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**RESIDENTIAL DEVELOPMENT OF UP TO 10 HOUSES
ADJACENT BEECH HOUSE
20 GOSBERTON ROAD
SURFLEET
SPALDING
LINCS
PE11 4AB**

FOR

SCOTT PARK DEVELOPMENTS LTD

This application is re-application of H17-1129-17, please see attached at rear the Planning, Design and Access Statement submitted with this application.

S L Darlow
April 2021

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Residential development of up to 10 houses Site of 20 Gosberton Road and adjacent land, Surfleet PE11 4AB

Planning Design & Access Statement



Looking west into the site from Gosberton Road

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Looking South East across the site



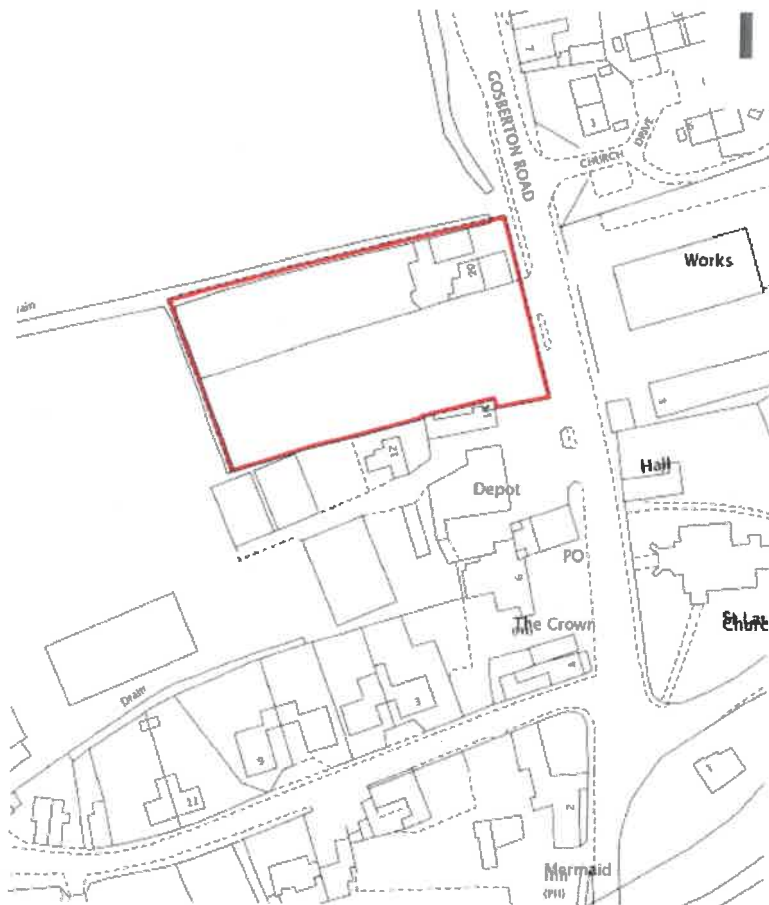
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1. INTRODUCTION AND SUMMARY

The site is an underused vehicle park not tied to any use with no inherently attractive physical properties. It is previously developed land in Surfleet village, and its development may be measured positively against sustainability measures.

The relevant adopted local plan Policy HS7 places the site in the category of 'countryside'. However, there is no countryside harm.

Circumstances have now materially changed since the above Local Plan policy was adopted 11 years ago, and the site now fall inside the prospective settlement boundary for Surfleet. The South East Lincolnshire Local Plan was submitted to the Secretary of State on 23rd June 2017. The submission of the Local Plan means that the Local Plan is now in its 'examination' stage. This advanced 'Submission' version of the Local Plan now carries some weight as it plainly presents the latest stage of the Council's thinking and has been tested with consultation.

The scheme would therefore now *not* conflict with the Council's settlement hierarchy and spatial strategy, as set out in the 2017 emerging Local Plan. The Council has sought to make additional allocations here.

Even if the previous restrictive 2006 adopted policies are applied, the Council cannot currently demonstrate a robust deliverable five-year supply of housing land. Little weight can now be given to the adopted Plan (2006).

Accordingly, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the national policies taken as a whole. There is a policy presumption in favour.

Granting permission would not conflict with any specific policies in the Framework that indicate development should be restricted, for example the countryside and design policies.

The site is an underused degraded vehicle park. There would be no visual harm to the landscape setting of this part of the village. Any harm that may arise from loss of the old 2006 Local Plan 'open countryside' is very localised, and the wider landscape character area of the village fringe would not be materially harmed. To the contrary it would be improved by bringing a new life to this site in an environmentally attractive manner. The street scene would benefit from visual enclosure, with the creation of a new street view, and by removal of the present eyesore vehicle park.

Use of the car park by the separately owned café would cease (as it could anyway given the different ownerships). The café has some parking on its front apron.

The Council is in a position to consider other detailed aspects of compliance with policy in the context of subsequent reserved matters, with applications for landscaping, scale and appearance to follow. There is no reason why an acceptable design cannot be achieved.

Precedents

It is noted that permission has been recently granted very close by in this part of Surfleet on similar grounds for residential development at:

Sunnydale Close H17-0652-15
03.04.2017

Land at Stockhouse Lane H17-0242-17, 15.05.2017

Main Road, adjacent to this site, H17-0555-13 10.09.2013

Further examples exist at the other end of Surfleet and in Surfleet Seas End.



2. THE SITE AND ITS CONTEXT



THE SITE AND ITS CONTEXT (continued)

The site is 0.44ha in size, and includes a single occupied residential property at 20 Gosberton Road.

Approximately half of the site is given over to a semi-hardened hardcore and compacted soil surface used for vehicle parking. The remainder of the land is laid to grass and a small area to the rear is overgrown.

A topographical study has been carried out which is submitted with the planning application. The southern part of the site has been raised in level at some time in the past. Gosberton Road is at levels of between 3.80m and 4.10m OD on the east side of this part of the site, and the parking area is at levels between 4.10m and 4.30m OD.

The house on the northern part of the site has a floor level of approximately 3.70m OD, with surrounding paved areas and garden at a level of 3.50m OD. The long rear garden behind the house which is laid down to grass slopes down westwards from 3.40m OD to below 3.00m OD at the north western corner. Gosberton Road slopes down northwards from 4.15m OD on the south to 3.60m OD adjacent to the northern boundary of the house

The southern part of the site, the parking area, is higher than the northern part of the site, which is the house and the rear garden of 20 Gosberton Road. The house will be demolished as part of the development.

The site is thought to have been laid level with hardcore in the 1920's to enable parking. Part of the site has been used for parking by customers using the adjacent café since establishment in the 1960's. Prior to the parking use, it was a field. The owner reports that there has not been a building on the site.

Commercial uses (Tears recovery) lie on the opposite side of Gosberton Road.

To the south east lies the Grade 1 listed Church of St Lawrence



To the north lies a terrace of two storey houses built around 2014 (H17-0555-13 approved 10.09.2013)

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3. THE PROPOSAL

Site size: 0.44ha

House numbers: Up to 10 x 1.5 storey or 2 storey houses.

Density: 23 houses per hectare

This is an Outline application with all matters reserved apart from access from Gosberton Road..

Illustrative scheme shows how up to 10 houses may be accommodated.

Parking of at least 2 spaces per house may be provided

Supporting reports and drawings are:

- Illustrative layout, with access shown from Gosberton Road
- Topographic survey
- Flood risk assessment



4. EVALUATION

a. Planning policy, and the acceptability of the principle of development

Section 38 (6) of the Planning and Compulsory Act 2004, requires all planning decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise.

The site is located in an 'Other Rural settlement' defined by Policy HS7 of the adopted 2006 Local Plan. In this instance, the relevant policy context would usually be Policy HS7 (*New Housing in the Open Countryside*). As the proposal is neither for rural exceptions affordable housing, nor essential to meet the needs of agricultural workers, the application would not normally be supported.

However, the National Planning Policy Framework, 2012 (NPPF), is quite clear in its aim to significantly boost the supply of housing and, as outlined in Paragraph 47 of that document, local planning authorities are required to ensure that their Local Plan meets the need for market and affordable housing in the housing market area.

Furthermore, they are required to 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 of 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.

Paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. 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. In that circumstance, Paragraph 14 of the NPPF is quite clear that permission should be granted, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies outlined in the NPPF as a whole; or specific policies in the NPPF indicate that development should be restricted.

The balance of reasoning is tilted in favour of the development unless it can be demonstrated that adverse impacts outweigh the advantages.

The Council cannot currently demonstrate a 5-year supply of deliverable sites, as per the provisions of NPPF. In the context of the objectively assessed need identified in the Council's Strategic Housing Market Area Assessment (SHMA), and including a 20% buffer by virtue of a persistent under delivery of housing, the Council can only currently demonstrate at 28 February 2017 it was only 3.25 years. The Council's Local Plan policies relevant to the supply of housing are considered out-of-date, and the presumption in favour of sustainable development applies.



b. Emerging Local Plan

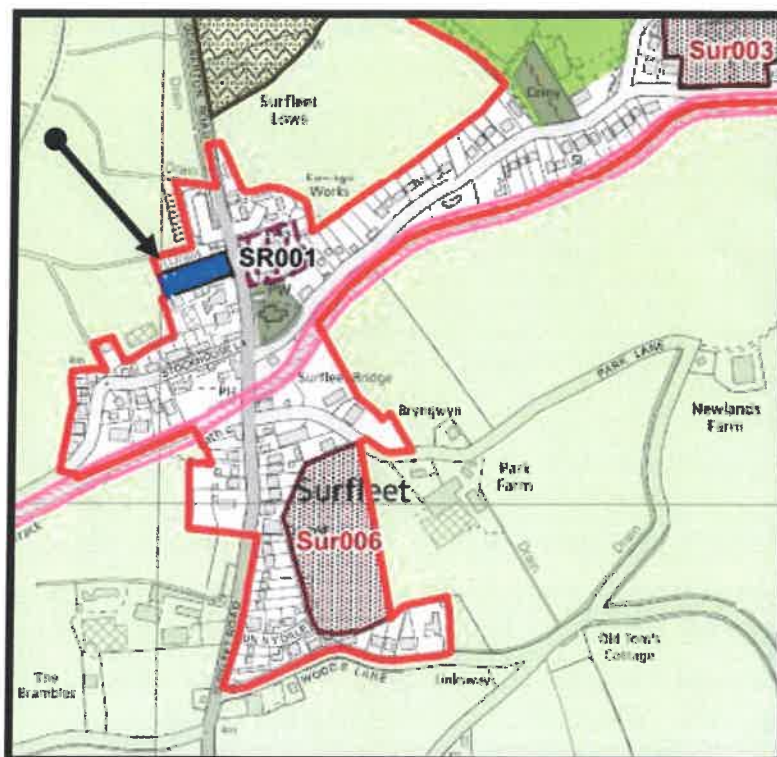
The South East Lincolnshire Plan will replace the existing Local Plan and is being prepared by South Holland District, Boston Borough and Lincolnshire County Councils who are working together to create a single Local Plan for the area of South Holland and Boston Borough. Public consultation on the interim document has just been undertaken with submission having taken place in June 2017.

The South East Lincolnshire Local Plan was submitted to the Secretary of State on 23rd June 2017. The submission of the Local Plan means that the Local Plan is now in its 'examination' stage. This advanced version of the Local Plan now carries some weight as it plainly presents the latest stage of the Council's thinking and has been tested with consultation.

March 2017 Submission Draft of the South East Lincolnshire local Plan, showing the site as now part of the Surfleet settlement

The present site now falls within the new combined Surfleet/Surfleet Seas End development boundary – part of which is shown opposite.

The supporting text, at 5.2.5, makes it clear that infill development will be allowed.



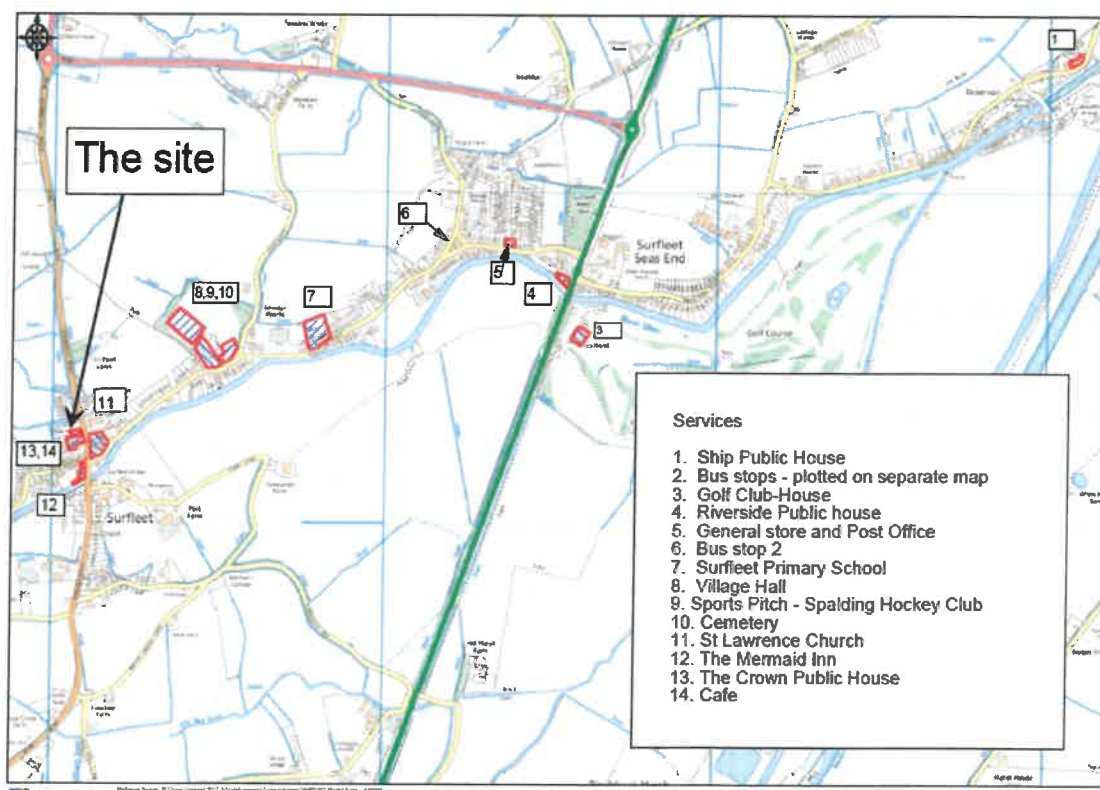
c. The characteristics of the site as a sustainable development.

Paragraphs 6-9 of the Framework indicate that sustainability should not be interpreted narrowly, and that the elements of sustainable development cannot be undertaken in isolation, but should be sought jointly and simultaneously.

The north-south Gosberton Road/Surfleet Road is a principal bus corridor. Services lead to all nearby towns. Bus stops are shown in Appendix 1.

The A16 is also a principal bus corridor, near Surfleet Seas End. The combined village has a wide range of local services and facilities including an excellent bus service connecting with neighbouring settlements including the key town of Spalding and Peterborough.

Facilities are readily available within easy walking distance in Surfleet. This is shown in the facilities plan shown below (larger version in Appendix 1). Here it may be seen that the site is close to services.



d. Assessment against the NPPF.

The NPPF sets out three dimensions to sustainability which are mutually dependent. These are explored below.

Environmental considerations

This is a previously developed site so gains from the priority given in national policy to the redevelopment of such sites (NPPF 111).

The site is not the subject of any landscape designations. It is not Green Belt, nor are there any other national landscape designations that might apply. Indeed, the Appeal Site is not subject to any local designations.

In a similar vein, the site has not been identified for retention as an open space or an important gap in the village of any value. It therefore does not benefit from any policy protection.

The proposal would secure the reuse of land in a more productive way than at present. Given the nature of surrounding development, the proposal could reasonably be described as acceptable infilling.

The proposal offers the prospect of improvements to the street scene by creating some enclosure to the road.

This is a clear environmental advantage given the poor appearance of the present vehicle park

In considering the wider environmental role the scheme will also deliver high standards of energy efficiency, thus helping to minimise any adverse impact arising from development

Economic matters

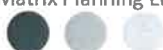
Development of the site would help to sustain local services and contribute to their vitality and viability. Whilst the proposal will not contribute directly to the economy, the addition of a single new dwellings will make an indirect contribution through:

- The creation of local construction jobs
- The use of local tradesmen and where possible the use of local materials
- Upon completion, the scheme will help create a larger local community resulting in additional expenditure in local shops, services and facilities, thus injecting additional wealth into the economy helping to sustain existing businesses

Social issues.

The village of Surfleet and Surfleet Seas End has a wide range of local services and facilities including an excellent bus service connecting neighbouring settlements including the key town of Spalding and Peterborough. This is explored earlier in this statement.

The settlement is sustainable and capable of supporting new residential development. The site is within walking and cycling distance of the key services and facilities in the village. The addition of new homes, has the potential to contribute is a small but positive way to strengthen the settlement and integrate with the existing village community. The NPPF seeks to promote sustainable development in rural areas. and acknowledges (in s55) that development can support the services and facilities of villages.



e. Amenity and open space

Open space

The house no's present a small development of 10 houses. This is lower than the 15 house threshold in Policy HS11 whereby open space needs to be provided.

Amenity

The level of amenity (i.e. privacy, and outlook) will be to a high standard. All dwellings will have sufficient levels of amenity space, including substantial rear gardens.

Once house designs are completed (a subsequent stage) it will be shown the character of the scheme will not be contrary to the wider village. Although the design of houses is not for a decision at this stage, it will be predominantly 1.5- or 2 -storey and provide for a mixture of dwellings in terms of size, tenure and design, and include sufficient off- street parking. The density of the scheme is 23 dwellings per hectare – this is a normal village standard.

Full landscaping details will be secured via condition.

5. FLOOD RISK

The following conclusions have been reached in the accompanying Flood Risk Assessment:-

The new dwellings will be of two story construction with all bedrooms at first floor level. This is to provide a refuge for residents if the building becomes flooded in the unlikely event of flood water from a serious failure of the bank of the River Welland or the River Glen reaching the site and ensure there is no danger to residents when they are asleep.

The ground floor level of the proposed houses will be at a minimum level of 3.30m OD. As the ground levels on the southern part of the site are at least 4.00m OD it the developer will raise the levels on the north side of the site to above 3.30m OD.

The surface water from the roofs of the proposed buildings and the roads should be discharged into a surface water system that will be designed with oversized pipework to provide attenuation. This will be discharged at a low rate into either:-

a) The IDB piped drainage system west of the site subject to the agreement of the Welland and Deepings IDB.

b) The highway drainage system in Gosberton Road, subject to the agreement of Lincolnshire County Council and Anglian Water.

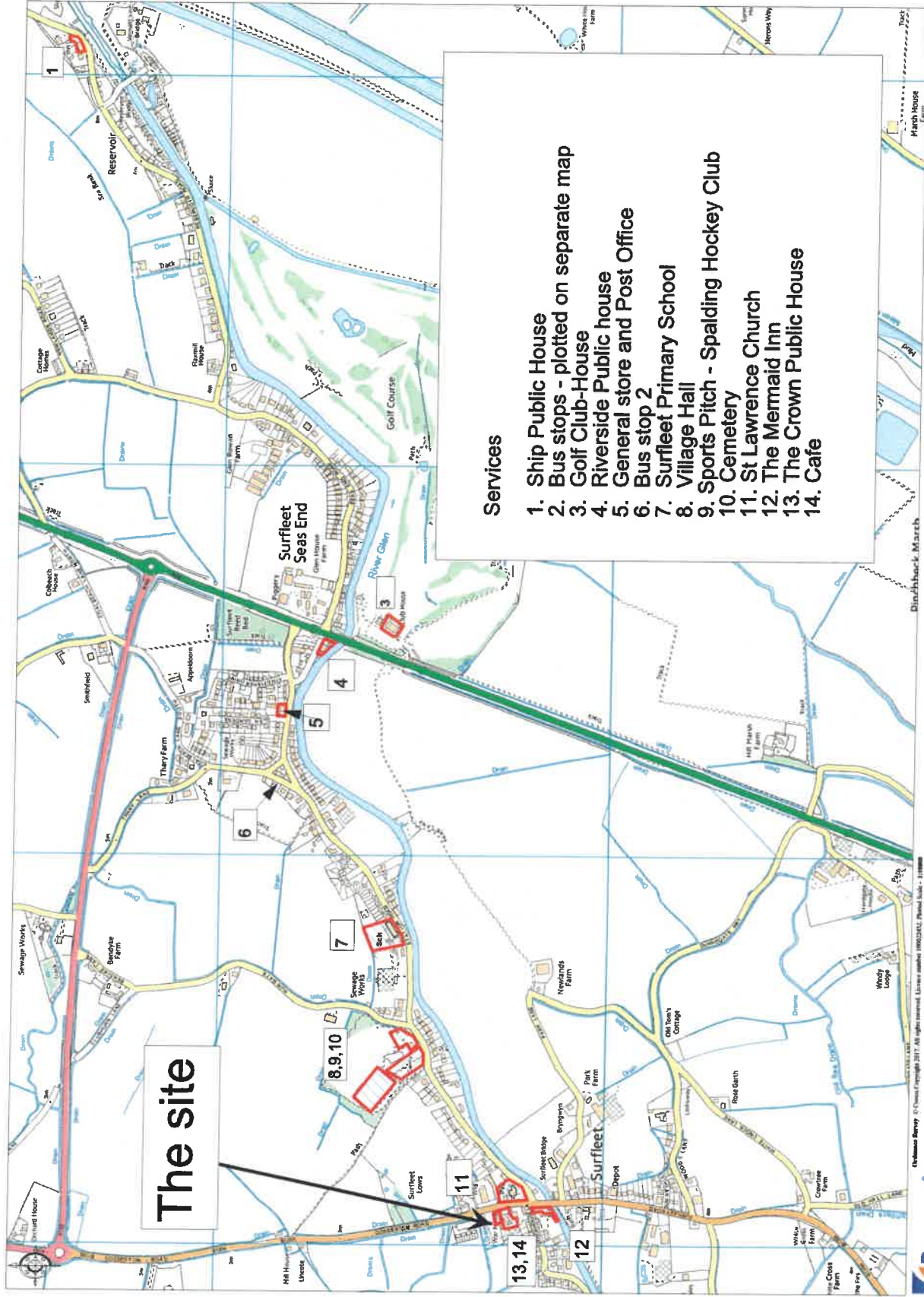
All future owners and occupiers of the dwellings will register with the Environment Agency's Floodline Warnings Direct Service.



6. APPENDICES

Map of services and facilities





Bus services

