
PLANNING, DESIGN & ACCESS STATEMENT

LAND NORTH OF FLEET ROAD, HOLBEACH

PROPOSED RESIDENTIAL DEVELOPMENT OF UP TO 5 DWELLINGS

ON BEHALF OF

MR & MRS P. MCCARTHY AND MR & MRS C. GIBBONS

AUGUST 2017

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1. INTRODUCTION

- 1.1 This Planning, Design & Access Statement has been prepared by John Martin & Associates on behalf of Mr & Mrs P McCarthy and Mr & Mrs C Gibbons in support of an outline planning application for residential development of up to 5 dwellings with all matters, except access reserved for later determination, on an area of land north of Fleet Road, Holbeach which extends to approximately 0.49ha.

Site Plan



- 1.2 The outline planning application is supported by the following documents:-
- Topographical Survey
 - Flood Risk Assessment
 - Illustrative layout
- 1.3 An outline planning permission (H05-0438-17) for the residential development of up to 5 dwellings was issued on 27th July 2017 in respect of a similar site area. The red line application site boundary has now been slightly amended from that subject of the extant permission in regard both the northern and eastern site boundaries, therefore necessitating the requirement for the current outline planning application.

2. APPLICATION SITE AND SURROUNDINGS

- 2.1 The application site forms a broadly rectangular shaped area of land which is located to the north of Fleet Road (B1515) on the eastern edge of the built up area of Holbeach approximately 750m from the town centre. There is existing residential development to the east, west and south of the site with agricultural land to the north. The site area forms part of the larger field to the north, although the land to the north is in separate ownership and does not form any part of the planning application.
- 2.2 The site area is relatively flat as confirmed by the topographical survey and has been subject of arable cultivation in association with the more extensive area of farmland to the north. The site boundaries are defined to the south by a drainage ditch, tarmac footway and Fleet Road; to the east by a conifer hedge and to the west by a fence alongside the property known as 'Eastfield'. The northern site boundary is at present defined by a series of 'marker pegs'.

- 2.3 There are a set of overhead electricity cables located toward the western site boundary which run in a north - south direction across the site.
- 2.4 To the southern side of Fleet Road, opposite the site there is residential development in the form of a linear development of detached dwellings which have individual vehicular accesses on to Fleet Road.

3. PLANNING POLICY CONTEXT

- 3.1 In conformity with Section 70(2) of the Town & Country Planning Act 1990 and Section 38(6) of the Planning & Compulsory Purchase Act 2004 the planning application will need to be determined in accordance with the policies of the Development Plan unless other material considerations indicate otherwise.
- 3.2 The Development Plan currently comprises of the South Holland Local Plan 2006. Whilst the South East Lincolnshire Local Plan (SELLP) is an emerging document it has been subject of public examination, with consultation being undertaken on proposed main modifications arising from the examination. The relative weight that can be attached to the proposed policies of the SELLP will need to reflect its position in the plan preparation process.
- 3.3 Consideration should also be had to the content of the National Planning Policy Framework (NPPF)(July 2018) which is a material consideration in all planning applications and to any other relevant policy guidance and Supplementary Planning Documents (SPD).

South Holland Local Plan 2006

- 3.4 The relevant policies of the Local Plan are considered to be the following:-
- 3.5 **Policy SG3: Settlement Hierarchy** – Holbeach is identified as an Area Centre the role of which would be to *‘continue to provide housing, employment and commercial development to support their roles as service centres for surrounding rural areas’*.
- 3.6 **Policy SG4: Development in the Countryside** – provides for new development which is essential in the proposed location and cannot reasonably be accommodated within the defined settlement limits.
- 3.7 **Policy HS4: New housing in Spalding and Area Centres** – proposed new housing will be focussed within the defined settlement limits.
- 3.8 **Policy HS7: New housing in the Open Countryside** – confirms that new housing will only be permitted where:
- It is proven to be essential to meet the needs of agricultural, forestry or other workers and complies with policy HS12, or
 - The proposal is for small scale, rural exception affordable housing that complies with Policy HS9

- 3.9 **Policy HS8: Affordable Housing** - states that on residential development sites of three or more dwellings, or sites of 0.1 hectares or more, the Council will require the provision of a minimum of one third of the residential units as affordable housing on the site.

National Planning Policy Framework

- 3.10 Relevant national planning policy is set out in the National Planning Policy Framework (NPPF) and in particular Paragraph 2 states: ***'The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions'***
- 3.11 Paragraph 11 states that: ***'Plans and decisions should apply a presumption in favour of sustainable development.'***

For decision taking this means:

- ***Approving development proposals that accord with an up to date development plan without delay; or***
- ***where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date,(Footnote7) granting planning permission unless:***
 - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or***
 - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework taken as a whole'***

(Footnote 7; Includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out on paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.)

- 3.12 Paragraph 48 confirms that: Local planning authorities may give weight to relevant policies in emerging plans according to:
- a) the stage of preparation of the emerging plan (the more advanced its preparation; the greater the weight that may be given);***
 - b) the extent to which there are unresolved objections to relevant policies(the less significant the unresolved objections, the greater the weight that may be given); and***
 - c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the emerging plan to the policies in the Framework, the greater the weight that may be given)***
- 3.13 Paragraph 73 confirms that: ***'Local Planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five year' worth of***

housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old’.

Emerging Plan Policy

- 3.14 The Publication Version of the South East Lincolnshire Local Plan 2011-2036 (SELLP) was submitted for Examination in June 2017. Main modifications are currently subject of consultation during July/August 2018.
- 3.15 The settlement of Holbeach is proposed as a Main Service Centre in the Spatial Strategy of the plan, where new development would be focussed to help retain existing facilities or help meet service needs of other local communities.
- 3.16 The Publication Version of the SELLP proposes new housing allocations in Holbeach for a total of a total of 1,054 dwellings over the plan period.
- 3.17 The relevant Publication Version Local Plan policies on new housing provision in Holbeach are particularly positive although as the SELLP is currently subject of examination only moderate weight that can be attached to those policies at the present time.

5 Year Housing Land supply

- 3.18 The SELLP website contains monitoring information including:- ***‘The South Holland District council 5-year Housing Land Supply Assessment as at 31st March 2018’*** as evidence in support of the emerging SELLP. Table 1 below sets out the most up to date position regarding the 5 year supply of deliverable housing sites:-

TABLE 1 – 5 YEAR SUPPLY OF DELIVERABLE HOUSING SITES – SOUTH HOLLAND DISTRICT

Housing requirement 2011 - 2036	11,675 (467pa)
Housing requirement 31/03/2011–31/03/2018	3,269
Completions 31/03/2011-31/03/2018	1,853
Shortfall in completions to 31/03/2018	1,416
Housing Requirement 01/04/18 – 31/03/23	2,335
+ Shortfall (1,416)	3,751
+ 20% Buffer	750
Total Requirement 01/03/18- 31/03/2023	4,501 (900pa)
Deliverable Housing sites 01/03/17-28/02/22	3,819 (4.24yrs)

- 3.19 Table 1 confirms that on the basis of the most up to date housing monitoring information as at 31st March 2018 the South Holland District Council are unable to demonstrate a 5 year supply of deliverable housing sites in accordance with the NPPF 73.

- 3.20 NPPF 11 therefore applies in that: ***‘the policies which are most important for determining the application are out of date.*** (Footnote 7 applies in that the local planning authority cannot demonstrate a five year supply of deliverable housing sites) .
- 3.21 Where in the context of NPPF 11 relevant policies are therefore not up to date then a planning application for residential development falls to be determined in accordance with tilted balance of the relevant paragraph and the presumption in favour of sustainable development.

4. CONSTRAINTS AND OPPORTUNITIES

- 4.1 The proposal takes into consideration the following constraints and opportunities relevant to the site and its surroundings:

Constraints

- Potential for any visual impact arising from development on the character of the surrounding area
- Satisfactory access being obtained to the Fleet Road
- Existing drainage ditch along the site frontage and the easement required by the IDB
- Overhead electricity cable
- Open views to the north

Opportunities

- Gateway location on the edge of the town
- An appropriate scale, form and character of development which respects the location and character of the site
- Undergrounding of overhead electricity cable
- The opportunity for additional landscaping within the site and along the site boundaries.
- Enhancement of the biodiversity within the site area

5. PRE-APPLICAION ADVICE

- 5.1 The applicant has met with an officer of the District Council on 14th June 2018. The verbal advice received at that meeting indicated that as the majority of the proposed application site area already has the benefit of outline planning permission for residential development and only minor changes proposed of approximately 6/7m to both the north and east site boundaries (extension to the north and contraction to the east) a planning application proposing a similar form and scale of development as that already subject of a valid consent would likely to be considered favourably.

6. THE PROPOSAL

Use & Amount

- 6.1 The outline planning application proposes a residential development with the illustrative site layout indicating the potential of up to 5 detached dwellings in a linear form of development. This form of development seeks to mirror the existing residential development on the southern side of Fleet Road.

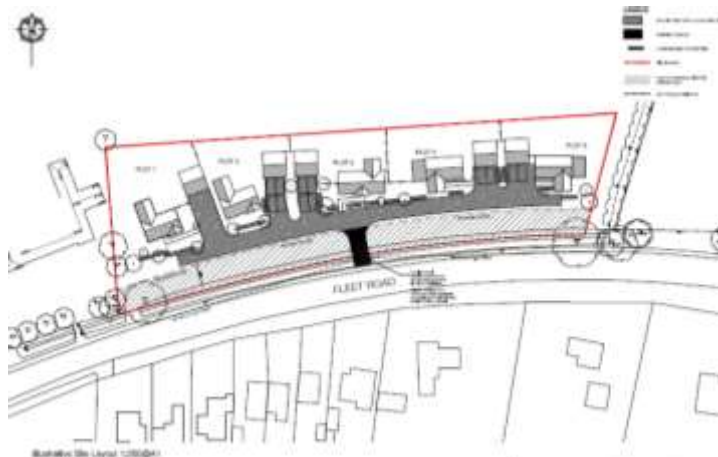
Scale

- 6.2 The proposed dwellings would be two storeys in height which acknowledges the scale of the residential properties in proximity to the site, particularly the existing dwellings on the southern side of Fleet Road.

Appearance

- 6.3 The illustrative site layout has been prepared having due regard to the respective constraints and opportunities presented by the site and its surroundings. In particular reference is had to the provision of satisfactory accesses to Fleet Road and the 6m protection area from the ditch edge required by the IDB.

Illustrative Site Layout



Access

- 6.4 A single access point is proposed onto Fleet Road, which will serve private drive for the 5 dwellings. The widths of the respective accesses are 4.5m with visibility splays of 2.4m x 65m which are in accordance with the standards required by the Lincolnshire Highways.

Landscape Strategy

- 6.5 A key aspect of any proposed landscape strategy will be the retention and enhancement of the existing trees and hedges where possible and the provision of additional planting along the northern site boundary to assist in reducing any potential visual impact from the proposed development on the surrounding landscape.

7. SUSTAINABILITY

- 7.1 At the heart of the NPPF is a presumption in favour of sustainable development. The three dimensions of sustainable development are identified in the NPPF as economic, social and environmental objectives. The proposed residential development of the site is therefore considered against each of those three dimensions.
- 7.2 Holbeach is a market town which benefits from a range of social, retail and community facilities, in addition to which the town has a number of industrial/business parks providing employment opportunities. The site is located immediately adjacent to the built up area of the town, approximately 750m from the town centre of Holbeach. There is an existing tarmac footpath along the site frontage which extends into the town centre. The walking time between the site and the town centre is approximately 10 minutes which is considered to be a reasonable maximum. Fleet Road has a standard carriageway width for a 'B' class road and is subject to a 30mph speed limit along the site frontage and into the town centre and as such is considered to be suitable for use by cyclists.
- 7.3 There are a number of existing bus stops along Fleet Road, with the nearest being located opposite Rowan Close approximately 250m from the site. As such this is comfortably within the 400m walking distance recommended in the Institute of Highways & Transportation's Guidelines for Planning for Public Transport in Development (IHT 1999). The closest bus stop to the site is used by the 505 InterConnect service which operates a full weekday and weekend service between Kings Lynn- Holbeach- Spalding.
- 7.4 The site is therefore considered to be accessible to Holbeach town centre by all modes including walking, cycling and bus which is in accordance with the NPPF Paragraph 110 which seeks to: ***'give priority first to pedestrian and cycle movements .. and to facilitate access to high quality public transport...'***
- 7.5 In terms of an economic role the proposal supports the Government objective as set out in the NPPF Paragraph 59 ***'of significantly boosting the supply of homes'***. The proposed development will generate jobs through the construction activity with consequent positive impacts for the local economy during the construction period. In the longer term the additional residents are likely to have jobs and generate economic activity through the use of local services and facilities and the purchase of goods and services in the local area.
- 7.6 In respect of a social role the development would make a positive contribution to meeting the housing needs and requirements of the District. The site is available for immediate development and would deliver early housing completions to assist in meeting the identified

shortfall in the 5 year supply of housing sites within the District, in accordance with a fundamental aim of national planning policy which is to boost the supply of homes.

- 7.7 In terms of the environmental role the proposed development will provide additional landscaping within and on the boundaries of the site to provide visual containment to the site area.
- 7.8 The NPPF confirms that these roles should not be undertaken in isolation and therefore to achieve sustainable development economic, social and environmental gains should be sought jointly and simultaneously. The proposed development has been shown to have considered and met these roles.

8. SUMMARY

- 8.1 The application site adjoins the existing built up area of the town.
- 8.2 The up to date housing land supply information, as at 31st March 2018 indicates that South Holland District cannot demonstrate a five year supply of deliverable housing sites.
- 8.3 NPPF 11 confirms that the policies most important for determining the application are out of date where a local planning authority cannot demonstrate a five year supply of deliverable housing sites.
- 8.4 The application therefore falls to be determined against the NPPF 11 and the presumption in favour of sustainable developable.
- 8.5 There are no identified technical or environmental constraints to the residential development of the land.
- 8.6 Satisfactory vehicular accesses can be provided from Fleet Road to serve the site.
- 8.7 The site is within a reasonable walking distance of the town centre. There are existing bus stops within close proximity to the site from which there are regular weekday and weekend services to Spalding and Kings Lynn.
- 8.8 The illustrative site layout has been prepared having reference to the character of the site and surroundings which have established the respective constraints and opportunities.
- 8.9 The principle of the site being a sustainable location for a small scale residential development has already been established through the grant of outline planning permission at this location on a similar site area for up to 5 dwellings in July 2017.
- 8.10 The majority of the site area subject of the current outline planning application already has the benefit of that existing outline planning permission, with little significant change to the planning policy framework as relates to the site and with the local planning authority being unable to demonstrate a 5 year supply of deliverable housing sites the planning application should be considered favourably.

