area Centre with an in-principle acceptance of schemes for growth within the defined settlement boundary.

Policy SG13 (Pollution and Contamination) refers to redevelopment giving appropriate treatment to land remediation of contaminated land

Policy SG14 (Design and Layout of new development) refers to matters such as local distinctiveness, choice of materials, relationship of the development to the character, form and scale of buildings nearby and that the proposed

development should consider neighbour amenity, landscaping, access and sustainable construction methods.

Policy SG16 (Parking Standards in new development) sets out the required appropriate parking and servicing arrangements also by reference to the availability of public transport.

Policy SG18 (Landscaping of new development) requires appropriate landscaping measures to be incorporated into new development.

Policy HS4 (New housing in Spalding and Area Centres) reinforces the need for development to be within Area Centres and on brownfield sites.

South East Lincolnshire Local Plan (Including Main Modifications)

Policy 1 (Spatial Strategy) refers to Crowland as a Main Service Centre where development will be permitted that supports its role as a service centre, helps to sustain existing facilities or meets the needs of other local communities.

Policy 2 (Development Management) sets out nine criterion covering sustainable development considerations on matters of design, layout, density and impact on amenity. The policy is in effect a check list for development schemes

Policy 4 (Approach to Flood Risk) recognises that most of the land within the Local Plan is at significant flood risk and all applications will need to demonstrate through a Flood Risk Assessment how the development proposed covers risk from flooding, including the impacts of climate change.

Policy 5 (Meeting Physical Infrastructure and Service Needs) presumes in favour of planning permission being granted if it can be shown that there is sufficient infrastructure and services to support the needs of the proposed development.

National Planning Policy Framework (July 2018)

2 Achieving Sustainable Development sets out the three objectives for sustainable development and requires that sustainable development is pursued in a positive way within the overall presumption in favour of sustainable development.

4 Decision-making covers matters of pre-application engagement and front loading and determining applications in accordance with the development plan. An emerging plan as at South Holland is recognised as having weight in the determination of applications.

5 Delivering a Sufficient Supply of Homes majors on the Government's objective of boosting the supply of homes but noting that affordable housing should not be sought for residential developments that are not major developments other than in designated rural areas.

11 Making Effective Use of Land encourages the development of under-utilised land and buildings and the value of using suitable brownfield land within settlements. Also supporting development that makes the most efficient and optimal use of land by avoiding low densities on each site.

12 Achieving Well-Designed Places is recognised as a key aspect to sustainable development and that design quality should be considered through the evolution and assessment of individual proposals.

14 Meeting the Challenge of Climate Change, Flooding and Coastal Change notes that inappropriate development in areas of risk of flooding should be avoided or where the development is necessary, the development should be made safe for its lifetime without increasing flood risk elsewhere.

15 Conserving and Enhancing the Natural Environment refers to ground condition and pollution where development is proposed by reference to the need to ensure that new development is appropriate, taking account of pollution.

PLANNING CONSIDERATIONS

As the site has the advantage of two previous planning permissions and in initial pre-application discussions no objections were raised to the principle of the redevelopment of this former storage site, previously used as a special industrial use, to residential.

The site is contaminated, and a contamination report was submitted previously and has been updated to accompany the application the subject of this Planning Report.

In determining the application in 2010 it was considered by planning officers that the site would be capable of accommodating 6-8 dwellings with, at that time, one third being affordable units.

In the 2014 application the planning officers noted that the site would appear to be large enough to accommodate a range of dwellings without causing unacceptable harm to adjoining occupiers amenity. Again, affordable units would be addressed by condition.

With both applications no details of a layout were submitted either as part of the application or on an indicative basis.

In December 2015 pre-application advice was sought on a sketch layout for 5 dwellings. Based on that sketch the officer's opinion was that the development would not comply with policy SG14 which states that new development should take into account the historic pattern of development and would appear cramped.

The development proposed then and now is for frontage development but recognising the backland property at 31C and ensuring the most appropriate form of development on a previous industrial site. It is considered that policy SG14 is in fact met by the development.

In considering the form of development on the site it is reasonable to consider any nearby full planning permissions of a similar nature that have been approved since the 2015 pre-application enquiry.

By application H02-0082-17 planning permission was sought for the erection of 3 dwellings and garages on land at 65 Peterborough Road, Crowland.

This site had previously gained planning permission for the erection of 4 dwellings in 2009 and renewed in 2012. The second permission had lapsed prior to the submission of the 2017 application.

The site comprised a backland location with access between 65 and 57 Peterborough Road as shown on the location plan and layout plans attached to the permission (Appendix 1).

The application was recommended for approval by the Development Manager to the Planning Committee on the 26th April 2017.

The officers report noted that the layout as proposed was not overdevelopment and was compared to the plot size of a nearby property at 32 Harvester Way. In conclusion the report stated that the design, scale and layout were appropriate for the site and acceptable.

The site comprised an area of 0.1 ha and was existing residential garden land and not therefore previously developed land by reference to the NPPF.

Whilst it is accepted that each application must be considered on its merits it is reasonable to require that standards of design, scale and layout should be consistent throughout a Local Authority area.

The layout of the application site the subject of this report indicates the erection of 5 dwellings on a 0.2ha site.

Unlike the application at 65 Peterborough Road the land is previously developed land and has a road frontage to the Peterborough Road. To the south is a public footpath and in part an area of overgrown land adjoining the footpath.

To the north west is a single bungalow with a vehicular and pedestrian access to the rear of properties fronting Peterborough Road.

To the east of the site are several bungalows set back from the Peterborough Road and to the south two storey semi-detached dwellings.

To the north of the site is a two-storey dwelling (Number 35) with other similar older properties sited closer to the road than either the bungalows or two storey houses referred to above.

To the immediate site frontage is a bus shelter which would need to be relocated by agreement with the transport company and/or County Highways.

Affordable housing was a requirement of the previous permissions, but the current Council policy does not require affordable housing for schemes of 10 dwellings or less or should the development exceed 1000sqm in size.

As the previous applications on the site were submitted in outline with all matters reserved the significant criteria which related not only to layout but also to scale, numbers, materials and landscaping were not submitted.



East of Peterborough Road site

Accompanying this Report is a Design and Access Statement which sets out the basis of the application

An important consideration is the cost of the remediation of the land suitable for residential use. A detailed contamination survey of the land is submitted with the application. This cost of remediation is a significant factor in the likely redevelopment of the site. Without sufficient return through an acceptable planning permission for five dwellings it is unlikely that the site will be redeveloped in the foreseeable future.

The previous permissions have not been taken up and the site has been left in an overgrown and visually unacceptable state now with a high security fence dominating the view from the Peterborough Road



A

South of Peterborough Road

A flood risk assessment has been undertaken and noted that whilst there is evidence of historic flooding there is a very low risk of surface water flooding. It is recommended that appropriate SuDS measures should be incorporated into the development to minimise surface water discharge together with appropriate flood resistance and resilient measures. The proposal can be operated safely in flood risk terms without increasing flood risk elsewhere and is, therefore, appropriate development in accordance with the NPPF

Although the application is submitted to establish the principle for the development of the site-specific regard must be had to the previous outline planning permissions.

In determining those applications, the site was noted to be in a sustainable location where development of it would improve the environmental quality of this part of the Peterborough Road by forming a beneficial use for a redundant industrial site

The site benefits from public transport facilities with bus stops located adjacent to the site along the Peterborough Road serving not only Crowland but accessing Peterborough and Spalding.

Crowland is recognised as a main service centre with a range of convenience stores, post office, medical centre, library and both a first and second school. The development of this site will further support those facilities.

It is, therefore, considered that the redevelopment of this land is within both National and Local Policies and guidance.

bmw

August 2018