

Planning Statement

**Proposed Development at
Low Lane, Holbeach**

**Erection of 5 No. detached dwellings,
1 No. detached double garage and demolition
of existing bungalow**

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1.0 Introduction:

The application seeks planning permission for the demolition of the existing three-bedroom bungalow and the erection of five detached houses and one detached double garage; consisting of four, four-bedroom houses and one five-bedroom house at the site known as 47 Low Lane Holbeach.

Planning consent for the existing bungalow on the proposed development site was granted in 1978. Outline planning permission for the erection of an additional bungalow was granted in 1990 (Ref: H09-1066-90) and renewed in 1993 (Ref: H09-1082-93). However, this consent was allowed to expire and was not implemented.

In 2013, planning permission (Ref: H09-0664-13) was granted for the erection of a two storey four-bedroom house and detached double garage to a designated plot of land to the north of the site. The consented development (Ref: H09-0664-13) has since been completed.

The site is within the settlement boundary for Holbeach, which is designated as a Main Service Centre as set out in the South East Lincolnshire Local Plan (SELLP) 2019.

2.0 Site Assessment:

The current site consists of the single three-bedroom detached bungalow located centrally to the 0.34-hectare site, of which is predominately made up of turf and soft landscaped areas with a 3.7-metre-wide limestone access drive off Low Lane.

The site is generally level with some raised landscaped areas, a fishpond, filter pond, a rockery with Leylandii trees, a storm damaged Salix, Malus Domestica and six medium sized ornamental trees to the west. A Pyracantha hedge runs from the south to north boundary to separate the turf garden from a vegetable plot.

The perimeter of the site consists of an open boundary to the north, a post and wire and 1.8m high timber close boarded fence to the west and 4.5m high mature Leylandii hedge to the east and south.

The immediate surrounding developments consist of a single detached house and detached double garage to the north, and single detached house and detached garages to the east, a row of terraced houses and bungalows to the south at Cornfields, and a single detached house to the west.

The site benefits from a dedicated cycleway and footpath to the western extremity of Low Lane which provides cycle and pedestrian access to a range of educational establishments, business facilities, retail outlets and services in the town centre of Holbeach, including public transport. It is likely the occupants of the proposed dwellings would make use of the cycle and pedestrian access to Holbeach centre and would therefore contribute towards sustaining the role of Holbeach as a Main Service Centre whilst not relying on the use of motor vehicles in accordance with Policy 1 of SELLP.

SELLP Policy 1 states *"Within the settlement boundaries of the Main Service Centres development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the need the service need of other local communities"*.

3.0 Use:

The proposed site is currently residential and surplus garden space to the existing bungalow which is noted to be in a tired and thermally poor condition. The use of the site will remain unchanged as residential, but seek to provide low carbon, high-quality housing on what is otherwise an under-utilised site through proposed re-development and maximising the opportunity to improve the character and quality of the area in accordance with Policy 3 of the SELLP.

Although the council is capable of demonstrating a 5-year housing supply, additional dwellings being delivered by windfall sites would make a social contribution.

4.0 Amount and Scale:

The proposal is for four, four-bedroom two storey houses, one with a detached double garage and three with integral single garages, and one five-bedroom two storey house with integral double garage. All plots will have private parking provision with a minimum of three spaces per dwelling in accordance with Appendix 6 of the SELLP. Provisions for the storage of bicycles will be accommodated within the curtilage of each property.

Paragraph 118 of the National Planning Policy Framework (NPPF), 2019 states that planning decisions should *"give substantial weight to the value of using suitable brownfield land within settlements for homes"* and *"promote and support the development of under-utilised land and buildings"*. The majority of the site is previously developed land and is currently under-utilised, the NPPF therefore favours this development.

The development is appropriate to the site and achieves a high quality of design and efficient use of the land, continuing the existing development form and patterns of buildings and space adjacent to the site.

The size and layout of the development is in proportion to the adjacent built environment. A density comparison to the recently completed dwellings along Low Lane (Ref. H09-0454-15) gives the proposed development a preferable spatial accord whilst maintaining the recommendations contained within Paragraph 3.3.6 of SELLP which promotes development in or adjacent to existing settlements or development areas for the well-being of the environment. Furthermore, paragraph 3.3.6 recommends;

"The Local Planning Authority will encourage higher-density development in these locations to maximise accessibility".

The proximity of Holbeach town centre and local services is within easy walking distance of the development site and will reduce the number and length of motorised journeys, especially by car, to and from everyday destinations.

Each property will be provided with a minimum of two electric vehicle charging points, this will help the sustainability of the development by reducing carbon emissions and future proof the development, ready for the phasing out of all petrol, diesel and hybrid vehicles.

5.0 Layout:

The layout of the proposed development is complimentary of the existing site and looks to maximise the available space whilst providing dwellings of generous proportions and amenity space. The layout has been sympathetically designed to be unimposing on existing neighbouring properties and to reduce any overlooking and overshadowing concerns.

Plots 1-4 are positioned side by side with south facing gardens with the arrangement of the four plots comparable to the built environment of Cornfields immediately to the south of the site. Plot 5 also has a side by side layout with an east facing garden mirroring that of 45A Low Lane immediately to the north of the site.

The layouts allow for private parking to each plot with only one dwelling being immediately visible from the public highway. The scale of the dwellings has been designed in comparison to the recently completed single dwelling development to the north of the site (Ref: H09-0664-13) with generous living space and external amenity and garden areas.

Solar PV panels are to be installed on the south facing roof elevations of Plots 1-4 and to the south facing roof of the detached garage to Plot 5 in support of SELLP Policy 3 Item 9.

6.0 Landscaping:

A detailed landscaping plan is yet to be developed; however, the private access road is to consist of permeable block paving with gravel parking to the front of each property. Hard landscaping to the perimeter of the properties will provide level access to the principal entrances and to the public highway. Soft landscaping will consist of native species to provide local habitat's for foraging wildlife and nesting birds with amenity space provided via turf and patio areas.

Boundary treatment is to consist of retained mature hedging and a mix of new timber and metal fencing, brickwork walls and hedged separations.

7.0 Access:

The existing limestone access drive will be widened to approximately 5.2m and consist of permeable block paving with sufficient turning space or a fire fighting appliance. Access to the dwellings is to be hard surfaced with level thresholds to the principal entrances. The proposed development has been designed to comply with all aspects of Building Regulations Part M with step free access available from the principal entrances to the public highway, Low Lane.

Low Lane is a public highway approximately 5m wide providing access to the A17 to the North and King George V Avenue to the east. A cycle track and footpath are located to the west of Low Lane providing easy access into the town of Holbeach where local amenities and public transport links are located.

The proposal would generate some additional minor vehicle activity, however, given the proximity of existing properties to the adjacent A17 and the subsequent ambient noise generated from this busy single carriage road, the amenity of nearby residents would not be materially harmed by reason of noise and disturbance etc.

Accessibility will be through a choice of travel modes including public transport, cycle ways and walking in addition to motorised vehicle transport. It is hoped future residents and visitors will make maximum use of the 2 No. electric vehicle charging points provided to each of the new dwellings.

8.0 Sewage, surface water and refuse:

Foul water from the development will discharge into the existing 150mm diameter foul water sewer located beneath the access drive which discharges into the public foul water sewer in Low Lane. Surface water will discharge into soakaways or infiltration trenches. Water butts of at least 120 litres internal capacity shall be installed to the rear of all properties to intercept rainwater discharging from the roofs of the dwellings. The new block paving surface of the access drive will consist of a permeable system to reduce any additional surface water runoff.

Refuse collections will be made from the head of the access drive at Low Lane from a designated location.

9.0 Flood Risk:

All ground floor levels would be set at 3.5m AOD Newlyn which is above the anticipated residual flood level for a tidal breach for a 0.1% event, up to the year 2115, allowing for climate change and incorporate mitigation measures. Full details can be found within the supporting site-specific Flood Risk Assessment which has been developed in accordance with Policy 4 of SELLP.

10.0 Conclusion

It is considered that the proposed scheme satisfactorily complies with the relevant policies of the SELLP 2019 and the NPPF February 2019. The proposed development is within the settlement boundary of Holbeach, which is designated a Major Service Centre, where, development will be permitted that supports the role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities.

The site is considered a sustainable location for new housing with unique access to a dedicated cycleway and footpath providing cycle and pedestrian access to a range of educational establishments, business facilities, retail outlets and services in the town centre of Holbeach, including public transport. By making efficient use of an underdeveloped and under-utilised windfall site, the enclosed application presents a scheme that is appropriate to the setting of the site, and will create a development with a sympathetic scale, form and character, using a high-quality blend of materials and construction techniques.

Through the replacement of the existing dilapidated bungalow with five high-quality new dwellings, the development will improve upon the character and quality of the immediate built environment whilst protecting the amenities of the neighbouring and surrounding built environment. The inclusion of micro onsite energy generation, the incorporation of electric vehicle charging points, the adoption of flood mitigation measures and the provision for the storage of roof rainwater runoff help provide a low carbon energy efficient design. The proposal is therefore seen to comply with the relevant local and national planning policies.