

DECISION DELEGATED TO DEVELOPMENT MANAGER

Application No: H05-1175-18 **Applicant:** Mr H Payne
Proposal: Residential development (single dwelling) previous approval H05-0906-16
Location: Fleet Road Fleet
Terminal Date: 22nd January 2019

Planning Policies

Local Plan July 2016:

SG1	General Sustainable Development
SG14	Design and Layout of New Development
SG17	Protection of Residential Amenity
HS7	New Housing in the Open Countryside including Other Rural Settlements

National Guidance

National Planning Policy Framework 2018

Sections 5, 12 and 14 of the National Planning Policy Framework (2018)

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	0	0	0	0
WARD MEMBER	0	0	0	0
HIGHWAYS & SUDS SUPPORT	0	0	0	1
IAN MARSHMAN, HISTORIC ENVIRONMENT OFFICER	0	0	0	1
SOUTH HOLLAND INTERNAL DRAINAGE BOARD	0	0	0	1
SHDC INTERNAL	0	0	0	1
OTHER STATUTORY BODIES	0	0	0	1

RESIDENTS	0	0	1	0
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CASE OFFICER ASSESSMENT

This is a full application for residential development of a single dwelling on land off Fleet Road, Fleet. The proposal is immediately adjacent to the defined settlement limits of Fleet Hargate and the surrounding area is characterised by buildings of varying ages and design. Outline planning permission was previously granted under reference H05-0906-16.

The proposal seeks to provide a dwelling on the western boundary of the site. The proposed dwelling would be access via a shared access private road from Winslow Gate and be sited 500mm above existing ground level. A dining room, lounge, water closet, utility and kitchen are to be sited at ground floor level with four bedrooms, two en-suites and one 'Jack and Jill' en-suite at first floor level. The frontage of the building will face Fleet Road. A double garage is to be placed at the rear of the building, closer to the private road shared access. The window of bedroom three faces the adjacent plot to the east. This full window is required for fire safety egress.

Proposed tile is Sandtoft Calderdale Dark Grey with Flemish Antique Hoskins Brick. The proposed materials are considered to be appropriate for the site. The eastern boundary of the site will be bordered by 1.2m and 1.8m high timber fences, with a post and rail fence to the front of a mixed hedge at the western boundary. The existing trees and frontage hedge adjacent to Fleet Road are to remain. The proposed boundary treatment is considered to be appropriate for the site. The design of the adjacent plot can address overlooking matters should it be of significant concern to the future applicant.

The County Highways & SUDS Officer has requested standard access and utilities informatives. The Environmental Protection Officer, Historic Environment Officer and a member of the public have no objections to the proposal. South Holland Internal Drainage Board has requested a surface water condition.

In terms of flood risk, the site is located within Flood Zone 3 of the Environment Agency's Flood Maps. A sequential test therefore needs to be undertaken. The Sequential Test is a decision making tool designed to ensure that areas at little or no risk of flooding are developed in preference to areas of higher risk. Paragraph 158 of the National Planning Policy Framework advises that: "The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding." For development to pass the sequential test it has to be demonstrated that there are no reasonably available alternative sites appropriate for the proposed development located in areas with a lower risk of flooding.

The site, as situated, is located within Flood Zone 3 of the Environment Agency's Flood Map for Planning. The latest Agency Flood Maps have been created as a tool to raise awareness of flood risk with the public and partner organisations, such as Local Authorities, Emergency Services and Drainage Authorities. The Maps do not take into account any flood defences.

The South Holland Strategic Flood Risk Assessment (2017) is therefore used as a basis to apply the sequential test. In this respect, the site is located within an area identified as "Danger to Some". However, it is not possible, consistent with wider sustainability objectives, for all new housing within the district to be delivered within an area of no risk and this is a less severe category. It is considered that there are no reasonably available alternative sites appropriate for the proposed development located in areas with a lower risk of flooding. In this respect, the Authority views reasonably available sites as those that are deliverable and developable (as defined by the NPPF) for the use proposed within the area, can accommodate the general requirements of the development and are, in principle, in conformity with the objectives and advice within the National Planning Policy Framework and its associated National Planning Practice Guidance relating to sustainable development and flood risk.

If it is not possible to locate the development within an area of lower flood risk, the exceptions test should be applied. The NPPF and the PPG set out two elements to the Exceptions Test. First, proposed development is required to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and second, that it will be safe for its lifetime without increasing flood risk elsewhere and, where possible, will reduce flood risk overall. This is aimed at allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available whilst helping ensure that flood risk to people and property will be managed satisfactorily.

In terms of the first element, the proposal will provide wider sustainability benefits to the community that outweigh flood risk; that is, the provision of additional housing in sustainable locations within the district. In terms of the latter, the Environment Agency has recommended that the properties be two-storey and that finished floor levels (FFLs) be set at least 500mm above existing ground level.

The site is located outside defined settlement limits and therefore is considered to be in the open countryside as defined in the South Holland Local Plan, 2006. HS7 would ordinarily be a policy restraint in such situations. However, the Council does not currently have a demonstrable 5-year housing supply of deliverable sites and, as such, the presumption in favour of sustainable development in line with the National Planning Policy Framework applies.

The site is located outside the proposed defined settlement limits of Fleet Hargate under the draft South East Lincolnshire Local Plan. Policy HS7 indicates that new residential development is normally only allowed in such locations if it is proven essential to meet the needs of rural workers, or the proposal is for small scale rural exception affordable housing.

However, in accordance with advice within National Planning Policy Framework guidance, residential development is considered appropriate on suitable sites in a sustainable location. Concerning suitability, Local Plan Policy SG14 indicates that new development should respect the historic pattern of development in the locality and be in character with the existing settlement.

Addressing the above, the site adjoins the present boundary. Similar developments adjacent to the boundary of Fleet Hargate have recently been granted by the Local Planning Authority. On this basis, it may well be suitable in principle for residential development.

The site would be considered a suitable extension plot. However, as the site is just outside the defined settlement limit, the site is considered to be in the countryside. Policy HS7 is therefore relevant. The policy states that only essential housing for agricultural workers or affordable housing should be permitted as rural exceptions. The application is therefore contrary to Policy HS7. However, as the plot is a natural extension plot, adjacent to the defined settlement limit boundary, paragraph 79 of the National Planning Policy Framework is also relevant.

This paragraph promotes sustainable development in rural areas where it will maintain or enhance of the vitality of rural communities. As the proposed development is next to Fleet Hargate, and within walking distance of the local shop with appropriate paths and lighting, the application would appear to comply with paragraph 79 of the National Planning Policy Framework.

Criteria 1 of Policy SG2 states that although priority is given to brownfield sites within defined settlement limits, and then greenfield sites within defined settlement limits, it does then allows land adjacent to defined settlement limits to be used for development. It would therefore be unreasonable to strictly implement policy HS7 on the basis that it is an unsustainable location when there is scope within the existing Local Plan policy to allow for this type of development. Whilst the properties will be outside the defined settlement limit they will continue an existing development line and not constitute a stand alone development.

In light of the above considerations the proposal is considered to be in accordance with policies SG1, SG14, SG17 and HS7 of the South Holland Local Plan, 2006, as well as Sections 5, 12 and 14 of the National Planning Policy Framework, 2018.

A delegated approval is considered to be appropriate.