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Taylor Pearson Developments (Draper's Place) Ltd.

Full planning permission for proposed residential development, at

Land at Draper's Place, Spalding

Planning, Design and Access Statement

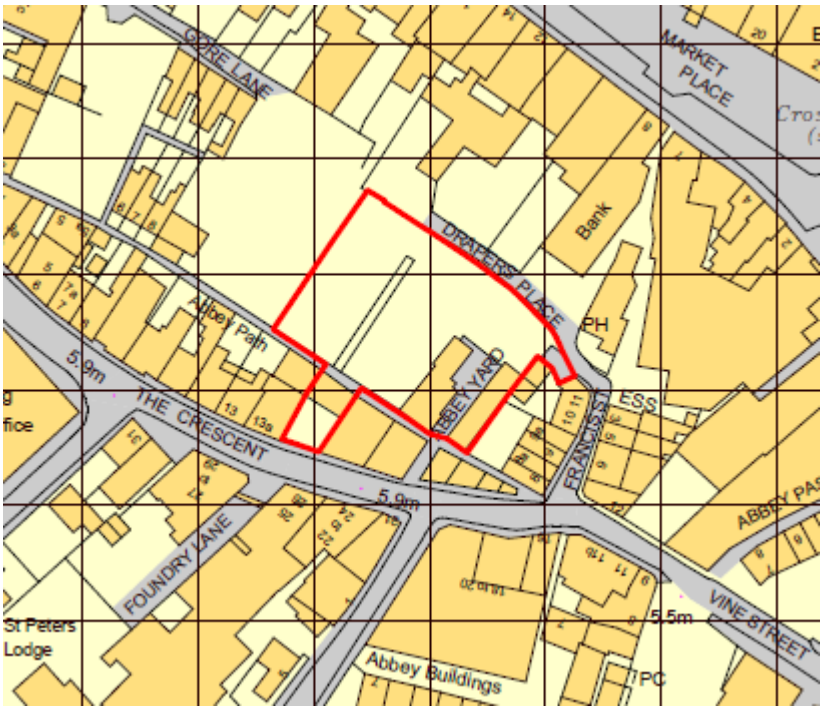
September 2017

RTPI Chartered Town Planner

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Introduction

This Planning, Design and Access Statement (PDAS) has been prepared in order to support an application for residential development, on brownfield land that is currently used as a private car park off Drapers Place, in the centre of the principal urban settlement of Spalding.



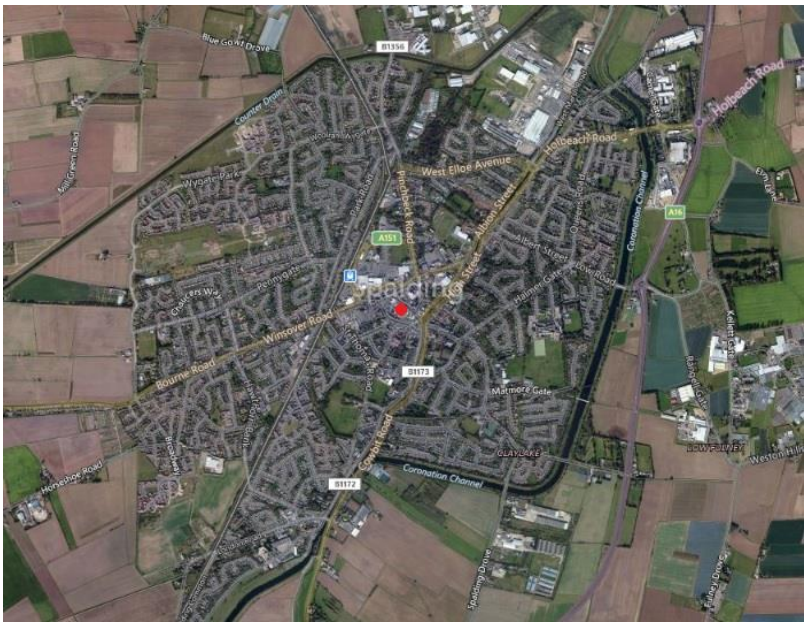
Site Location Plan (not to scale)



Aerial view of the site (Note this photo is historic and shows the telephone exchange to the immediate west of the site that was demolished in 2009).

The site and surroundings

The site is centrally located in Spalding, a market town on the River Welland in the South Holland district of Lincolnshire with a population of approximately 28,000 (excluding Pinchbeck to the north) according to the 2011 census.



Wider aerial view of the site with the approximate location of the site indicated (source: www.bing.com)



Approximate location of the site indicated within the context of the Local Plan 2006 proposals map. The blue area indicates defined retail centre, the dark blue lines indicate the extent of the primary shopping area (primary frontage) and much of the area is contained within a defined conservation area, indicated by the thick dashed line.

The brownfield site is in use as a private car park and is enclosed on all sides by built form, primarily of retail and office use, which back onto the site. It

includes remnants of former buildings including a small number of which that are derelict and in a poor state of repair (within the south-eastern corner of the site). Access is currently gained via Drapers Place/Francis Street, off The Crescent. The site is located within the central built up area of Spalding, within the Conservation Area and the defined retail centre of Spalding. Buildings of varied heights which back onto the site from the north and west fall within the primary shopping area.

The site has been prone to episodes of anti-social behaviour including vandalism and graffiti and in light of this the current use of the site as a private car park has gradually diminished and is now notably underused. It therefore presents an excellent opportunity for an alternative use and for redevelopment which in turn has the potential to reinvigorate and enhance the locality.



Photographs of the site.

Given the sustainable location of the site, within central Spalding and essentially forming part of an underused parcel of land in close proximity to the primary shopping frontage for the town, service and facility provision for the site is extensive and highly accessible; the primary shop frontage is within 200m walking distance of the site (using its current primary access of Drapers Place). As a result, the site is in a highly sustainable location.

As well as the expected local and national high street retailers, much larger outlets including Aldi, Sainsbury's, Argos, Halfords, Wilko and Marks and Spencer are also located within short walking distance of the site.

In addition to the locality's retail offer, a range of other facilities are provided for, also within short walking distance of the site, including a library and a number of public houses.



Train Station



Shops and services along Sheep Market, adjacent to the site



Shops, services and a public house along Sheep Market, adjacent to the site



Nearby retail park, within short walking distance of the site



Spalding library, within a 250m walk from the site



Spalding Grammar School, around 300m walking distance from the site

Examples of some of the services and facilities available within very short walking distance of the site

Spalding is well connected, benefitting from a train station – also within a short walking distance of the site (approximately 400m) – extensive bus service provision and a good local and regional highway network (including the nearby A16, A17 and A52) all easily accessible from the site.

Pre-Application Advice

In response to our written request for pre-application advice, a meeting took place with Richard Fiddler (Planning Officer) and Julie-Anne Middleditch (Conservation Officer) on 22 June 2016 at the Council offices. In additional to a site analysis drawing, a series of massing diagrams were tabled to convey the resulting scale, massing and proportions of the applicant's development proposals in the context of the surrounding locality. No insurmountable issues or concerns we raised to the concept drawings and it was suggested that we may like to make a presentation to the Pre-app Consultation Group (PCG) made up of a number of Councilor's to ascertain their views.

A presentation was subsequently made to PCG on 2 August 2016. No major issues or objections were raised.

Proposed Development

This application seeks full planning permission for the erection of an apartment building and associated development. As shown on the submitted plans parking provision for 15 car parking spaces would be provided as well as a bin storage area and shared outdoor amenity areas, balconies and roof terraces. The residential accommodation that would be created comprises:

Ground Floor	3 x 2 bed and 4 x 1 bed therefore 7 units
First Floor	4 x 2 bed and 6 x 1 bed therefore 10 units

Second Floor	4 x 2 bed and 6 x 1 bed therefore 10 units
Third Floor	2 x 2 bed and 6 x 1 bed therefore 8 units
Total	**35 units**

Vehicular access to the site would utilize the existing access from Francis Street/Drapers Place. The site is presently used as a private car park. A further means of access for servicing/emergency vehicles and a discreet number of car parking spaces would be created from The Crescent.



3D visualisation of the site and proposed development from the northeast



One of the proposed elevations, from Drapers Place

<u>Relevant background information and planning history</u>

Drapers Place

H16-1469-03 – An application was submitted in 2003, and subsequently withdrawn in 2004, for the demolition of existing buildings on two plots of land – one being a large proportion of the proposal site, off Drapers Place.

H16-0480-03 – An application to construct a new office, use of dwelling as office and provision of car parking was submitted in 2003 on land at Drapers Place, but subsequently withdrawn in the same year.

Gore Lane

H16-0506-13 – In 2013 a resubmission application was submitted for a proposed extension to a property off Gore Lane and a new build ground and first floor flats with parking areas to the west of the proposal site. The application was approved. Notably, the officer found, in terms of design, that although the elevations and palette of materials do not reflect the design of traditional terraces in the vicinity, the surrounding architectural character is not so strongly defined or of such high quality that the more contemporary appearance of the proposed building would have a harmful visual impact on the Conservation Area.

H16-0031-15 – An application was submitted and approved for a proposed change of use of offices and stores to artist's studio and residential in 2015 on land off Gore Lane, adjacent to the proposal site.

H16-0420-15 – An application was submitted for a change of use of B1 to three domestic units at Gore Lane, however was withdrawn in 2015.

H16-0456-15 – A prior approval application was submitted in 2015 on land at Gore Lane for the change of use of an office building from B1 to C3 providing three domestic units. Notably the Council determined that, on the advice of the Environment Agency, that floor levels should be set no lower than 300mm above ground level to ensure that the development does not increase the risk of flooding.

H16-0160-16 – An application was submitted for the creation of a first floor to an existing conversion and ground floor level from office to residential. It was approved in April 2016. Notably the officer found that the application proposals complied with Section 7 of the NPPF and Local Plan Policy SG20 as the existing building was in a visually poor condition with bland brickwork and flat roof. It was considered that a pitched roof and render as proposed might lead to a more positive appearance for the area.

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.

Local Plan 2006

The Development Plan for South Holland currently comprises the South Holland Local Plan 2006. Following a Direction by the Secretary of State, as of 18th July 2009 a number of policies contained within this plan became invalid. As a result it is the remaining policies which currently comprise the

development plan for the District. These policies, whilst dated, remain a material consideration in decision making and relevant saved policies insofar as this proposal is concerned are detailed below.

Emerging Local Plan

In addition to the remaining Local Plan 2006, South Holland are in the process of producing a new Local Plan in partnership with Boston Borough Council and Lincolnshire County Council. The 'South East Lincolnshire Local Plan' is estimated to be adopted in 2017. Whilst this remains a document which is yet to be examined, a draft version has been consulted on, is in the public domain and therefore it is good practice to acknowledge that relevant policies, insofar as this proposal is concerned, may have some bearing in decision making subject to their conformity with national policy stipulations.

National Planning Policy Framework (NPPF)

Central to the NPPF is a presumption in favour of sustainable development. As set out at paragraph 2 and repeated again at paragraph 196 planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

As expanded upon in the NPPF, there are three dimensions to sustainable development that give rise to the need for the planning system to perform a number of roles:

- **An Economic role** - which involves, amongst others, contributing to building a strong, responsive and competitive economy;
- **A Social role** - to support strong, vibrant and healthy communities and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **An Environmental role** - contributing to protecting and enhancing our natural, built and historic environment and as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

These roles should not be undertaken in isolation because they are mutually dependent.

Paragraph 14 of the Framework states that the presumption in favour of sustainable development should be seen as the 'golden thread' running through both plan-making and decision-taking. For decision-taking the Framework states that this means that unless material considerations indicate otherwise development proposals that accord with the development plan should be approved. Where the development plan is silent or absent or

relevant policies are out of date, permission should be granted unless the harm would significantly and demonstrably outweigh the benefits.

The Framework states (at para. 215) that due weight should be given to relevant policies in plans pre-dating the publication of the NPPF according to their degree of consistency with the NPPF.

To boost significantly the supply of housing Paragraph 47 of the Framework requires local planning authorities to use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing in the market area, as far as is consistent with polices set out in this framework and provide five years' worth of housing against their housing requirements.

To deliver a wide choice of high quality homes paragraph 47 states that to boost significantly the supply of housing, local planning authorities should:

- Use their evidence base to ensure that their Local Plan meets the full objectively assessed needs for market and affordable housing in the housing market area;
- Identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer if 5% to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;
- Illustrate the expected rate of housing and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their target;
- Set out their own approach to housing density to reflect local circumstances.

Paragraph 49 states that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

With regards to design paragraph 59 states that design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout. Materials and access of new development in relation to neighbouring buildings and the local area more generally.

Given the site is within the Conservation Area section 12 of the Framework is of relevance. With regards to Section 12 this recognises the need to ensure that new development makes a positive contribution to local character and distinctiveness.

Local Plan 2006

SG1 (General Sustainable Development) – States that planning permission will be granted for development where the Council is satisfied that the proposal is consistent with the principles of sustainable development including that the quality of life for residents is unimpaired or enhanced.

SG2 (Distribution of Development) – States that all proposals for development must be located having regard to sustainable development principles. For example, proposals should adopt a sequential approach which gives priority to the use of previously developed land and buildings within defined settlement limits, then to greenfield land within defined settlement limits and finally to land adjacent to defined settlement limits. Proposals should make efficient use of land, ensure that wherever possible development is served by a choice of transport modes and ensure that the development is acceptable in terms of traffic generation.

SG3 (Settlement Hierarchy) – This policy identifies Spalding as the District's principal urban settlement and states that it will be the main location for new development.

SG6 (Community Infrastructure and Impact Assessment) – States that proposals for new development will be required to include measures to demonstrate how public infrastructure and services required to support the development will be delivered.

SG7 (Energy Efficiency) – States that development proposals will be encouraged where they are designed to provide maximum energy efficiency through site layout and orientation, etc. All developments with a floor space of 1000 sqm or more, or 10 or more residential units, will be required to demonstrate good practice in energy efficiency and to incorporate renewable energy production equipment to provide at least 10% of its predicted energy requirements.

SG11 (Sustainable Urban Drainage Systems (SUDS)) – Sets out requirements insofar as dealing with development that generates surface water run-off likely to result in increased flood risk.

SG12 (Sewerage and Development) – States that proposals for development which would give rise to foul sewerage discharge will only be granted planning permission if they include provision for its effective collection. It provides a number of criteria to meet in this regard.

SG14 (Design and Layout of New Development) – States that new development should be designed to ensure that it makes a positive contribution to the architectural and visual quality of its surroundings. It sets out a number of criteria that will be taken into consideration in decision making including a proposals scale, form and height.

SG15 (New Development: Facilities for Road Users, Pedestrians and Cyclists) – States that proposals for development shall provide safe and convenient access to and within the site for motor vehicles, cyclists, pedestrians, the less able-bodies and people with disabilities to accommodate the potential increase in movement generated by the proposal.

SG16 (Parking Standards in New Development) – States that development will be expected to provide appropriate parking and servicing arrangements. The precise level of provision will be determined by negotiation to reflect the proposed use, its location and potential for access by public transport.

SG17 (Protection of Residential Amenity) – Sets out that planning permission will be granted for development which would not cause harm to residential amenity. It lists a number of considerations that will be made in this regard, including the extent of any overlooking or loss of privacy and the extent of any overbearing or overshadowing effect.

SG18 (Landscaping of New Development) – States that proposals for new development should where appropriate incorporate landscaping proposals as an integral part of their design and layout and a strategy will be required to support all major development proposals. It sets out where particular attention will be paid, including to the retention of any existing trees and hedgerows and other attractive landscape features (if any).

HS4 (New Housing in Spalding…etc. (Non Allocated Sites)) – Sets out that residential development will be permitted on suitable sites within Spalding (etc.) where a) the site is within the defined settlement limits, as shown on the proposals map; and b) the site constitutes brownfield land, unless it can be demonstrated that no suitable brownfield sites are genuinely available.

HS8 (Affordable Housing) – States that on residential development of three or more dwellings, or sites of 0.1ha or more, a third of the residential units will be required to be affordable. This includes building conversion. Where an applicant feels that it would impair the viability of the scheme and therefore a lower proportion would be appropriate, this needs to be evidenced as part of any submission.

HS11 (Open Space in new Residential Developments) – Sets out open space requirements (a proportion of gross site area) required in new residential developments.

EC5 (Development Within Retail Town, District and Local Centres) – States that defined retail centres will be the focus for new retail, employment, leisure and other key town centre uses. The policy sets out that proposals for retail and other uses which help to sustain and enhance the economic role of the defined retail centres will be permitted (providing they are otherwise in accordance with other policies within the Local Plan).

TC2 (Cycling, Cycleways) – States that in considering proposals for development, the District Council will require provision to be made for cyclists, including direct links to existing or proposed cycleway network if necessary.

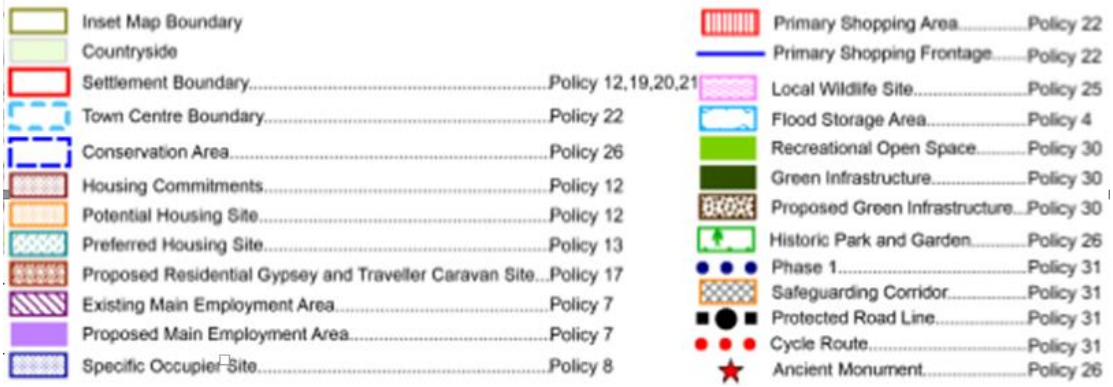
Appendix 2 (Parking Standards) – Sets out parking standards for a range of development types, including for cycles. Within Spalding a requirement of a (maximum) 1.5 spaces per dwelling is required for houses and flats.

Emerging South East Lincolnshire Local Plan

Whilst the above plan is still emerging, it is generally accepted that policy proposals contained within a plan which has been publicly consulted on may carry a minor level of material weight in decision making. A consideration of its emerging content, as far as may be relevant to these proposals, is therefore considered below.

Policies Map (with application site identified)





The Spalding inset policies map for the emerging plan indicates that the site is mostly, if not entirely, outside of the primary shopping area (Policy 22), though adjacent to it. The site is within Conservation Area (Policy 26) and the defined town centre (Policy 22). There is a 'housing commitment' defined site to the immediate south of the proposal site, on the southern side of The Crescent which is around half the size of the proposal site.

Relevant policies

Policy 1 (Presumption in Favour of Sustainable Development) – Sets out the government priority of granting permission for proposals in accordance with

the development plan without delay, and where no policies are relevant to a proposal and/or are out of date, also granting permission unless material considerations indicate otherwise.

Policy 2 (Spatial Strategy) – Defines Spalding as the largest and most significant of the settlements alongside Boston; as a 'Sub-Regional Centre'. It clearly states that within the settlement boundaries of Boston and Spalding development will be permitted that supports their roles as sub-regional centres.

Policy 3 (Development Management) – Sets out the broad approach to development management in decision making specifically in relation to achieving sustainable development. It sets out a number of factors that will be considered in determining whether or not a proposal would be sustainable including in relation to its size, layout, density and impact on amenity as well as quality of design and access.

Policy 4 (Strategic Approach to Flood Risk) – Sets out how major development shall be dealt with in areas at risk of flooding.

Policy 5 (Meeting Physical Infrastructure and Service Needs) – Stipulates that planning permission will be granted for new development provided developers can demonstrate that there is, or will be sufficient physical infrastructure and service needs capacity to support and meet the needs of the proposed development.

Policy 6 (Developer Contributions) – Sets out that planning permission will be granted for major developments of 10 or more dwellings, or 1000sqm or more non-residential floor space, provided that suitable arrangements are proposed for the provision and/or improvement of local and strategic infrastructure required as a consequence of the proposed development. These may be dealt with via CIL on a site by site basis.

Policy 11 (Meeting Objectively Assessed Housing Needs) – Sets out that South Holland District Council make provision for the delivery of 10,750 new dwellings, at an annual delivery rate of 430.

Policy 12 (Distribution of New Housing) – States that new housing site allocations will be made to accommodate 5720 new dwellings in Spalding.

Policy 13 (A SUE for Housing in Spalding) will account for 4,000 of these dwellings.

Policy 14 (Providing a Mix of Housing) – sets out that in residential developments of 10 or more dwellings, the LPA will seek to secure a mix of property types to meet the housing needs of the Local Plan area for both market and affordable housing. It sets out specific proportions of different types of housing that will be expected from such developments within the LPA area.

Policy 15 (Affordable Housing) – Determines that affordable housing need will be met on market housing sites of 10 or more dwellings with at least/ about 30% being affordable housing on sites in South Holland. It also states that normally on-site provision will be required.

Policy 22 (The Retail Hierarchy) – Sets out that Spalding will be the locational focus for the development of town centre uses. This means retail, food and drink outlets and other normal town centre uses. Appropriate residential development will also be acceptable.

Policy 26 (The Historic Environment) – This policy splits conservation matters across three strands – a) Listed Buildings; b) Conservation Areas; and c) Heritage assets of local interest. Essentially it sets out where planning permission will not be granted. In terms of listed buildings, this is where a proposal will harm the fabric, character, appearance or setting of a listed building. In terms of Conservation Areas, the demolition of buildings or structures in a Conservation Area will not normally be permitted if the building makes a positive contribution to the character or appearance of a Conservation Area. No advice is provided in terms of impact of a new building on a Conservation Area where it does not involve demolition. However, the policy makes clear that the LPA will prepare and keep up to date Conservation Area Character Appraisals for each Conservation Area and it is these that should form the basis of determining proposals within or where it would affect the setting of a Conservation Area.

Policy 27 (Pollution) – sets out that development proposals must minimise, and where possible reduce, the emission of pollutants to an acceptable level, including: light, odour, fumes, vibration and waste materials. Impacts on air quality, background noise levels, land quality and condition and surface and groundwater quality shall be considered in decision making.

Policy 28 (Climate Change) – Sets out the usual requirements of new development in terms of demonstrating that the consequences of current climate change has been addressed such as by the adoption of the sequential approach and exceptions test to flood-risk and the incorporation of flood-mitigation measures in design and construction to reduce the effects of flooding. The policy also sets out that development proposals will be required to demonstrate that future climate change has been ameliorated by, for example, reducing the need to travel through locational decisions.

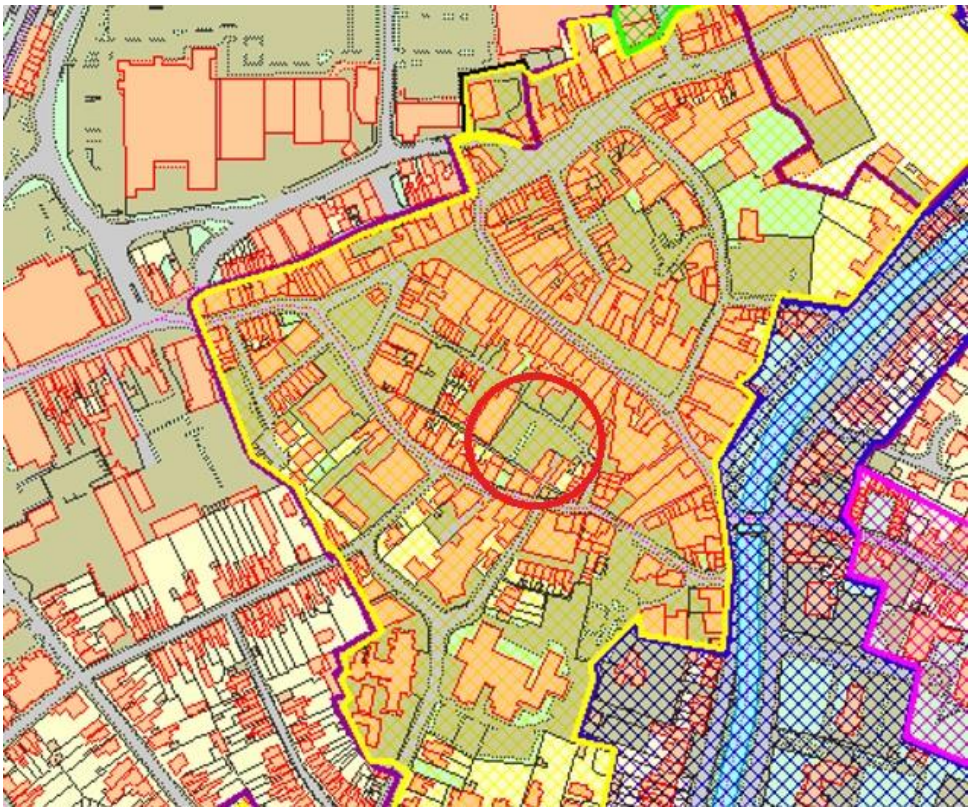
Policy 29 (Design of New Development) – This policy is based on a premise that new development will create distinctive places through the use of high quality and inclusive design and layout and, where appropriate, make innovative use of local traditional styles and materials. Its sets out a range of elements that any development proposals should be able to demonstrate they have taken into account including the creation of a sense of place, the distinction of private and public space and the accessibility to a site (via the use of a range of travel options including public transport, footpaths and cycle ways) as well as the prevention of crime.

Policy 30 (Promoting Safe, Accessible Open Space, Sport and Recreational Facilities) – This policy sets what will be expected from new development in terms of achieving three key ambitions – to create socially cohesive and inclusive communities; to reduce health inequalities; and to improve the community's health and well-being. Requirements include that developments should discourage crime and disorder, facilitate walking and cycling and encourage community use.

Policy 32 (Vehicle and Cycle Parking) – This policy sets out how all new all developments will need to respond to minimum parking standards (further elaborated on within Appendix 4 of the plan). This includes for residential developments the provision of secure, covered, convenient cycle storage within each residential plot or unit in the case of flatted developments.

Spalding Conservation Area Appraisal (SCAA)

The site falls within the Spalding Conservation Area and this document describes the key characteristics of the settlement of Spalding and more specifically identifies the site as falling within the PSICA Historical Commercial Centre Character Area, outlined in yellow below (with the site indicated).



The site indicated within the wider PSICA Historical Commercial Centre Character Area.

The essential characteristics of the Character Area are identified as being contained to the Market Place, Sheep Market, Hall Place and The Crescent. In terms of townscape, it is noted in the management plan that in the Commercial Centre the public realm is enclosed by tall impressive buildings of varying ages, designs and heights including three and four storey. In terms of heritage assets in the vicinity of the proposal site, the below extracted map identifies Grade I and II* Listed Buildings in pink, Grade II Listed buildings in red and buildings of local heritage interest are coloured blue.



Heritage assets within the vicinity of the site.

A number of buildings in the vicinity are Grade II Listed, however a number of buildings along the northern side of The Crescent which back onto the site have been identified as buildings with a negative impact on the area, coloured red on the map below.



Negative impact buildings within the vicinity of the site.

The above map also demonstrates that the site, along with land to the west, has been identified as a possible site for high quality development (identified in yellow).

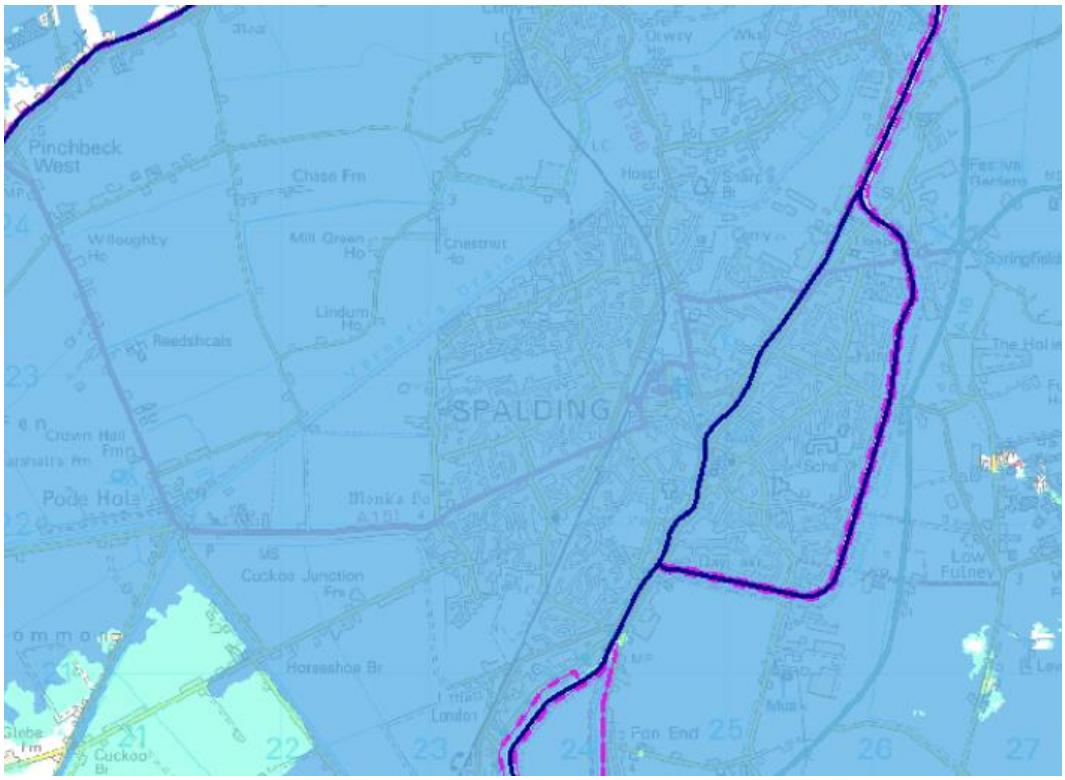
A Heritage Impact Assessment is submitted as part of this application, and in view of the above context, considers the proposal in particular with respect to Paragraph 128 of the NPPF.

Other considerations

Flood Risk

The applicant has commissioned a comprehensive Flood Risk Assessment to be undertaken of the application site. In line with the Framework (para 100) inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

All of the built up area of Spalding, including the proposal site, falls within Flood Zone 3.



Environment Agency Flood Map for Spalding

However, the Strategic Flood Risk Assessment for Spalding (SFRA), which offers a more accurate and detailed reflection of flooding issues locally, demonstrates that flooding probability is 'low but reliant on protection by flood defenses for this standard'.



Strategic Flood Risk Assessment Maps 2010 showing risk extent in Spalding (site indicated).

As can be seen from the above, the development site falls out of any 'medium' or 'high' flood probability area and provided flood defenses as they exist remain, the site is at low risk of flooding. The South Holland (etc.) Water Cycle Study 2011 also finds that Spalding is entirely within Flood Zone 3 but reaffirms the position that the SFRA which has mapped actual flood risk locally demonstrates that much of Spalding, particularly to the west, is at a lower probability of flooding. See accompanying FRA for further details.

Strategic Housing Land Availability Assessment

The most recent Strategic Housing Land Availability Assessment (SHLAA) appears to be the Rutland, South Holland and South Kesteven SHLAA Annual Review to March 2010. Overall the SHLAA identified 144 suitable sites across the District, 73 being on previously developed sites. Having carried out a review of streets within the vicinity of the proposal site, there is one site identified that is of geographical relevance, as below:

Location: Spalding														
Site Ref	Location	Area (ha)	Total dwelling capacity	GF/PDL	Suitability (Physical & environmental Constraints)	Infrastructural capacity	Accessibility to amenities	Access to public transport	Benefits to community	Availability	Viability	Time Frame	Suitability	Outstanding dwelling capacity
SH/SPA/47	Priory Road (cp)	0.48	14	PDL	P.CH/ P.BHE/ FZ	Suitable	Good	Excellent	Unknown	N/K	No	(blank)	No	0
SH/SPA/48	Drapers Place	0.14	4	PDL	M/ACC/ P.BHE/ FZ	Suitable	Good	Excellent	Potential	N/K	Yes	2018-2023	Yes	4
SH/SPA/49	Spalding Drove	13.22	397	PDL	M.ACC/ S.CH/ FZ	Suitable	Reasonable	Reasonable	Unknown	No	No	(blank)	No	0
SH/SPA/50	Johnson Hospital	0.48	14	PDL	P.CH/ FZ	Suitable	Good	Excellent	Potential	Yes	Yes	Before 2013	Yes	14
SH/SPA/51	Welland Hospital	1.64	49	PDL	P.CH/ P.NCH/ FZ	Suitable	Good	Excellent	Potential	Yes	Yes	Before 2013	Yes	49
SH/SPA/52/P1	Holland Park	14	300	GF	P.CH/ FZ	Mitigation	Reasonable	Good	Significant	Yes	Yes	Before 2013	Yes	300
SH/SPA/52/P2	Holland Park	43	950	GF	P.CH/ FZ	Mitigation	Reasonable	Good	Significant	Yes	Yes	2013-2018	Yes	950
SH/SPA/52/P3	Holland Park	45	1000	GF	P.CH/ FZ	Mitigation	Reasonable	Good	Significant	Yes	Yes	2018-2023	Yes	1000
SH/SPA/53	Churchgate	0.25	23	PDL	P.CH/ FZ	Suitable	Reasonable	Good	Potential	Yes	Yes	Before 2013	Yes	23
SH/SPA/54	St Thomas Road	0.6	18	PDL	P.CH/ FZ	Suitable	Good	Excellent	Potential	Yes	Yes	2018-2023	Yes	18
SH/SPA/55	Roman Bank	0.4	63	PDL	-	Suitable	Good	Excellent	Potential	Yes	Yes	Before 2013	Yes	63

SHLAA site at Drapers Place, highlighted.

Whilst the site identified is smaller than the proposal site, by virtue of its location there will be a range of similarities, for example in terms of 'infrastructure capacity', 'accessibility to amenities' and 'access to public transport' all of which are rated as suitable, good and excellent respectively.

Five Year Housing Land Supply (5yhls)

The thrust of the NPPF is to boost significantly the supply of housing whilst supporting sustainable development. Councils are, therefore, charged with identifying a supply of specific deliverable sites sufficient in the first place to provide five years' worth of housing against their housing requirements, with an additional buffer of 5%. Should there be a record of persistent under delivery of housing, Councils should increase this buffer to 20% to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.

As at 31st March 2016, South Holland District Council are able to demonstrate a 2.9 year supply. In view of this, policies relating to the supply and location of housing are out of date within the District and, notwithstanding this, the NPPF makes clear at Paragraph 14 (Presumption in Favour of Sustainable Development) that where relevant policies are out of date, ***permission for development should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits***, when assessed against the policies in the framework or where specific policies within the framework indicate that development should be restricted.

The above factors should form considerable weight in assessing the proposals. In particular, a consideration of the benefits of providing much needed residential dwellings in a highly sustainable location should be at the forefront of any decision made and such a consideration should be demonstrable.

Sustainability

The site is in a highly sustainable location, within the town centre of Spalding and therefore amongst key services, amenities and facilities including the primary shopping area of the town and within close walking distance of a wide range of public transport facilities including a train station and extensive bus services.

The NPPF sees sustainable development as performing an economic, social and environmental role. In plan making, the Council are waning in their economic role by failing to ensure that sufficient land of the right type is available in the right places and at the right time to support growth. Conversely, the proposal would help to deliver growth via the utilization of an infill brownfield plot of land, currently in private use, which in turn would help to support facilities and services at the important town centre location for the long term, ensuring long term economic stability; and in particular the town centres long term vitality and viability. Furthermore, the actual construction works and any associated development would also employ a not insignificant and potentially local skilled labour workforce and bring related medium term economic benefits in this regard.

In terms of the social aspect, the proposal would help to provide for much needed market housing in a District that cannot demonstrate a five-year supply of deliverable housing land. In addition, as discussed the site has been prone to anti-social behaviour including vandalism and graffiti and in light of this the current use of the site as a private car park has gradually diminished and is now notably underused. It therefore presents an excellent opportunity for an alternative use and for redevelopment which in turn has the potential to reinvigorate and enhance the locality.

The site as it stands offers very little in the way of environmental value, being a private car park and enclosed on all sides by existing buildings, and as such negative impacts on the environment from the development would be negligible. The proposal will have the potential to introduce notable environmental benefits to the immediate area, including in relation to drainage, such as by way of associated landscaping and the introduction of improved drainage feeding into the wider urban drainage system. This represents a particularly positive outcome given the wide issue of flood risk across the town. As discussed the site is in a highly sustainable town centre location, therefore enabling future residents to access the full range of services and amenities without use of the private car, bringing significant wider environmental benefits.

Access

Primary vehicular access to the site and on-site parking will be achieved from Francis Street. An area of parking for 12 cars (including 2 accessible) will be provided for residents, adjacent to the bin area and main pedestrian entrance and lobby.

A further vehicular access is proposed from The Crescent following demolition of a small unremarkable building. This would allow servicing/emergency vehicles to access the site as well as providing a discreet area of car parking comprising 3 spaces.

The site has good pedestrian access to the town centre and the main shopping streets surrounding the development site which in turn promotes positive and sustainable interaction between the existing retail and service offer and new residents.

Design

The proposal represents a modern take on a classic courtyard development with minimal impact in terms of massing, so at to fully respect the existing surrounding built form. Construction materials used shall match, replicate or respect those of surrounding existing buildings, of which there are a myriad of types and forms.

The scale, height and massing of the proposal presents a good balance between enabling the full utilisation of the space provided by this highly restrained, unkempt brownfield site in a prime town centre location, whilst respecting the form of the surrounding buildings such as by limiting its height and facilitating adequate separation distances between the rear of properties fronting surrounding roads. The siting of the proposal in the form presented also ensures an adequate level of outlook both from the rear of the existing buildings surrounding the site and from the development itself. The overshadowing of existing properties and amenity space and any terracing effects are avoided as a result of the carefully designed proposal.



3D visuals looking over the site from the west, demonstrating how the proposal will be an appropriate addition to the area, particularly in terms of scale, height and massing.

In the limited instances that the proposal will be visible as part of the existing street scene, it will be in proportion with the surrounding established pattern of development.



3D visuals of the view from Francis Street, showing how the proposal will be a proportionate addition to the street scene

Ultimately the proposal will represent a quality development that will best utilise an otherwise constrained site whilst respecting the design cues of surrounding buildings. By virtue of its restrained scale and its positive relationship with the existing surrounding built form, its impact on the amenity of surrounding occupiers and users of the space, as well as the broad street scene, will be positive but minimal.

Conclusion

Principle of development

The proposal satisfies policy stipulations, and in particularly the important SG1 (Sustainable Development), SG2 (Distribution of Development), SG3 (Settlement Hierarchy) and HS4 (Non-Allocated Sites). The proposal would represent sustainable development, located amongst a wide range of key service and facility provision, whilst also providing an important source of additional users for Spalding Town Centre, helping to ensure its continued vitality and viability, via the re-use of a brownfield site that is otherwise underused and unkempt, which provides no economic benefit to the area, and fails to provide any service of note to the retail centre of Spalding. It would support the delivery of policies EC5 and EC6; by the nature of the enclosed site and by reason of its design and the important inter-relationship

between residential development and users of retail centres, it would not undermine the retail character of the area and, on the contrary, would enhance the retail centre as described.

Spalding is identified as being the District's principal urban settlement, expected to accommodate a significant proportion of the overall housing needs for the area. With the emergence of the new Local Plan for Lincolnshire, Spalding's role in much wider and more significant housing delivery targets will be brought into sharper focus. With this in mind, alongside the District's current failed five-year housing land supply position, this proposal presents an opportunity to directly combat housing needs within the District via a high quality development, and this should provide significant influence in decision making.

The enclosed site is identified as a potential site for high quality development within the SCAA, recognising the opportunity it presents as part of the wider Conservation Area. The brownfield site in its current form is significantly deteriorated, offering little to the wider Conservation Area.

The proposal is designed in a way which will respect the character area whilst simultaneously much improving the condition and presentation of the site itself, and presenting a positive end use that will contribute to the continued maintenance of the wider retail Conservation Area by helping to ensure the area's continued vitality and viability.