

Glenside North, Pinchbeck

Design and Access Statement

April 2022

Client: Mr & Mrs Thomas

Project: Proposed zero carbon self-build family home

Project no: 542



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1.0 Introduction

1.1

This Design and Access Statement accompanies a full planning application for the erection of a new zero carbon self-build family home on land off Glenside North, Pinchbeck.

Mr & Mrs Thomas have strong ties to the district having lived in Pinchbeck for around 25 years. Their five children attended Pinchbeck East Primary School and have subsequently grown up in the area. Mark currently works full time from home and Lisa has previously worked at St Bartholomews's (Pinchbeck West Primary School) and is now a Local Authority Governor at the school. Lisa works as a School Operations Manager supporting two local primary schools and since the start of the pandemic has been primarily working from home.

The aspirations for the home stem from a desire to have a garden and land in a non-state location to enable Mr & Mrs Thomas to grow food, flowers, improve bio-diversity and natural wildlife habitats. They also want to be more self-sufficient, generating their own power, conserving resources such as water and generally having a low impact on the environment.

1.2

The proposed site is located on Glenside North to the North East of Pinchbeck. Pinchbeck is classed as an 'Other Service Centre' within the South East Lincolnshire Local Plan.

The plot of land is approximately 0.43 hectares and is bounded by existing housing to the east and west, an agricultural field to the north and Glenside North to the south.

This resubmission of the scheme submitted in December 2021



Image Showing the Position of the Proposed Site in Relation to the Settlement of Pinchbeck

(Reference: H14-1299-21) that was refused planning permission on the 2nd February 2022. That scheme was refused by Planning Officers. This decision was made despite there being no objections from the Parish Council, LCC Highways, SHDC Environmental, and the Environment Agency.

1.3 The reasons for refusal have been reproduced here (in pink) and interspersed with our comments in response to the points made.

'The site is not located within any defined settlement boundary as outlined in the South East Lincolnshire Local Plan, 2019 (SELLP). As per Policy 1 of the SELLP it is classed

as being in the 'Countryside' in planning policy terms. Policy 1 states that development in the Countryside will only be "permitted that is necessary to such a location and/or where it can be demonstrated that it meets the sustainable development needs of the area in terms of economic, community or environmental benefits".

It is accepted that authorities must give suitable development permission to enough suitable serviced plots of land to meet the demand for self-build and custom housebuilding in their area, and that there is demand for such plots in the area. However, it is not considered that open market housing, which self-build housing is considered to be, is a type of development that requires a countryside location. This is particularly the case in this instance where the Council has a development plan in place with a spatial

strategy setting out how the housing needs for the area will be met. In addition, the Council has an identified 5-year housing land supply (8.5 years as of 31st March 2021).'

It is accepted that the sites location in planning policy terms is within the 'Countryside' but the assumption that the proposal is for market housing and therefore not appropriate for a 'Countryside' location is incorrect. Custom and Self-build Housebuilding (CSB) is a very specific type of housing which demand is determined by the Local Authorities Register. The Planning Officers report which accompanied the previous application confirmed that there is currently 81 entries on the register, 77 for individual plots and 4 groups seeking 10 plots. To date on 6 plots for CSB housebuilding have been given permission within the South Holland District.

The Council asserts that the South East Lincolnshire Local Plan has provisions to accommodate CSB housebuilding through Policy 11 which states:

“Within the defined settlement boundaries there will be numerous opportunities for infill and larger scale-housing development that will be available to the local builder, self-builder, custom-builder and larger house-building companies.”

Whilst it may be the case that builders and larger housebuilding companies may be able to take advantage of infill plots and windfall sites within the settlement boundaries it is clearly not a policy that is working for either the self-builder or custom builder. This is reflected in both the total number of entries on the Councils register and the fact that the number of entries on the Councils register has significantly increased year on year from the date the register was established.

In 2017 The Right to Build Task Force was established as a joint venture between the National Custom and Self-Build Association and the Ministry of Housing Communities and Local Government (now renamed Department for Levelling Up, Housing and Communities). The purpose of the Right to Build Task Force is to support the delivery of the Right to Build through the provision of technical expertise and advice. They also provide a resource of Planning Guidance documents which range from policy making through to decision making.

PG10: Counting Relevant Permissioned Plots confirms in paragraph 15 that “...it is for the planning authority to demonstrate the number of permissioned plots and indicate why the council considers the plot will be built or sold as a custom or self-build plot. The counting of all windfalls or all permissions on smaller sites is not appropriate approach.” It also confirms that the Right to Build legislation is designed to increase the diversity within the housing market, introduce new outlets for delivering high quality housing as well as open opportunities for self-builders on limited budgets.

The Right to Build Task Force have also produced a planning guidance document for Planning Offers when decision making, **PG10: NPPF and Right to Build Legislation - Delivering appropriate permissions**. Paragraph 50 sets out how Local Plan policies can be developed to provide CSB housebuilding, including permissive infill plots. Where no policies exist or where the Council is failing to meet its obligations under the act paragraph 52 is very clear in stating that proposals for CSB housebuilding should be given **'Significant Weight'** in the planning balance.

It is clear to see that all guidance on CSB housebuilding states that Local Authorities have a duty to keep a register and provide sufficient CSB housebuilding plots to deal with the identified need within register. South Holland District Council through their own register have a significant CSB housebuilding need which is not being met through plots within settlement boundaries. This means that alternative locations such as the 'Countryside' in planning policy terms must be explored to deal with that housing need and the current adopted local plan does have the flexibility to do this.

Policy 17 (Providing a Mix of Housing) states that “The Local Plan will also seek to meet the housing needs of non travelling Gypsy and Traveller households and also custom and self-builders as they may come forward.” This wording suggest in the absence of specific policies relating to CSB within the adopted local plan that a flexible approach on an application by application basis is possible, with the outcome of a permissive permission where appropriate.

Paragraph D of **Policy 1 (Spatial Strategy)** states: “...In the Countryside development will be permitted that is necessary to such a location and/ or where it can be demonstrated that it meets the sustainable development needs of the area in terms of economic, community or environmental benefits.” It has already been established that South Holland has a significant need for CSB housebuilding plots and that currently the Council is not meeting its obligations in providing sufficient plots. It has also been established that because the Council is not meeting its obligations that significant weight should be given to the provision of CSB plots in the planning balance. On that basis alongside the Zero Carbon nature of the home proposed and the

economic benefits associated with existing South Holland residents remaining in the South Holland District that the proposals meet all three criteria of paragraph D when only meeting one of those criteria is required.

‘The site is a managed parcel of agricultural land that has a distinctly rural feel, which contributes to the character of the countryside. The proposal would further intensify the existing cluster of built development in this part of the countryside and would domesticate and materially change the rural character of the site to the detriment of the character and appearance of the locality.’

It is agreed that the area between Pinchbeck and West Pinchbeck does have a general rural feel but it is not agreed that the site itself has a purely rural feel. Domestic dwellings are apparent to the east and west with some dwellings opposite on Glenside South. The Planning Officer asserts that simply by infilling between two dwellings that the character of the site would be to the detriment of the character and appearance of the area locally. This is at odds with the Landscape Visual Assessment (LVA) produced by a Chartered Landscape Architect in accordance with Government guidelines.

Paragraph 7.2 of the LVA states:

“The proposed development would be contained within single well-defined area. There would be some change to the appearance and character of the site with the proposals in place. However, the existing landscape elements and features including topography, hedgerows and water bodies that help characterise the site would not experience and fundamentally unfavourable effects. With the possible

exception of underground utilities, there would be no physical effects beyond the site boundaries. Only experiential factors such as tranquillity and visual appearance would be affected beyond the site boundary and only to a limited degree.”

The author of the report goes on to say:

“The proposed development would not materially change the key landscape characteristics or elements and features, identified in either the published landscape character assessment or the authors own assessment for the local landscape. The existing pattern of geometric fields and linear water and vegetative features, would continue with the proposals in place.”

“The proposed development would positively contribute to the character of the local landscape by introducing a style of residential development, in the form of a new residential dwelling which would represent high quality contemporary design. Through reference to the local and agricultural vernacular and the use of appropriate materials and landscaping, the proposals is considered, would both conserve and enhance the rural surroundings in accordance with national and local policy.”

Based on the above it is hard to see how Planning Officers can come to their conclusions especially when the author of the LVA acknowledges that **“....by virtue of carrying out the ‘visual’ element of this assessment, the author has an inherent ‘bias’ against the proposals...”**

‘Moreover, the site is approximately 2km from the built-up area of Pinchbeck and there are no footpaths, street

lighting or bus stops served by regular bus service nearby. Pedestrian access would therefore potentially be hazardous due to the lack of footpath connection from the site site as well as street lighting and Glenside North being subject to the national speed limit’

It is accepted that there is no pedestrian footpath connection to either Pinchbeck or West Pinchbeck but this is not unusual in either the South Holland District or rurally from a national point of view. The NPPF is clear that rural areas, of which South Holland is should have more flexibility around sustainable modes of transport. The applicants do currently walk past the site and it is possible to cycle to and from the site. A regular bus service does not pass the site but again this is not unusual in rural areas. However, the site is in close proximity to Spalding (10 minute drive) with its subsequent Public Transport links nationally. The applicants currently have a Tesla electric vehicle which when vehicular movements are required to and from the site would be used. The Tesla would be charged on site using electric generated on site through photovoltaic modules. A truly ultra low emission form of transport.

2.0 The Vision

2.1

Our brief from Mr & Mrs Thomas was to create an environmentally conscious 'forever' home for their them. The vision for these proposals is driven by an aim to respond to the Clients brief by creating a home of high architectural quality together with being a highly sustainable home which responds to the social and environmental issues surrounding Climate Change.



Plank Drove, Crowland — South Holland District Council. Approved as a Paragraph 55 house in 2015 and complete in 2021.



'Grand Designs South Lincolnshire House' - South Holland District Council. Approved 2018 and completed 2021. Filmed by Grand Designs.



Chapel Lane, Letty Green — East Herts Council. Within the Green Belt, approved 2017 on appeal and currently under construction. The Planning Inspector commenting:

'The dwelling would be of a contemporary design of an intrinsically good architectural quality that would satisfy LP Policy ENV1.'



Stringers Lane, Aston — East Herts Council. Approved 2017 and completed 2018.



Cambridge Road, Spellbrook — East Herts Council. Approved 2016 within Green Belt land and completed 2018.

Successful Rural Homes by Studio 11 Architecture

3.0 Planning Policy Review & Material Planning Considerations

The proposed self-build home in relation to national and local planning policies are outlined within the separate Planning Statement document.

4.0 The Development in Context

4.1 Settlement Character Assessment

West Pinchbeck is a modest settlement within the District of South Holland located to the north-west of Pinchbeck between Pinchbeck and Bourne. The District's largest settlement of Spalding is the nearest settlement to the south-east.

The settlement of West Pinchbeck (or Pinchbeck, West) lies to the south of the county of Lincolnshire within the area known as 'The Fens'. It is a parish of Pinchbeck which covers some 5,571 hectares of land.

Buildings of note within the village are the Grade II listed Church of St Bartholomew and the Village Hall. The village also boasts several listed houses and a designated milestone.

West Pinchbeck is generally characterised by rural farms incorporating farm houses, barns and more linear domestic development along the main roads in and out of the village. Towards the centre of the village residential development forms the majority of street scenes with a mix of detached and semi-detached houses and bungalows.

4.2 Historic Core

West Pinchbeck's historic points of interest are St Bartholomew's church and the Village Hall both located off Six House Bank. The village is slightly unusual in that it has a clustered settlement around the crossing of the River Glenn and then linear development for some distance away from the village centre on the roads of Northgate, Six House Bank, and Glenside North and South.

West Pinchbeck displays limited buildings of architectural quality at its heart. The majority of development at the core of West Pinchbeck is post Second World War, ranging from



St Bartholomew's church, Six House Bank, West Pinchbeck



West Pinchbeck Village Hall

former Local Authority housing through traditional developer housing of the 1990's.

The majority of buildings are residential in composition with some agricultural and commercial uses.

4.3 The Wider Settlement

Moving on from the historic core of West Pinchbeck development becomes a mix of agricultural and residential in composition in both house and bungalow form. These usually follow the form of dwellings associated with current or former agricultural holdings or more modern post second world war infill development.

The linear form of development in West Pinchbeck means that the settlement encompasses a significant geographical area.

4.4 Urban Form

Buildings towards the centre of West Pinchbeck are a mix of two storey houses and single storey bungalows. Both houses and bungalows within the street scene are generally flat fronted with a mix of gable and hipped roofs.

Development outside of the core of West Pinchbeck is more varied in both age and form. Glenside North has a full mix of flat fronted buildings, gabled buildings and buildings with hipped roofs. It also boasts a former windmill and several Georgian houses inter mixed with more modern development. No specific style prevails.

4.5 Materials

The central core of West Pinchbeck displays a fairly uniform palette of materials.

Red multi brickwork/ common brickwork and white/ cream render are predominantly found around the village centre. Roof materials are a mix of brown concrete tiles and grey slate.

Along Glenside North materials are more varied and reflect some of the buildings historic context. Red multi brickwork and white/ cream render appear the dominant materials with some occasional buff brickwork on more modern buildings. Both slate and more modern concrete tiles are apparent along Glenside North.

Chimney's are present in both the central core of West Pinchbeck and along both Glenside North and South. Chimneys are seen as important details at roof level, and fortunately many buildings have retained their original chimney's.

4.6 Architectural Detailing

The details of the majority of the buildings within the centre of West Pinchbeck are very simple with little detailing of note. Some examples of Georgian dwellings along Glenside North have retained their architectural detailing which is in keeping with their period. However the majority of development within the core of West Pinchbeck is simple in form and does not incorporate detailing which is felt is worthy of note or replication.



1960's Bungalow Adjacent to the Site, Buff Facing Brickwork and Grey Concrete Interlocking Tiles



House Directly to the East of the Site, Cream Render and Brown Concrete Interlocking Tiles



The Former 'Packing Shed' Public House Opposite the Site, Red Facing Brickwork, White Render and Slate Roof

4.7 Physical Influence

Currently the site is a highly managed parcel of agricultural land bounded by a hedge to the east, an open watercourse to the west and a post and wire fence to the north. Glenside North is the site boundary to the south. The site is accessed via an existing access point to the south-east corner of the site.

The site was previously associated with 'Glenholme' the dwelling directly to the east and contained buildings in various forms up until the late 1990's when the father of the current farmer had them demolished. Rubble and remnant's of the buildings are still visible in some areas.

The site presents limited constraints to development. The topography of the site once inside is comparatively flat but on the southern boundary there is a change in level of approximately 1.5m east to west where the site bounds Glenside North.

These constraints have shaped the proposals and demonstrate that it is possible to have a new sustainable family home on the site that integrates well within the site and its surroundings.



View from Existing Access Looking North-West



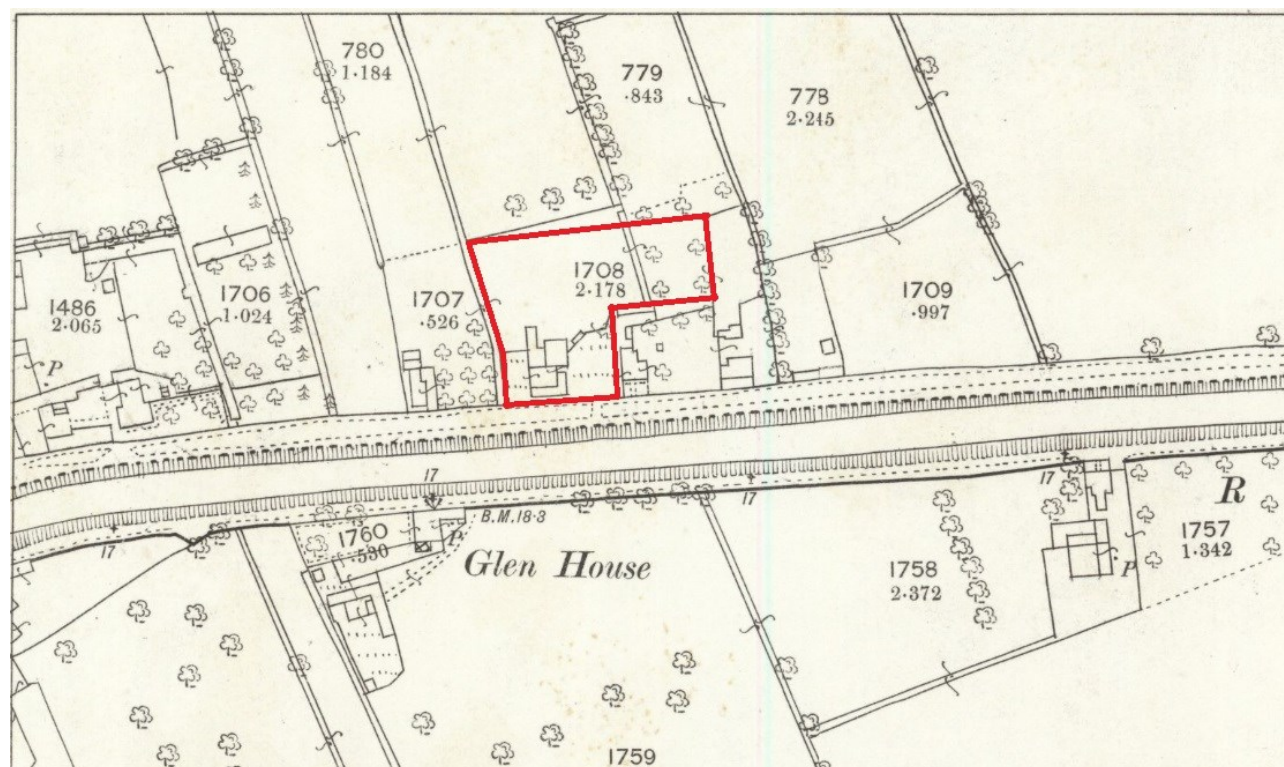
View from Glenside North Looking North-East



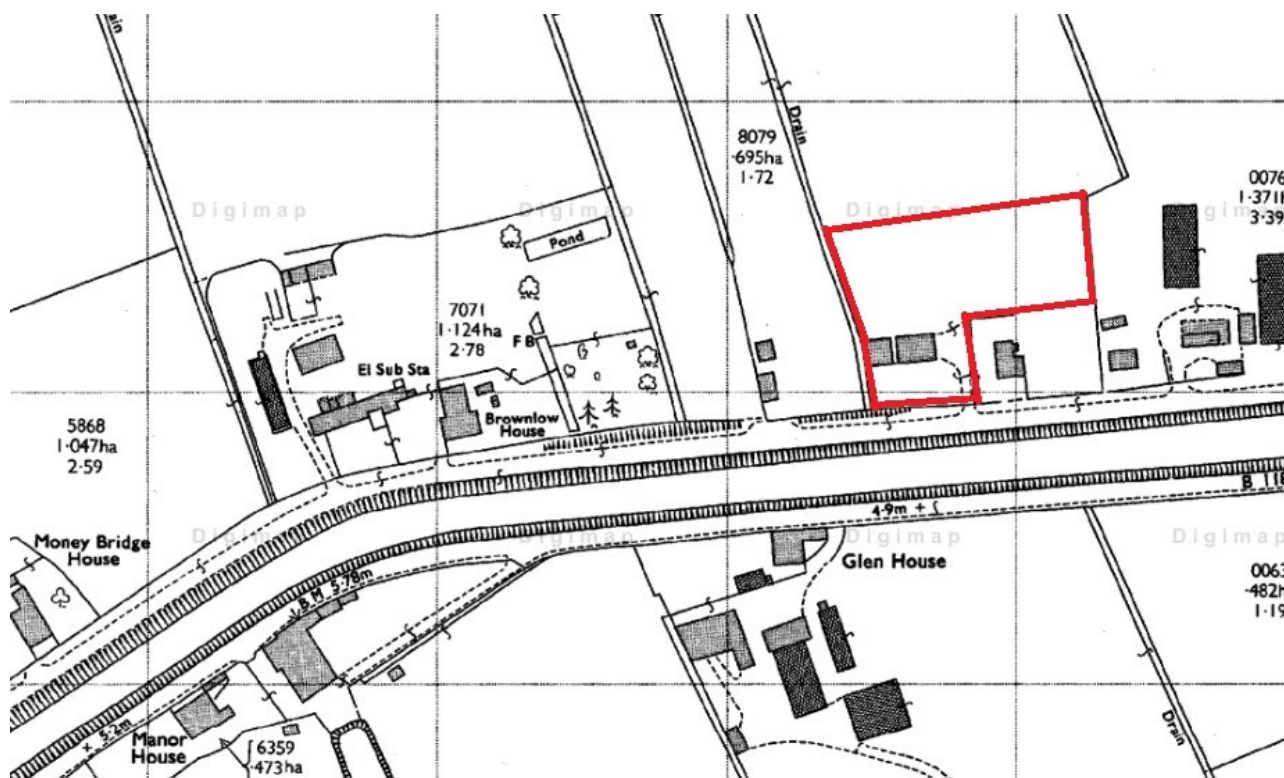
View of Site from Northgate Looking South



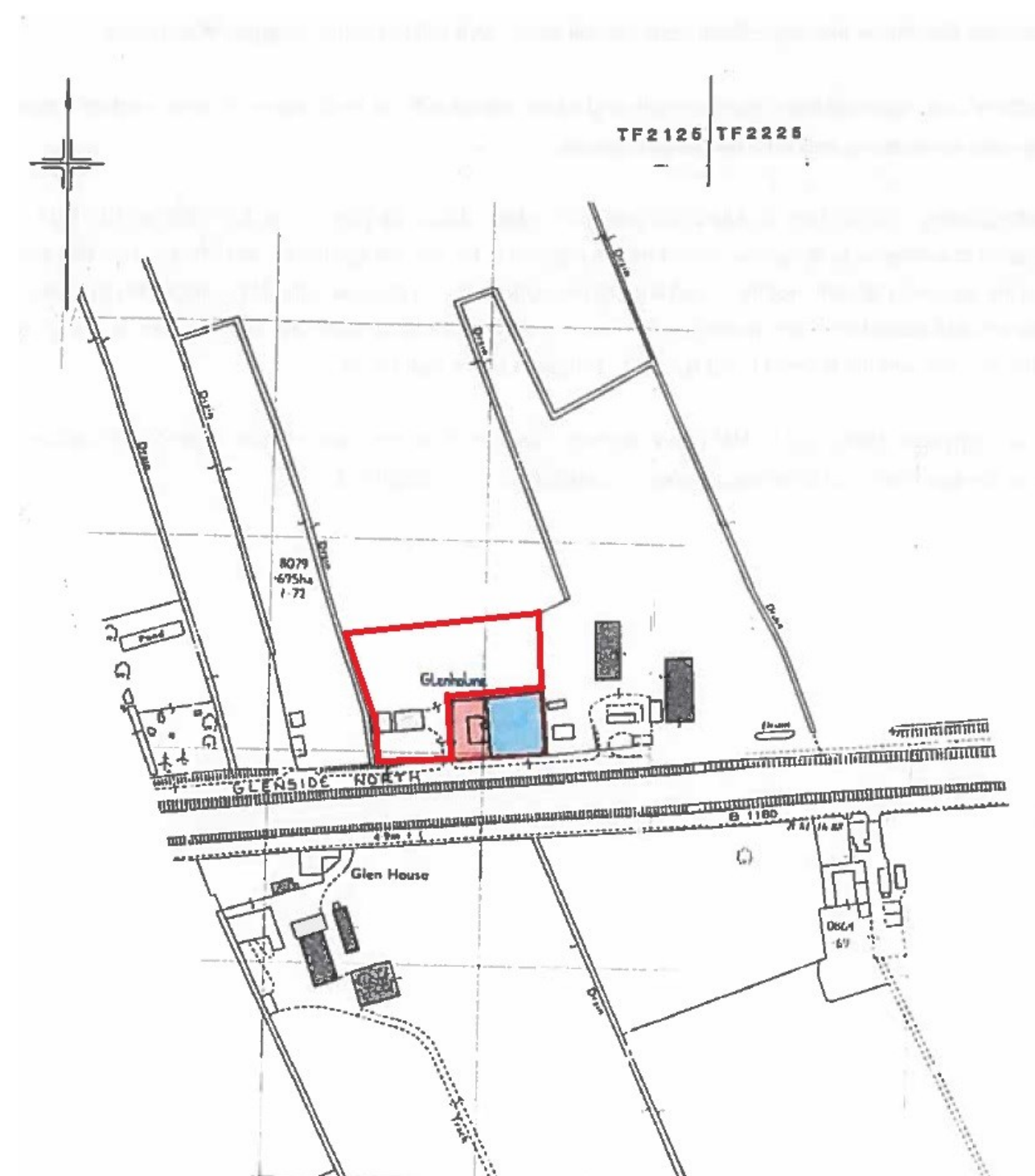
View into Site Looking North



Extract from 1888 OS Map Showing Buildings on the Site



Extract from 1970 OS Map Showing Buildings on the Site,
Site Access and Turning Area

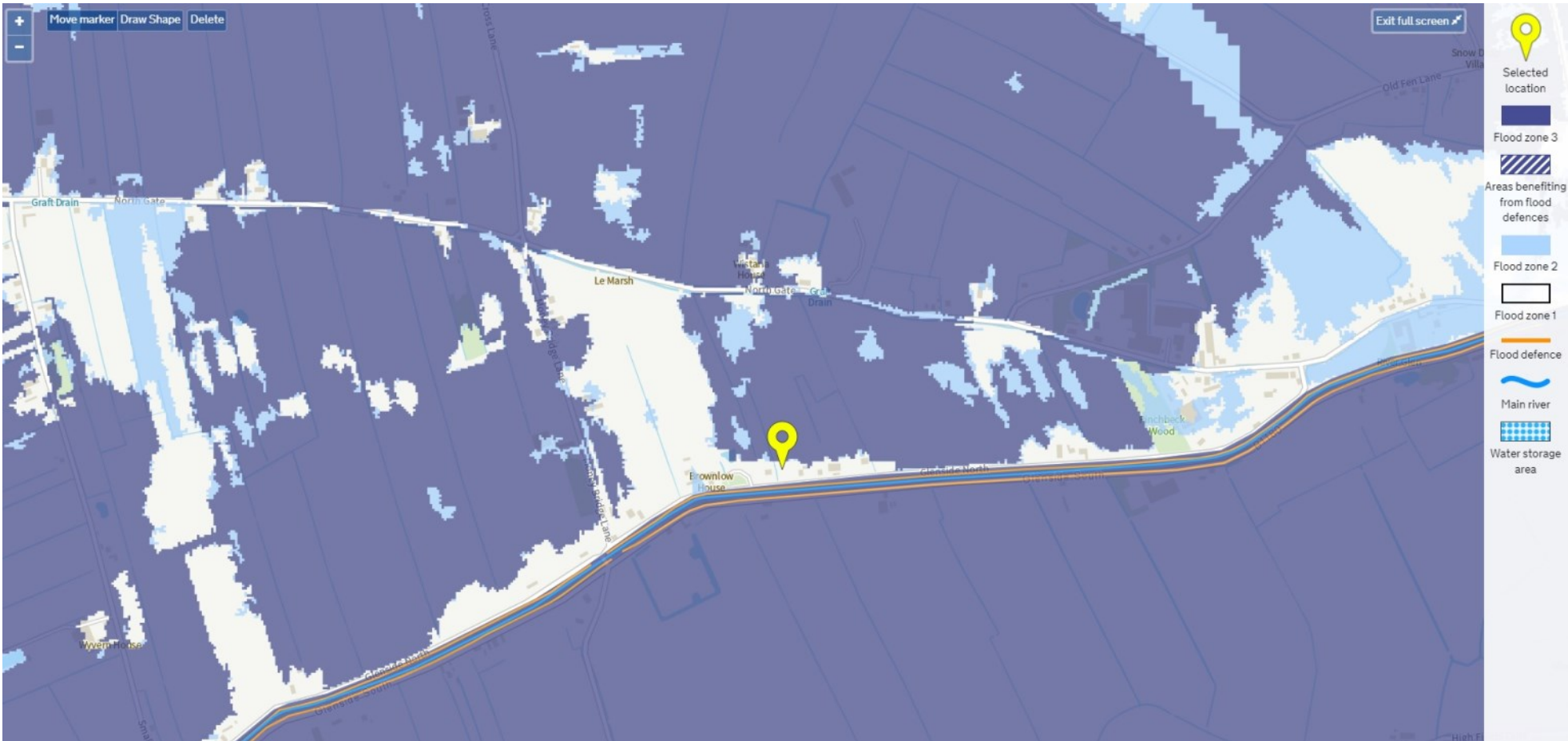


Extract from 1995 Land Registry Title Showing Buildings
on the Site, Site Access and Turning Area

4.8 Flood Risk

The adjacent extract from Flood Maps for Planning shows that the site is within Flood Zone 1 and therefore not at risk of flooding.

The proposed new dwelling will have a finished floor level set 300mm above the existing ground level.



Extract from Flood Maps for Planning Demonstrating that the Site is Within Flood Zone 1 and Therefore Not at Risk of Flooding

5.0 Proposed Development

5.1 Use

The scheme will be a self-build zero carbon two storey home with car port.

5.2 Amount

The proposals will consists of a single 2 storey building which follows the form of domestic bungalows and houses in close proximity to the site.

5.3 Layout

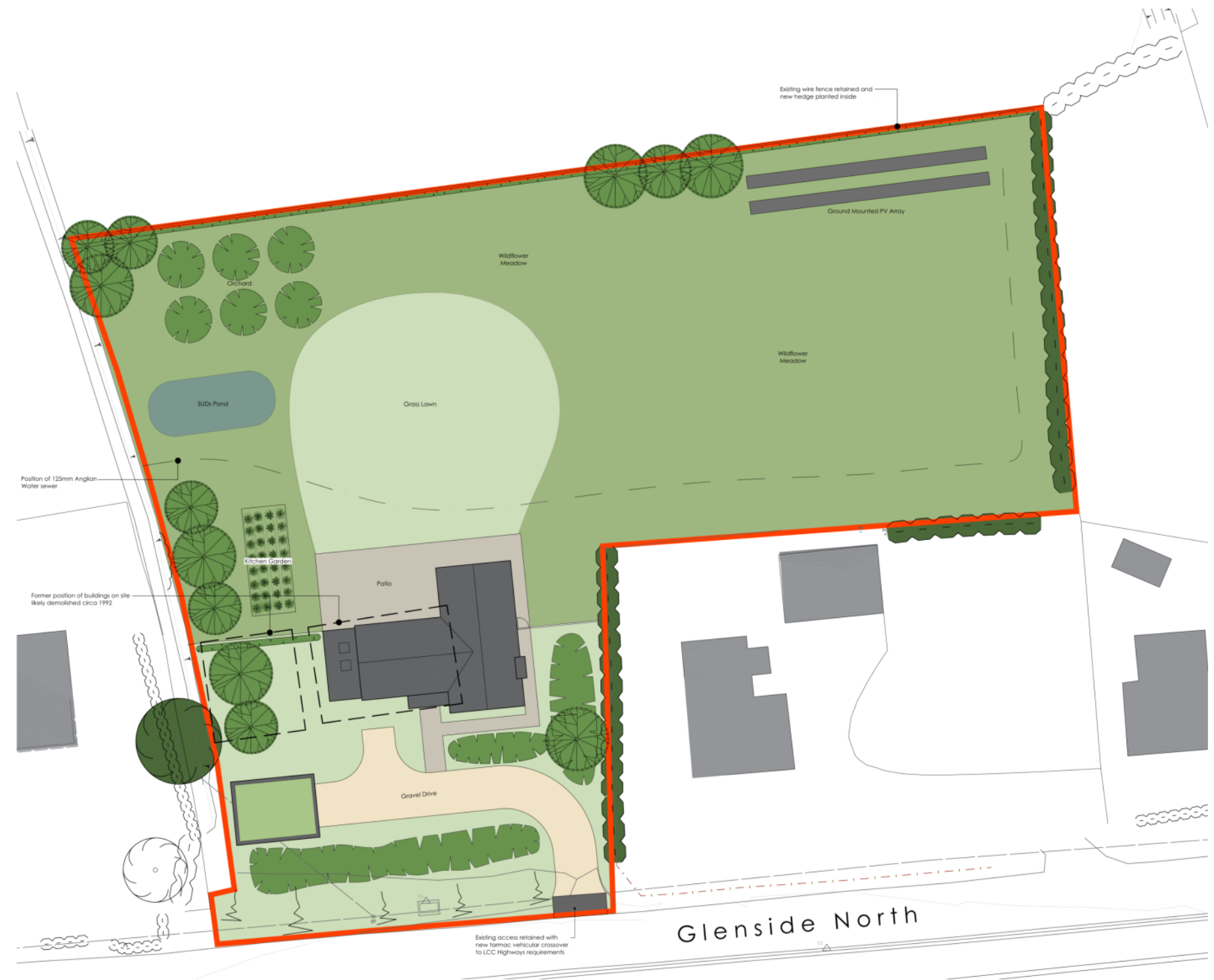
The proposed layout of the site is designed to create visual excitement by enhancing the appearance of the site. The new building has been designed to reflect and reference the local vernacular. The overall form and profile of the new dwelling would resemble a domestic dwelling similar to those found nearby in the surrounding landscape, though in a modern context with the use of a variety of modern materials.

5.4 Scale

The proposals consist of a single building, 2 storey's in height.

5.5 Landscaping

Where possible all existing landscape features will be retained. The existing hedge to the eastern boundary of the site will be retained and supplemented by new shrub planting within the site. To the western side of the site the existing trees and shrubs will remain, again being supplemented by new tree and shrub planting where possible. It is proposed that the southern boundary abutting Glenside North remains open with low level shrubs between the proposed drive and existing road. To the north a new post and rail fence will be erected with a new native specifiers hedge inside.. The new home will have sufficient



Extract From Site Layout

land to allow for the provision of a Wildflower Meadow as well as sufficient land to have home grown food production and general biodiversity improvements.

5.6 Amenity Space

The new home will be provided with a significant garden which will allow for general amenity space to the occupiers.

5.7 Appearance

The design philosophy underpinning the proposals aims to ensure that the development has a clear affinity with the sites location. West Pinchbeck and its surrounding area has an architectural mix of agricultural holdings and linear domestic development to main roads into the settlement.

The proposals seek to follow the general form of linear development whilst also using materials reflect the area and enhance the look of the building.

5.8 Access

The principle access to the site is by way of an existing access off Glenside North.

Access to the principle entrance of the home will be provided with a level threshold.

5.10 Waste

The property will be provided with internal bins for household refuse and recycling. Once these bins are full the occupants will empty them into external bins and place the sacks at the kerbside for collection by the Local Authority on collection day.

The property will also be provided with a home composting bin(s) of a minimum 900 litre capacity to reduce food and garden waste that is sent to landfill.



6.0 Key Sustainability Issues

6.1 Environmental Sustainability

6.2 Social Sustainability

6.3 Economic Sustainability

6.4 Governance Sustainability

6.5 Stakeholder Engagement

6.6 Risk Management

6.7 Reporting and Transparency

6.8 Continuous Improvement

6.9 Conclusion

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6.17 Disclaimer

6.18 Copyright

6.1 General

The following section considers how the proposals will deliver its sustainability objectives and make a lasting and positive contribution towards sustainable development. The basic framework for analysis corresponds with the three key sustainability issues set out in planning and environmental legislation, guidance and best practice.

Sustainability in relation to the location of the site, amenities and public transport links are discussed in detail earlier within this report and within the Planning Statement.

Environmental Issues

6.2 Energy

The need to reduce greenhouse gas emissions, particularly carbon dioxide (CO₂), and adapt to effects of climate change is recognised as a global imperative. A key objective of the scheme has therefore been to encourage energy efficiency in all aspects of the home, including design, procurement, construction and use.

The building design includes environmental strategies throughout with the use of fabric-first detailing, heat recovery ventilation and passive solar gains. Passive solar gains will be achieved through controlled openings to the south, east and west of the dwelling.

The home will generate its own electricity through Photovoltaic Modules, storing a proportion in batteries for use by the home in 'high demand' times and selling the remainder back to the grid. The homes will also be provided with 100% low energy lighting, mechanical ventilation heat recovery and a ground source heat pump reducing energy

consumption within each home.

All walls, floors and roofs will be highly insulated and the building airtightness will be improved significantly beyond current Building Regulations to provide a home which uses less energy than it generates and is therefore a **Zero-carbon Home**.

The definition of a Zero Carbon Home taken from the Zero Carbon Hub is:

'There are three core requirements which must all be met for a home to qualify as zero carbon:

- 1. The fabric performance must as a minimum, comply with the defined standard known as the Fabric Energy Efficiency Standard (FEES) and*
- 2. Any CO₂ emissions that remain after consideration of heating, cooling, fixed lighting and ventilation, must be less than or equal to the Carbon Compliance limit established for zero carbon homes, and*
- 3. Any remaining CO₂ emissions, from regulated energy sources (after requirements 1 and 2 have been met), must be reduced to zero*

Requirement 3 may be met by either deliberately 'over performing' on requirements 1 and 2 so that there are no remaining emissions, or by investing in Allowable Solutions.'

The best way to determine if the proposed new home meets the Zero Carbon Home criteria is to produce a Standard Assessment Procedure Calculation.

The Standard Assessment Procedure (SAP) is adopted by Government as the UK methodology for calculating the energy performance of dwellings. The calculation is based

on the energy balance taking into account a range of factors that contribute to energy efficiency:

- Materials used for construction of the dwelling
- Thermal insulation of the building fabric
- Ventilation characteristics of the dwelling and ventilation equipment
- Efficiency and control of the heating system(s)
- Solar gains through openings of the dwelling
- The fuel used to provide space and water heating, ventilation and lighting
- Energy for space cooling, if applicable
- Renewable energy technologies

The calculation is independent of factors related to the individual characteristics of the household occupying the dwelling when the rating is calculated.

A Design Stage Standard Assessment Procedure Calculation for the home has been produced and a copy of the full calculation has been submitted with this application.

The key highlights of the calculation in relation to the Zero Carbon Home criteria is as follows:

1. Target Fabric Energy Efficiency 61.8kWh/m²/year — **Dwelling Fabric Energy Efficiency 56.9kWh/m² PASS**
2. CO₂ Emission Target 23.03kgCO₂/m²/year—**Dwelling CO₂ Emission Rate (DER) -3.86kg CO₂/m²/year PASS**
3. Over provision of items 1 & 2 above mean that requirement 3 is passed. **PASS**

Based on the SAP calculation and the above information the proposals can be classified as a **Zero Carbon Home**.

According to Government Energy Performance Data an average home in the UK produces **6 tonnes** of CO2 per annum. This proposed Zero Carbon Home produces **-3.86 tonnes** per annum, actually reducing the production of CO2 offsite.

6.3 Water and Flood Risk

It is understood that there are no major water courses flowing through the site and therefore the risk of water pollution is very low. There is however a drain to the western boundary of the site which will be fully protected during construction.

The use of water at the site will be regulated by fitting low consumption technology. The home will have its water restricted to 80 litres/person/day, the equivalent of the former Code for Sustainable Homes Level 6 rating. The home will also incorporate rainwater harvesting and grey-water recycling for use as irrigation within the garden and for washing cars. As well as flushing toilets.

The site lies within Flood Zone 1 and is therefore not at risk of flooding.

The surface water generated on site by the proposed development will be discharged through a Sustainable Drainage System, attenuated to Greenfield run-off via a pond with final discharge to a soakaway.



6.4 Transport

Paragraph 103 of the NPPF 2021 states:

' Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

The focus of paragraph 103 is on a choice of sustainable transport modes with the aim of reducing congestion, emissions and improving air quality. It also recognises that the opportunities for sustainable transport solutions will vary between urban and rural areas and this should be taken into account in decision making.

The Department of Transport *National Travel Survey 2017* findings outlines the mode of transport and their relevant percentage of trips as follows;

- Car 61% of all trips;
- Walking 26% of all trips;
- Bus 6% of all trips;
- Train 2% of all trips;
- Cycling 2% of all trips;
- Other 3% of all trips.

These figures suggest that people's choice of travel mode is predominantly the conventional car with walking being their

second choice. In rural areas the figures show an increase in the choice of car use up to 76% with only 4% of trips taken on public transport.

The main difference in travel patterns between urban and rural areas lies in the use of the car and this is reinforced by data which suggests that almost 60% of rural homes have two or more cars. It therefore can be generally accepted that living in rural areas creates a need for the use of a car and the NPPF 2021 recognises this in allowing a clear change in decision making between urban and rural areas. It also clearly states that occupants should be offered the choice of transport modes and this proposal seeks to offer that choice to the occupants of the new home.

Conventional Car

No conventional cars will be used by the occupants of the home.

Electric Car

The applicant currently owns and uses daily an electric vehicle. The proposed new home will be provided with two electric car charging points powered by electricity generated using on site photovoltaic modules. This creates a genuinely low carbon alternative to the conventional car, whereby vehicles can be powered through energy generated on site. This meets the NPPF's goals of reducing emissions and improving air quality. It also complies with the definition of sustainable transport set out within the Glossary to the NPPF, which defines 'sustainable transport modes, as follows:

'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra emission vehicles, car sharing and public transport.'



The proposed home will be provided with at least one electric vehicle with MOT, fully taxed, insured for use by the occupants of the new home at all times. The electric vehicle will be a fixture of the property and secured through a Section 106 agreement.

As such it is entirely likely that vehicular trips from the site will themselves be a sustainable mode of transport.

Walking

It is accepted that should the occupants of the new home wish to walk into Pinchbeck village centre there is no public footpath available for them to walk on. However, this is not unusual for rural areas and Glenside North is in fact a designated walking route for the Macmillan Way which runs across the country from Boston to Abbotsbury. The applicants do currently walk along both Glenside North and Glenside South regularly as part of their regular exercise regime.

It should also be noted as outlined previously that 76% of people in rural areas will choose to travel by car. If this car is an electric vehicle powered by electricity generated on site through renewable technologies then this must be seen as having a low environmental impact.

Cycling

The roads surrounding the site are suitable for cycling and provide access to the nearby town of Spalding with its associated national public transport links.

Public Transport

Unfortunately as in many rural areas bus routes have been reduced. There are currently no bus routes that pass the site. The nearest bus stops being either in West Pinchbeck centre

or on Church Street in Pinchbeck. However, Lincolnshire does operate a CallCollect on demand bus service in key areas. West Pinchbeck is covered by the Spalding CallCollect bus and offers a pick up from outside your house into Spalding Town Centre. Spalding has both bus and national rail links to Peterborough (East Coast Mainline), London and beyond.

6.5 Waste During Use

Sustainable development demands a fundamental change in the way we design, produce, use and dispose of the products we consume. Every effort has been made to design out the production of on-site waste.

The home will be provided with dedicated internal bins within the Kitchen to allow the separation of recyclable and kitchen waste from landfill waste. These bins in-turn can be emptied into external bins and brought out to the kerbside of the road for collection by the Local Authority on the appropriate day.

The home will also be provided with compost bins of a minimum 900 litre capacity, reducing garden and food waste going to landfill.

The occupiers of the home will be encouraged to grow their own food and therefore reduce waste. The proposed home has sufficient space for a Kitchen garden which allows occupiers to cultivate fruit and vegetables as they wish.

6.6 Waste During Construction

Where possible materials have been chosen to minimise on-site waste. Where this is not possible waste will be segregated on site to allow recycling where possible and to reduce waste going to landfill.

6.7 Materials

Materials within the proposals have been carefully chosen to suit the architectural style, use materials with low embodied energy or materials that are either recyclable or can be recycled and materials that reduce waste to landfill.

It is intended that the home will be constructed in the following materials:

Concrete Foundation—High embodied energy but acceptable in small quantities.

Frame—Timber SIPs frame, timber sourced from an FSC source.

Brickwork— Facing brickwork, long life and can be re-used

Wall/ Roof Cladding—Zinc, long life and can be re-used.

Internal Partitions, Floors and Roof Structure— Timber sourced from an FSC source.

Windows & Doors—Aluminium, can be recycled.

Plaster/ Plasterboard—British Gypsum made from recycled gypsum.

6.8 Biodiversity

A key element of the proposals is to improve biodiversity within the site and the scheme includes the provision of bird boxes, bat boxes and insect hotel, log pile habitats as well as a new wild flower meadow and general planting.

The provision of all of the above will significantly improve biodiversity within the site.

7.0 Conclusions

This proposal for a self-build zero carbon home addresses a clear need within the District for housing and in particular self-build housing. This combined with the home being zero carbon which directly responds to Climate Change makes this proposal aspirational within the South Holland District.

On that basis it is felt that the proposals meet the aspirations of the NPPF in delivering a home which responds to local need and the current and future requirements of Climate Change.

The architecture within the proposals is of a high level responding directly to the site, its proposed occupants and their need to have a modern energy efficient building.

Given all of the above and the Councils current lack of self-build home plot provision, it is felt that the application should be approved without delay.

