

DECISION DELEGATED TO DEVELOPMENT MANAGER

Application No:	H11-0916-16	Applicant:	Nene Transport (Lincs) Ltd
Proposal:	Proposed redevelopment of existing haulage yard for 40 dwellings		
Location:	Station Road Long Sutton Spalding		
Terminal Date:	2nd May 2019		

Planning Policies

South East Lincolnshire Local Plan - Adopted: March 2019

02	Development Management
03	Design of New Development
04	Approach to Flood Risk
06	Developer Contributions
10	Meeting Assessed Housing Requirements
11	Distribution of New Housing
17	Providing a Mix of Housing
18	Affordable Housing
30	Pollution
32	Community, Health and Well-being
36	Vehicle and Cycle Parking
APPENDIX 6	Parking Standards
APPENDIX 8	Developer Contributions for Education Facilities
APPENDIX 9	Developer Contributions for Health Care Facilities

National Guidance

National Planning Policy Framework 2019

Section 2 Achieving sustainable development
Section 4 Decision-making
Section 5 Delivering a sufficient supply of homes
Section 8 Promoting healthy and safe communities
Section 9 Promoting sustainable transport
Section 12 Achieving well-designed places
Section 14 Meeting the challenge of climate change, flooding and coastal change
Section 15 Conserving and enhancing the natural environment

If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, Section 38 (6) to the Town and Country Planning Act as amended by the 2004 Act states that the determination must be made in accordance with the plan unless material considerations indicate otherwise.

Representations:

	Object	Support	No Obj.	Comments
PARISH COUNCIL	0	0	0	1
WARD MEMBER	0	0	0	0
PLANNING LIAISON OFFICER - FLOOD RISK ASSESSMENT	0	0	0	1
HIGHWAYS & SUDS SUPPORT	0	0	0	1
LOUISE JENNINGS HISTORIC ENVIRONMENT OFFICER	0	0	1	1
IAN MARSHMAN - HISTORIC ENVIRONMENT OFFICER	0	0	1	1
SHDC INTERNAL	0	1	0	4
OTHER STATUTORY BODIES	1	0	0	4
RESIDENTS	6	2	0	2

CASE OFFICER ASSESSMENT

Proposal

This is a full application for the redevelopment of an existing haulage yard for 40 dwellings. The scheme has recently been amended to deliver the development as 100% affordable housing. The office block on the site is proposed to be demolished and dwellings built in its place.

It is broadly considered that the redevelopment of this site will remove a non-conforming use in a predominantly residential area and result in an overall improvement in terms of residential amenity for surrounding properties. Amended plans have sought to keep acceptable separation distances from neighbouring properties. Finished floor levels will be set no lower than 3.70m AOD on flood risk grounds.

With regard to open space, the site would normally attract a requirement for 14% of the gross site area as public open space. In this instance it has been decided that due to the close proximity of open space to the north of the site, that a new footpath will be provided to and across this area linking the development to Dick Turpin Way, in lieu of on-site provision.

Site Description

The site is a former haulage depot and yard used by Nene Transport Ltd, accessed from Station

Road. The site boundaries consist of the public highway of Station Road to the south, the rear gardens of Garnsgate Road to the west, the rear gardens of Saddlers Way to the north and the park and medical centre to the north-east and east.

There is a two storey former office building to the frontage.

History

No history relevant to the development of the land for housing.

Consultation Responses

Long Sutton Parish Council - Views on the updated scheme are awaited. Previously commented as follows:

Welcome the development of brown field industrial sites in the parish in preference to developments on the surrounding countryside.

However, there is a problem with the sewerage system in Station Road and improvements would be required for the sewerage system to cope with any increase in use.

In addition there is no detail with regard to Open Green Space for the site and although there is mention of a link to green space in Dick Turpin Way the area mentioned is a small green area which is not used as an amenity area.

There is mention from the developer of a contribution to this site however, the council kindly request that a contribution is given to improve the facilities in the existing parks which is appropriate to the size of the development and taking into consideration the savings for the developer and SHDC in maintenance of any equipment and open space if they instead funded additional equipment as an alternative.

In addition the pressure on infrastructure is also brought to the attention of the planning committee due to lack of doctors appointments and school places.

LCC Highways and SUDS - No objections subject to conditions.

LCC Historic Environment Officer - recommendation of no archaeological impact.

SHDC Strategic Housing - Support the scheme- Waterloo Housing Group will deliver 40 affordable homes. Officers are supportive of the amended changes to this application and are aware that a Registered Provider has been secured to deliver this as an all affordable housing scheme.

The affordable housing should be delivered in accordance with the affordable housing as described in Annex 2 of the National Planning Policy Framework, or any Planning Policy Statement, Guidance Notes or Circulars which may amend, supplement or supersede this.

It would be preferable for the affordable housing to be secured through a s106 agreement.

The s106 agreement should include an agreed affordable housing scheme detailing the tenure split, property types and sizes, plot numbers, internal floor areas, design standards and the phasing of the affordable housing units.

The council should also secure nomination rights to the Affordable Rented homes to be let to households from the Council's Housing Register.

SHDC Environmental Protection Officer - Request conditions regarding contamination of land or pollution of controlled waters.

SHDC Economic & Community Development - The Economic Development Team are happy to support this application.

Environment Agency - withdrew original objection and make no objection subject to conditions.

Lincolnshire Police - No objections.

Neighbouring Residents

Objections have been received and are summarised below:

Development would directly overlook established properties in Saddlers Way.

Drainage is a concern due to the land level difference with neighbouring properties.
Overdevelopment of the site.
Access arrangements would create a dangerous area for traffic and pedestrians, with traffic converging from multiple directions simultaneously.
Impact on area due to existing uses such as the medical centre.
Currently lorries from the site travel to the A17 rather than past adjoining housing.
Impact on the ability of Lincolnshire Fire and Rescue to effectively respond to emergency calls if the road junction becomes a parking hazard.
The dwellings are being marketed as affordable housing family homes and as such would place further pressure on current public services including Long Sutton Medical Centre and Long Sutton Primary School. The council must meet their responsibilities to ensure suitable access to essential public services for all residents of the local area as well as potential population growth.
Capacity of local water pumping station.
Disruption and inconvenience during the construction process.
Increase noise levels and pollution from the increased number of vehicles on the development.
Anyone purchasing one of the properties would require their own vehicle to travel to and from a place of employment. The current infrastructure in Long Sutton is not designed to cope with such an increase in traffic potentially making roads more dangerous for local residents and pedestrians.
Issues of drainage impact to neighbouring land and dwellings.
Will off road parking be provided for those of us who do not have lowered curbs, to reduce cars blocking the road, and to prevent accidents?
Will these houses be brought by housing associations?, affordable house for those who live local, or private investors?
Will there be substantial planting of trees etc, to prevent overlooking, and noise reduction?
When is the development likely to start, and how long is the proposed development going to take?
How will gas and electricity cope or be provided?
The current use is noisy and the objector would like assurance that building works would be within reasonable hours.
Soil tests would be needed as diesel etc may have been spilt.
The current fencing is an eyesore and should be replaced.

Non planning matters that are considered but given little weight:

Devaluation of property.
Asbestos in the sheds would need proper removal.

Officer note - The value of properties is not a planning matter. The removal of asbestos is controlled by the Control of Asbestos Regulations 2012 and not by the planning process.

3 letters of Support have been received:

Uses a brownfield site.
Will relieve Station Road and adjoining roads from the nuisance and dangerous increase of lorries using the site.
Pro the development but has concerns regarding overlooking and privacy.
Very good for the community and environment.

Considerations

The matters to consider are:

Principle of development

The site is within the settlement boundary of Long Sutton as defined in the South East Lincs Local Plan and constitutes brownfield land. In this context, and that of the presumption in favour of sustainable development enshrined in the National Planning Policy Framework (NPPF, 2019) the principle of residential development in this location is sound. The site is bounded by a doctors surgery and residential properties. There is also an area of public open space to the north, accessed from Dick Turpin Way.

The proposal assists in the local planning authority meeting the requirement for a five-year housing land supply on a Brownfield site and is acceptable in all other respects.

Detailed layout

The detailed layout plan shows how the site will be developed utilising the existing access from Station Road and the demolition of the existing office block . It is proposed to front dwellings onto Station Road to provide a street frontage to the development and tie it to the settlement. These dwellings will serve to reinforce the street frontage and reflect the general character and grain of development along this part of Station Road. A vehicular access road from Station Road will serve the remainder of the application site.

Within the site dwellings are generally served either directly off the estate road or off small private drives to provide a varied street scene.

The surrounding residential development is all two storeys and, accordingly, the proposed development will also consist of two storey development to reflect this established character. The density of the development would be comparable to the established development in the area, and the scheme does not constitute over development.

Similarly, the proposed mixture of detached, semi-detached and short terraces of dwellings will reflect the character and scale of development in the immediate area of the site. Finished floor levels will be set no lower than 3.70m AOD. Taken as a whole the proposal will reflect the scale of the surrounding area. The raising of the land would not result in an unacceptable degree of overlooking, and the details of drainage and run off are to be controlled.

There is no prevailing architectural style represented in the immediate area, with much relatively new estate type development, and, therefore, the proposed designs will create their own sense of place. Small gables and porches will break up front elevations and materials will reflect those found in the area with variation introduced to create interest.

A condition seeking the full landscaping details has been suggested, however given the size and length of gardens it is not likely that landscaping would provide sufficient boundaries to deal with concerns of overlooking and noise, however these matters are discussed below.

Affordable housing provision

This application now proposes a development of 100% affordable housing, which will contribute significantly to the Council's housing targets. SHDC achieve certain nomination rights via the S106 legal agreement. It is not intended that these dwellings are sold on the open market.

It is not considered that the development would such would place undue pressure on current public services,

Road layout and safety

There is good highway visibility in both directions and the redevelopment of the site will see the removal of heavy goods vehicles from both the site and their entry into and exit from this central location in Long Sutton.

The road junction will join the highway at a point where there are other road users, however it must be recognised that the fall back position would be the use of the site as a haulage yard, which would have larger vehicles entering and leaving the site, rather than domestic vehicles. It is not considered that this development would result in a parking hazard that would impact on the effectiveness of the Fire and Rescue services.

The new residents of the development would be as likely to drive in to the settlement than to drive towards the A17 (see objection above). This is not an issue that can be controlled, and it is not considered that the development would result in such high levels of traffic generation that permission should be refused.

It has been suggested that the developer provide off road parking and lowered curbs for existing dwellings in the area, however this is not considered to be a reasonable request, and has been given little weight.

Extent of public highway and access for refuse and other large vehicles

The development includes a spine road that will be built to an adoptable standard, with dwellings served off short private drives. It is considered that the road layout will facilitate more than adequate access for large vehicles, including refuse collection.

Landscaping and open space

With regard to open space, the site would normally attract a requirement for 14% of the gross site area as public open space. In this instance it has been decided that due to the close proximity of open space to the north of the site, that a new footpath will be provided to and across this area linking the development to Dick Turpin Way, in lieu of on-site provision.

Impact on neighbouring residents

The proposed layout provides adequate garden lengths and separation distances to adjoining dwellings, with a minimum distance to the nearest dwelling in Saddlers Way of 13.2m back to back.

Members of the public have become used to an open aspect to their gardens, however the separation distances proposed would not cause an unacceptable loss of day light or sun light, and would not lead to an unacceptable degree of overlooking.

The dwellings bounding Garnsgate Road would present side walls and no overlooking would be resulting.

It is not considered that an increase noise levels and pollution from the increased number of vehicles on the development would result.

Flooding and levels

Finished floor levels will be set no lower than 3.70m AOD on flood risk grounds and the relevant statutory undertakers are satisfied that these matters are controlled sufficiently via the plans and conditions.

Surface water and foul drainage provision

In order to ensure that the site is adequately drained, to avoid pollution, and to prevent increased risk of flooding the developer is required to provide surface water drainage scheme for the site, based on sustainable urban drainage principles and an assessment of the hydrological and hydrogeological context of the development. This shall cover

- a) details of how run-off will be safely conveyed and attenuated during storms up to and including the 1 in 100 year critical storm event, with an allowance for climate change, from all hard surfaced areas within the development into the existing local drainage infrastructure and watercourse system without exceeding the run-off rate for the undeveloped site;
- b) attenuation details and discharge rates which shall be restricted to 5 litres per second per hectare;
- c) details of the timetable for and any phasing of implementation for the drainage scheme; and
- d) details of how the scheme shall be maintained and managed over the lifetime of the development, including any arrangements for adoption by any public body or Statutory Undertaker and any other arrangements required to secure the operation of the drainage system throughout its lifetime.

The development shall be carried out in accordance with the approved drainage scheme and no dwelling shall be occupied until the approved scheme has been completed or provided on the site in accordance with the approved phasing. The approved scheme shall be retained and maintained in full in accordance with the approved details. This is imposed by condition.

Contamination

The EHO has suggested conditions to identify and remedy and Contamination on the site as a result of the former uses. A Ground Investigation report considers the potential for contamination having regard to the current and historic land uses on the site. The report is presented as part of the application documents.

Other matters

Disruption and inconvenience during the construction process are by their nature temporary, and a condition to seek a construction management plan is included in the recommendation.

The capacity of local water pumping station is controlled by Anglian Water and cannot be used as a reason for refusing planning permission. Similarly the provision of gas and electricity are matters for the developer and the providers to consider.

Conclusion

Approve, subject to conditions and a S106 to ensure the provision of the affordable housing.