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For and on behalf of
Chevin Homes Ltd

PLANNING STATEMENT

Land off Gas House Lane, Sutton Bridge, Spalding

Prepared by
DLP Planning Ltd
Nottingham

September 2016

Prepared by:

.....


Caroline Richardson
MTCP MCIHT MRTPI
Senior Planner

Checked by:

.....


Sarah Allsop
BSc (Hons) MSc MRTPI
Associate Director

Approved by:

.....


Jim Lomas
BSc (Hons) MRTPI
Regional Director

Date:

September 2016

DLP Planning Ltd
1 East Circus Street
Nottingham
NG1 5AP

Tel: 01158 966620

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1.0 INTRODUCTION

- 1.1 This Planning and Design and Access Statement has been prepared for and on behalf of Chevin Homes Ltd in support of a full planning application for residential development on land off Gas House Lane, Sutton Bridge, Spalding.
- 1.2 The application seeks full planning permission for the erection of two three bedroom semi-detached properties. The application follows a previous approval on the site, also for the erection of a pair of semi-detached houses (ref: H18-0517-08) which has since lapsed.
- 1.3 This Statement should be read alongside the submitted planning application forms, the plans and drawings and supporting documents.
- 1.4 This Planning Statement will describe the application site and the surrounding area, the proposed development and assess the proposals against relevant local and national planning policy.
- 1.5 The Statement will demonstrate that the proposed development accords with the relevant policies of the development plan, and therefore, in accordance with the presumption in favour of sustainable development, should be granted planning permission without delay.

2.0 THE APPLICATION SITE AND SURROUNDING AREA

- 2.1 The application site comprises a parcel of land circa 0.04 hectares in size, located relatively centrally within the defined settlement of Sutton Bridge (see figure 1).



Fig 1: Aerial image of the site (courtesy of Google Maps)

- 2.2 Sutton Bridge is a self-contained settlement located approximately 29km to the east of the town of Spalding and approximately 18km to the west of the town of Kings Lynn. Sutton Bridge is defined as an Area Centre (second tier of the settlement hierarchy) in the Council's Local Plan (2006).
- 2.3 The site itself is located within the curtilage of 158 Bridge Road. Access to the site is via Gas House Lane.
- 2.4 The site is located within the main urban area/built up area of Sutton Bridge and is surrounded by existing built form adjacent to existing built form. The northern and southern boundaries of the site are formed by residential properties (1 Gas House Lane to the north and 158/160 Bridge Road to the south). The eastern boundary is

formed by Gas House Lane, beyond which is the curtilage of 156 Bridge Road and the western boundary is formed by the curtilage of 160 Bridge Road. There is an area of defined open space/recreation space circa 20m to the north east of the site at the end of Gas House Lane.

- 2.5 The built form in the local area comprises of varying scale and type which includes a wide range of dwellings including detached, terraced, semi-detached houses and bungalows.
- 2.6 The site is conveniently located within close proximity to a host of services and facilities including a primary school, post office, food store, community centre, a number of public houses and takeaways. Bus stops are located to the south of the site on Bridge Road within 100m of the site which are served by 3 bus services.
- 2.7 The Environment Agency maps indicate that the site is located within Flood Zone 3 (see figure 3). However, the vast majority of the settlement of Sutton Bridge, and indeed the wider area, is also within Flood Zone 3. Furthermore, it is reiterated that planning permission was previously granted for 2 residential dwellings on the site (ref: H018-0517-08). As such it is considered that the principle of building two residential units on the site has already been established.
- 2.8 A Flood Risk Assessment (FRA) has been undertaken by Ramm Sanderson for the site and forms part of this application. The assessment outlines a number of mitigation measures. Providing these are implemented the FRA concludes that the risk of flooding to the site and adjacent land will be minimal.

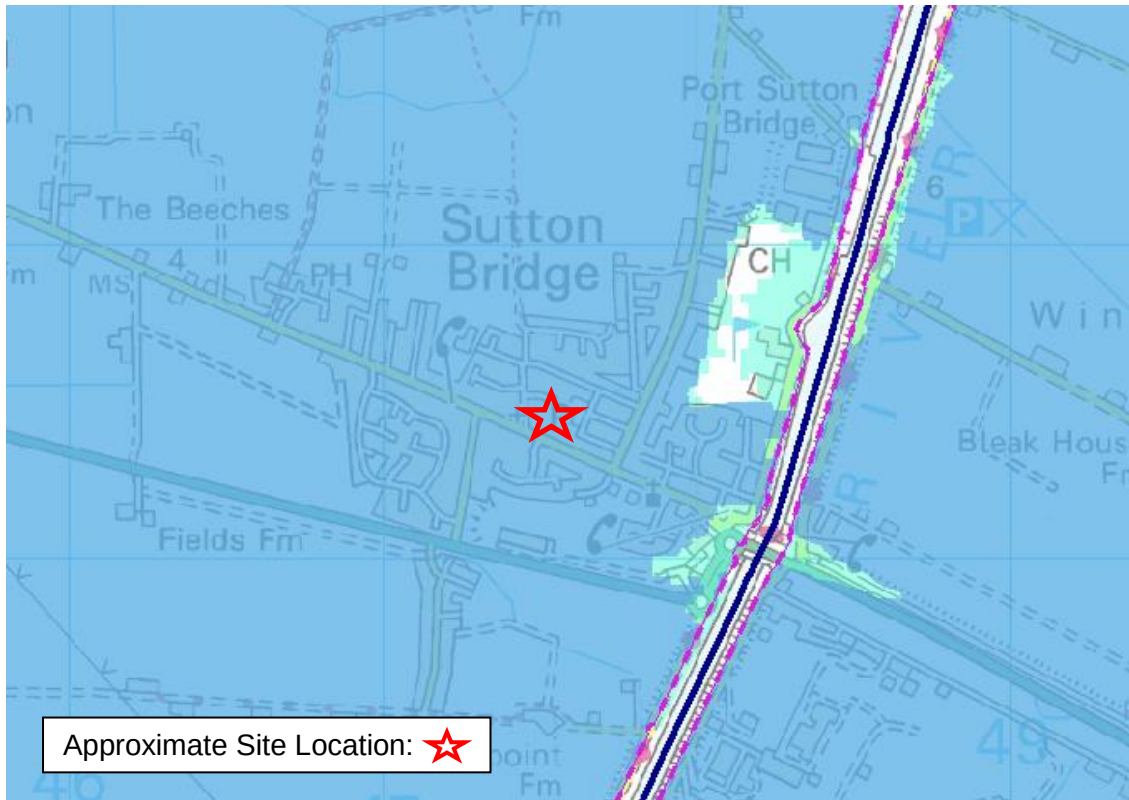


Fig 2: Environment Agency Flood Map Results

- 2.9 The site is flat and therefore there are no topography constraints to consider. Likewise, there are no formal Public Rights of Way that transverse the site or are located in such close proximity to the site to be affected by the proposal. Additionally, the site is not within a conservation area and there are no listed buildings or other heritage assets within or immediately adjacent to the site.

Planning history

- 2.10 The following three applications have been previously submitted on the application site and are of note to the current submission:

- Ref: H18-0985-07 - Erection of semi-detached house at 2A Gas House Lane. This application was refused on 23rd July 2007;

- Ref: H18-0986-07 - Erection of semi-detached house at 2B Gas House Lane. This application was refused on 23rd July 2007
- Ref: H18-0517-08 - Erection of pair of semi-detached houses at 2A 2B Gas House Lane. This application was approved on 1st October 2008. The following reason for approval was given by the Council:

The proposal is in accordance with the national and local polies as set out in:

Planning Policy Statement 1 'Delivery Sustainable Development'

Planning Policy Statement 3 'Housing'

Policies SG1, SG2, SG3, HS4, SG14, SG15, SG16 and SG17 of the South Holland Local Plan 2006.

The issues relating to overdevelopment, overlooking and access and highways matters are material considerations, but are not sufficient in this case to indicate against the development and outweigh policies in favour of the proposal, subject to appropriate conditions.

- 2.11 The approval of application reference H18-0517-08 clearly demonstrates the principle of residential development is acceptable in this location.

3.0 THE PROPOSED DEVELOPMENT (DESIGN AND ACCESS STATEMENT)

3.1 The application seeks full planning permission for the residential development of 2 semi-detached dwellings at land to the west of Gas House Lane, Sutton Bridge, Spalding. The application is a resubmission of ref: H18-0517-08 previously approved by the Council and is identical in terms of scale and massing to the previously approved scheme.

3.2 This section of the Statement explains the design principles and concepts that have been applied in preparing the planning application.

Design

Use

3.3 The site comprises the curtilage of 158 Bridge Road and is located within an established residential area. In this regard, the site sits fairly centrally within the settlement of Sutton Bridge and is bounded by residential development on all other sides.

3.4 The site is within the defined settlement limit of Sutton Bridge where the principle of residential development is acceptable. The Council have previously acknowledged that the principle of residential development on the site is acceptable when granting permission for H18-0517-08.

3.5 This Statement will address the sites location and confirm that the site is a suitable location for residential development.

Amount

3.6 The application site is circa 0.04 hectares in size. The application proposes the development of two semi-detached three bedroom dwellings as per the previously approved application (H18-0517-08). The density is commensurate with the existing settlement of Sutton Bridge.

Layout

- 3.7 A site layout (CH-EV-SP-01-REV A) has been prepared by Chevin Homes Ltd to demonstrate how the site will be developed to accommodate two dwellings. The layout replicates that which was approved by the Council under ref: H18-0517-08, which was considered to be in accordance with Policy SG14: Design and Layout of New Development of the 2006 Local Plan.
- 3.8 The development will utilise the existing access off Gas House Lane.
- 3.9 The proposed layout reflects the character of the existing settlement and provides adequate off-street parking and amenity space for future occupiers. Good separation distances are proposed between existing and proposed dwellings.

Scale & Appearance

- 3.10 The development will be two storeys in height.
- 3.11 The scale and massing of the development again replicates that which was previously approved by the Council under H18-0517-08 and respects and reflects the existing residential properties in the settlement of Sutton Bridge.
- 3.12 The development will use a palette of local walling and roofing materials, some of which may be contemporary in nature. The mix of materials will help to ensure the development is visually attractive and commensurate with existing properties in the locality.
- 3.13 It is considered that the proposal, in terms of its design, is appropriate in the context of the site and would not result in an adverse impact on the character of the area or visual amenity.

Landscaping

- 3.14 The application proposes that a mix of hard and soft landscaping will be used within the curtilage of individual properties to define spaces and create attractive and usable living environments. Each of the proposed dwellinghouses will have their own outdoor amenity space, which will be grassed with moderate planting. The proposed garden areas are considered to be adequate and reflect the character of the local area.

- 3.15 Where possible, all landscaping proposals will utilise native species. It is envisaged that the Local Planning Authority will impose a condition to secure a detailed landscaping scheme prior to the commencement of development.

Access

- 3.16 Access will be taken off Gas House Lane to provide direct access to 2no. off-street car parking spaces.
- 3.17 Pedestrian access is also via Gas House Lane which links to Bridge Road providing access to the wider pedestrian network.
- 3.18 This replicates the access arrangements of the previously approved scheme. Notably, County Highways did not object to the proposal.

4.0 NATIONAL PLANNING POLICY

- 4.1 The National Planning Policy Framework (“the Framework”) sets out the Government’s planning policies for England and how these are expected to be applied. The Framework is a material consideration in planning decisions.

Achieving Sustainable Development and Core Principles

- 4.2 At paragraph 6, the Framework states that the purpose of the planning system is to contribute towards the achievement of sustainable development. The policies in paragraphs 18 to 219 of the Framework, taken as a whole, constitute the Government’s view on what sustainable development in England means in practice for the planning system and includes: promoting sustainable transport; delivering a wide choice of high quality homes; requiring good design; and meeting the challenge of climate change, flooding and coastal change.
- 4.3 The Framework at paragraph 7 outlines the three dimensions to sustainable development and the need for the planning system to perform:
- An **economic role** – contributing to building a strong, responsive and competitive economy;
 - A **social role** – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services;
 - An **environmental role** – contributing to protecting and enhancing our natural, built and historic environment.

- 4.4 Paragraph 12 states that

‘This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. It is highly desirable that local planning authorities should have an up-to-date local plan’

4.5 At the heart of the Framework is a presumption in favour of sustainable development outlined at paragraph 14. For decision taking, this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission, unless:
 - a. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework; or
 - b. Specific policies in the Framework indicate that development should be restricted.

4.6 At paragraph 17 the Framework set out 12 core planning principles. Of note to the current application, is that planning should:

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives (second principle);
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs (third principle);
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (fourth principle);
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources (sixth principle); and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable (eleventh principle).

Promoting sustainable transport

- 4.7 Section 4 of the Framework deals with promoting sustainable transport. Paragraph 29 recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The Framework states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from rural to urban areas.
- 4.8 Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion (paragraph 30). Local Planning Authorities should support a pattern of development that facilitates sustainable modes of transport.
- 4.9 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However the Framework acknowledges that this needs take account of policies set out elsewhere in the Framework (paragraph 34).

Delivering a wide choice of homes

- 4.10 Section 6 of the Framework is concerned with delivering a wide choice of high quality homes and sets out the Government's objective to **boost significantly** (DLP emphasis) the supply of housing. Local Planning Authorities are required meet the full, objectively assessed needs for market and affordable housing in the housing market area. Local Planning Authorities should 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%, or 20% where there has been a record of persistent under delivery of housing.
- 4.11 Paragraph 49 requires housing applications to 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.

Requiring good design

4.12 Section 7 sets out the requirement for good design and highlights good design as a key aspect of sustainable development. In particular decisions should aim to ensure that developments:

- Function well and add to the overall quality of the area;
- Establish a strong sense of place;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history;
- Create safe and accessible environments; and
- Are visually attractive.

(paragraph 58)

Meeting the challenge of climate change, flooding and coastal change

4.13 Paragraph 93 outlines the key role than planning plays in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is noted as being central to the economic, social and environmental dimensions of sustainable development.

4.14 Paragraph 95 requires Local Planning Authorities to, inter alia, plan for new development in locations and ways which reduce greenhouse gas emissions in order to support the move to a low carbon future

4.15 Paragraph 99 requires Local Plans to take account of climate change over the longer term including factors such as flood risk. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change.

4.16 Paragraph 100 highlights that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at risk, but where development is necessary, making it safe without increasing flooding elsewhere.

4.17 Furthermore paragraph 103 requires local planning authorities, when determining applications, to ensure that flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- Within the site, the most vulnerable development is located in areas of lowest flood risk; and
- Development is appropriately flood resilient and resistant, including safe access and escape routes where required and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

Planning Practice Guidance

4.18 The Planning Practice Guidance (PPG) was launched by the Department for Communities and Local Government (DCLG) on 6 March 2014. It is an online resource that's brings together planning practice guidance for England.

Design

4.19 The PPG contains extensive guidance on matters of design. Paragraph 001 of this element of the guidance (ref ID 26-001-20140306) highlights that achieving good design is about creating places, buildings or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.

4.20 Of particular reference to the current application paragraph 40 (ref ID: 26-040-20140306) highlights design issues that are particularly relevant to housing design. The PPG states that well-designed housing should be functional, attractive and sustainable. It should be adaptable to the changing needs of its occupants.

4.21 Consideration should be given to the servicing of dwellings, together with carefully planned bin storage. Car parking and service areas should also be considered in context to ensure that the most successful outcome can be delivered for the site.

Housing and economic development needs assessment

- 4.22 The PPG reiterates the need for Local Planning Authorities to objectively assess and evidence development needs for housing and economic development. The PPG makes clear that, with regard to housing delivery, past under-supply should be met, where possible within the first 5 years of the plan period (paragraph 035, ref ID: 3-035-20140306).

Flood Risk and Coastal Change

- 4.23 The PPG provides additional guidance on flood risk and the sequential risk-based approach to the location of development. This resource replaces the Technical Guidance to the NPPF (2012) and PPS25: Development and Flood Risk Practice Guide (2009) which previously remained extant. The resource provides guidance on how to apply the Sequential Test to individual planning applications and confirms that it is for Local Authorities to consider the extent to which Sequential Test considerations have been satisfied, taking into account the particular circumstances of any given case. Ultimately the Local Planning Authority needs to be satisfied in all cases that the proposed development would be safe and not lead to increased flood risk elsewhere (ID 7-034-20140306).

Planning Obligations

- 4.24 Paragraph 031 (Reference ID: 23b-031-20160519) outlines the circumstances where contributions for affordable housing and tariff style obligations (section 106 planning obligations) should not be sought from small scale development. These circumstances include that contributions should not be sought from developments of 10-units less and which have a maximum combined gross floorspace of no more than 1000sqm.
- 4.25 This follows the order of the Court of Appeal dated 11 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account. This policy stated that developments of 10 units or 1,000sqm or less would be excluded from affordable housing levies and tariff based contributions.
- 4.26 Paragraph 020 (Reference ID: 23b-020-20160519) notes that some planning obligations may still be required to make a development acceptable in planning terms. For sites where a threshold applies, planning obligations should not be sought to contribute to affordable housing or to pooled funding 'pots' intended to fund the

provision of general infrastructure in the wider area. Authorities can still seek obligations for site specific infrastructure – such as improving road access and the provision of adequate street lighting – where this is appropriate to make a site acceptable in planning terms.

5.0 HOUSING LAND SUPPLY

- 5.1 As indicated above, the Framework, at paragraph 49, requires housing applications to 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.
- 5.2 The Council published a 5-year Housing Land Supply Assessment as at 31st March 2016. The Assessment at Table 3 outlines that South Holland District Council only have a 2.9 years supply.
- 5.3 The Applicant has not scrutinised the components of the land supply calculations for the purpose of this application. However, it is unequivocally the case that the Council does not have a robust 5 year supply of housing across the District that is required by the Framework.
- 5.4 The presumption in favour of sustainable development, outlined at paragraph 14 of the Framework therefore applies to the current application. Paragraph 14 states that where the relevant policies of the Development Plan are out of date, planning permission should be granted unless any adverse impacts of doing so would **significantly and demonstrably** (our emphasis) outweigh the benefits of providing the required housing land when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework indicate that development should be restricted.

6.0 THE DEVELOPMENT PLAN

- 6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 The publication of the Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed developments that accord with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. The Framework is a material consideration in determining applications.
- 6.3 South Holland District Council's Development Plan comprises the South Holland Local Plan (adopted 18th July 2006). It is reiterated that in the absence of a five year housing land supply, those policies in the Development Plan which relate to the supply of housing are out-of-date by virtue of paragraph 49 of the Framework.
- 6.4 South Holland District Council are currently producing their emerging Local Plan jointly with Boston Borough Council and Lincolnshire County Council as part of the South East Lincolnshire Joint Strategic Planning Committee. . A Draft for Public Consultation (including site options for development) was issued in January 2016. A Preferred Sites for Development Consultation was recently undertaken by the Committee and closed in August 2016.
- 6.5 The Committee's Local Development Scheme (adopted March 2015) anticipated that the plan would be submitted to the Planning Inspectorate in August 2016 and adoption in February 2017, however this is clearly out of date. As the plan has not yet been subject to any independent examination, it can be afforded very little weight and therefore no further reference is made to it in this Statement.

South Holland Local Plan

Policies Map

- 6.6 The Council's Policies Map (see fig 3) illustrates that the site is within the Sutton Bridge settlement boundary and not subject to any local plan designations.

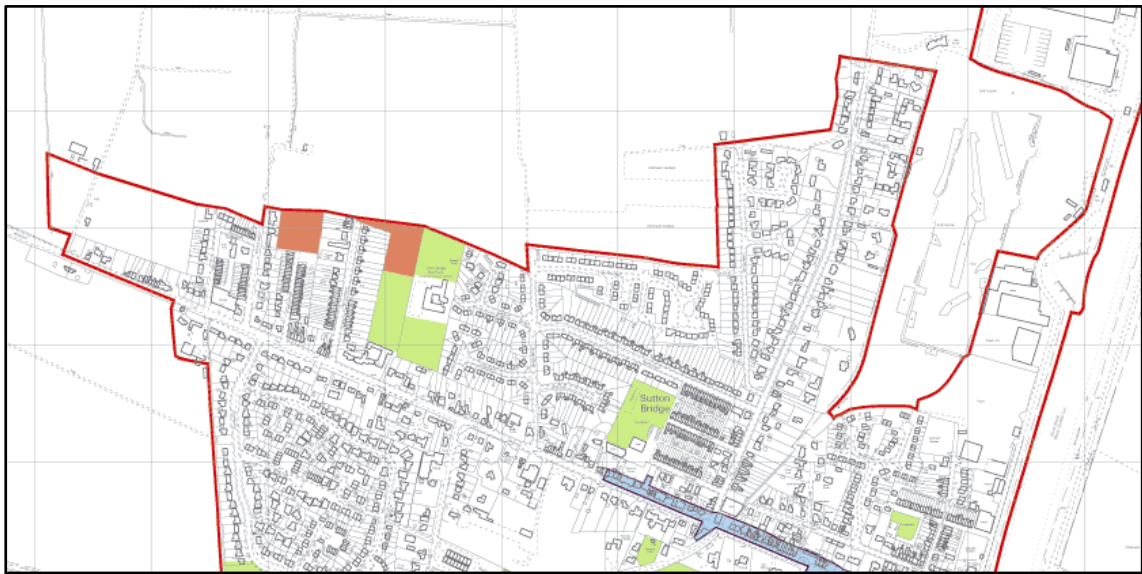


Fig 3: Extract from the online SHLP Interactive Map

Relevant Policies

- 6.7 The following policies are considered relevant to the application:
- SG1: General Sustainable Development;
 - SG2: Distribution of Development;
 - SG3: Settlement Hierarchy;
 - SG14: Design and Layout of New Development;
 - SG15: New Development: Facilities For Road Users, Pedestrians And Cyclists;
 - SG16: Parking Standards in New Development;

- SG17: Protection of Residential Amenity; and
- HS4: New Housing in Spalding and the Area Centres (Other Towns and Donington)(Non-Allocated Sites);

6.8 SG1: General Sustainable Development; highlights that sustainable development is one of the core principles underpinning the planning system. The policy states that planning applications will be granted for development that accords with the principles of sustainable development, and where: the quality of life for residents is unimpaired or enhanced; reasonable measures have been taken to conserve energy and natural resources; and South Holland's essential character and main environmental assets are not damaged.

6.9 **Comment:** Section 7 of this report outlines the sustainability credentials of the site, demonstrating that the proposal is socially, environmentally and economically sustainable.

6.10 The layout of the application replicates the development that was approved by the Council under ref: H18-0517-08. In considering this application, the Officer concluded (in the delegated report) that *'the site has demonstrated that it can accommodate the pair of semi-detached houses quite comfortably. The dwellings are traditional in style and will not be out of character with the area'*.

6.11 The site is situated close to the local facilities within Sutton Bridge and it is considered to be a sustainable location for residential development. The development will make effective use of an under-used parcel of land in the main urban area of the settlement.

6.12 It is therefore considered the development wholly accords with Policy SG1.

6.13 Policy SG2: Distribution of Development sets all proposals for development must be located having regard to the following sustainable development principles:

- 1) 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;
- 2) make efficient use of land;

- 3) ensure that, wherever possible, development is served by a choice of transport modes including existing public transport or by improvements to public transport infrastructure linked directly to the development and the existing highway network; and
- 4) ensure that the development is acceptable in terms of traffic generation and road safety in the surrounding area.

6.14 **Comment:** The site lies within the settlement boundary of Sutton Bridge. Sutton Bridge is defined as an Area Centre (tier 2) within the settlement hierarchy. Area Centres provide a range of services, local employment opportunities and act as a focal point for the rural areas. The Plan allows for some significant growth in the Area Centres.

6.15 As agreed by the Officer who previously assessed application H18-0517-08, the site can comfortably accommodate two semi-detached dwellings. The development will be commensurate with the area and will make efficient use of the land.

6.16 Bus stops are conveniently located within 100m to the south of the site on Bridge Road. Three local bus services operate from these stops providing access to local destinations including Spalding, Holbeach and Long Sutton.

6.17 In terms of traffic generation and road safety the development is of small scale and therefore will generate minimal vehicular trips. An equivalent scheme was previously approved by the Council (ref H18-0517-08). Notably, the Highway Authority we're consulted on this scheme and no objections were raised.

6.18 The proposed development is therefore compliant with Policy SG2.

6.19 Policy SG3: Settlement Hierarchy outlines the following settlement hierarchy for the purposes of controlling and regulating development, and also to reflect the wider functions of settlements:

- 1) Main Town (Spalding);
- 2) Area Centres;
- 3) Group Centres; and

4) Other Rural Settlements

6.20 Sutton Bridge is defined within tier 2 (Area Centres) of the settlement hierarchy. The SHLP provides the following details for area centres:

‘The towns of Holbeach, Long Sutton, Sutton Bridge and Crowland and the main village of Donington are defined as Area Centres. They will continue to provide for housing, employment and commercial development to support their roles as service centres for surrounding rural areas.’

6.21 **Comment:** The site lies within the defined settlement boundary for Sutton Bridge. Residential development on the site is therefore considered acceptable in principle as per Policy SG3.

6.22 SG14: Design and Layout of New Development outlines the Council’s expectations for all development to make a positive contribution to the architectural and visual quality of its surroundings and respect the vernacular architecture of the area in which it is located.

6.23 The policy outlines the following matters that are to be addressed through the design and layout of development.

- 1) local distinctiveness;
- 2) the choice of materials;
- 3) the historic pattern of development in the locality;
- 4) the relationship of the development to the character, form and scale of existing buildings nearby;
- 5) the scale, form and height of the proposed development;
- 6) architectural detailing;
- 7) the effect of the development on the amenity of nearby residents in terms of noise, smell, general disturbance, overlooking and loss of light;
- 8) planting and measures to promote biodiversity;

- 9) the layout of vehicular access, parking and manoeuvring facilities and the provision of facilities for cyclists and pedestrians;
 - 10) the needs of disabled persons;
 - 11) the use of sustainable materials and methods of construction; and
 - 12) measures to reduce the potential for crime and disorder.
- 6.24 **Comment:** Section 3 of this report provides a Design and Access Statement which demonstrates that the development will provide a high quality residential environment that will integrate well into its surroundings in accordance with Policy SG14. The development replicates the previous application that was approved by the Council (ref: H18/0517/08) in terms of scale, mass and overall character. Notably, the Council considered that the design and layout of the development was acceptable. It is intended that the development will use a palette of local walling and roofing materials, some of which may be contemporary in nature. However, it is assumed that the precise details of the external materials of the construction of buildings and hard surfaced areas will be subject to agreement by the Local Planning Authority secured through a planning condition.
- 6.25 Policy SG15: New Development: Facilities for Road Users, Pedestrians and Cyclists requires proposals to provide safe and convenient access to and within the site for all.
- 6.26 **Comment:** As noted above, access to the site is directly from Gas House Lane and parking is provided within the site. Gas House Lane connects to Bridge Road which provides links to the facilities within Sutton Bridge and the wider local area. County Highways raised no objection to the previous application which had the same access arrangements.
- 6.27 Policy SG16: Parking Standards in New Development requires all development proposals to provide appropriate parking in accordance with the maximum parking standards and servicing arrangements.
- 6.28 **Comment:** Two parking spaces per dwelling are provided within the site boundary. It should be noted maximum parking standards were as a result of PPG13 which was replaced by the National Planning Policy Framework. The Framework makes no

reference to maximum parking standards. The parking is considered appropriate for the size of the properties and the location of the site taking into account the accessibility to public transport links.

6.29 Policy SG17: Protection of Residential Amenity requires new development to protect existing residents from intrusive or disturbing development to prevent a reduction in the quality of their residential amenity. In this regard, planning permission will be granted for development which would not cause material harm to residential amenity. In considering proposals the policy outlines that the following criteria will be taken into account:-

1. the extent of any overlooking or loss of privacy;
2. the extent of any overbearing or overshadowing effect;
3. potential noise nuisance including that associated with vehicular activity; and
4. the levels of smell, emissions and pollutants.

6.30 **Comment:** The proposed orientation of the dwellings together with adequate separation distances between existing and proposed dwellings ensure that adequate levels of privacy are retained. The dwellings are all two-storey in height which is commensurate with the neighbouring built form ensuring they will not be overbearing in nature.

6.31 The residential nature of the development is considered appropriate for the locality and will not result in noise nuisance or a reduction in air quality.

6.32 Once again it is noted that the development replicates a previous application for residential development that was considered acceptable by the Council.

6.33 Policy HS4 - New Housing in Spalding and the Area Centres (Other Towns and Donington) (Non-Allocated Sites) permits development on suitable sites within Spalding and the Area Centres, where the following criteria are satisfied:

- 1) The site is within the defined settlement limits, as shown on the proposals map; and

2) The site constitutes brownfield land, unless it can be demonstrated that no suitable brownfield sites are genuinely available.

6.34 **Comment:** Policy HS4 is clearly a housing supply policy. Given the fact that the Council cannot demonstrate a five year housing land supply it should not be considered up-to-date as per paragraph 49 of the Framework.

6.35 Notwithstanding the above, it is considered that the application accords with Policy HS4, proposing a residential development on a site within the settlement boundary of Sutton Bridge.

6.36 The principle of residential development on this site has already been established through the grant of H18-0517-08 for two semi-detached houses. The Officer's delegated report specifically considered the proposal against Policy HS4. Furthermore, the decision notice cites that:

'The proposal is in accordance with the national and local polices as set out in:

Policies SG1, SG2, SG3, HS4, SG14, SG15, SG16 and SG17 of the South Holland Local Plan 2006.'

6.37 On the basis of the above it is therefore considered that the proposed development is in accordance with Policy HS4.

7.0 SUSTAINABILITY CONSIDERATIONS

- 7.1 Paragraph 14 of the Framework outlines that at the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- 7.2 For decision-taking, this means approving development proposals that accord with the development plan without delay or, where relevant policies in the development plan are out of date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework indicate that development should be restricted.
- 7.3 Furthermore, Paragraph 49 of the Framework requires that housing applications are considered in the context 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 of deliverable housing sites.
- 7.4 It is evident that the Council cannot demonstrate a five year supply of deliverable housing sites. Notwithstanding this Section 5 of this Statement demonstrates that the proposed development accords with the relevant policies of the development plan and therefore it is considered that the development should be approved without delay.
- 7.5 Even so, this section will summarise the sustainable nature of the development, having regard to the three dimensions of sustainable development; economic, social and environmental identified at paragraph 7 of the Framework. In particular, the assessment has regard to the Government's view of sustainable development which is outlined in paragraphs 18 to 219 of the Framework and summarised insofar as relevant to the application in section 4 above.

Economic Role

- 7.6 The Council can only demonstrate a 2.9 years supply of housing land, against a national target of five years. The provision of an additional 2 dwellings within the urban area of a sustainable settlement will make a small, but positive contribution to the provision of housing land. We note that small sites are characteristic of the Council's current land supply. Indeed the majority of all sites potentially contributing to the

Council's deliverable supply (as at 31 March 2016) comprise sites of 1 or 2 dwellings. The Applicant is a housebuilder who has a strong track record of delivering development.

- 7.7 The proposal will provide an additional 2 dwellings, on a site within the development boundary of Sutton Bridge where the principle of development is acceptable. The site provides good access to local bus services and is considered to be a suitable location for the development.
- 7.8 The development will provide a modest increase in the population that will ultimately lead to an increase in spending power in the local area. The proposed development will also provide economic benefits for South Holland District Council through increased council tax revenues and new homes bonus.
- 7.9 A small number of jobs will be directly created during the construction of the development and there will also be an increase in other jobs from the indirect benefits to the construction industry.

Social Role

- 7.10 Paragraph 7 of the Framework identifies that achieving the social role of sustainable development requires the planning system to support 'strong, vibrant, healthy communities by providing the supply of housing required to meet the needs of present and future generations'. The Government further expresses its requirement to boost significantly the supply of housing at section 6 of the Framework.
- 7.11 As noted above, the District Council is unable to demonstrate a five year supply of housing as required by the Framework. This development will therefore make a valuable contribution to meeting the Council's housing needs and will contribute to 'boosting' the supply of housing in the District as required by the Framework. The development will provide market housing to meet the needs of present and future generations.
- 7.12 The development will make a positive contribution to the vibrancy of the local community, by increasing the demand for local services and facilities which will be within walking and cycling distance for the new residents.

- 7.13 Paragraph 7 goes on to say that the planning system should create a 'high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being'. The meaning of this is further expressed through sections 4 and 7 of the Framework as outlined earlier in this Statement.
- 7.14 The proposed development meets the aspirations of the Framework in this regard. The proposal will create a high quality built environment. The layout plan submitted with the application demonstrates how the site can be developed for 2 dwellings which will be commensurate in scale and appearance with existing properties around the site. The site can be developed without any detrimental impact upon the neighbouring uses. Adequate off street parking is provided. This was accepted by the Council when they approved application H18-0517/08.
- 7.15 The site is accessible by modes of transport other than the private car. In this regard the site is close to the town centre and public transport facilities such as the train and bus stations. It is therefore considered that the development offers genuine sustainable travel alternatives to the private car.

Environmental Role

- 7.16 In order to perform an environmental role, the Framework requires the planning system to protect and enhance the natural, built and historic environment (paragraph 7). In doing so, the planning system is required to help improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change. Sections 4 and 10 of the Framework provide further guidance on the environmental role of the Framework as discussed above.
- 7.17 The proposed development meets the aspirations of the Framework in this regard. The site is not subject to any ecological, landscape or other environmental designations, nor is the site close to any heritage asset.
- 7.18 The proposal will efficiently utilise an under-used parcel of land within the development boundary of Sutton Bridge, which has previously been granted planning permission for two dwellings. The use of this site will reduce the pressure to release greenfield sites for development elsewhere in the District. The site has been shown to be accessible by

modes of transport other than the private car, being located close to the Town Centre and within close proximity to public transport links.

- 7.19 It is acknowledged that the site is located within flood zone 3, as is the majority of Sutton Bridge and the wider area. The application is accompanied by a FRA that has been written in accordance with the requirements set out in the Framework.
- 7.20 The FRA outlines in terms of fluvial flooding the proposed development site has been shown to lie entirely within Flood Zone 3 and is deemed to be at high risk of fluvial flooding from the tidal River Nene. The site is however protected to a 1 in 200 year standard. However consideration of the South Holland District Council Strategic Flood Risk Assessment has confirmed that the defences do not protect the site during the 1 in 200 year + climate change probability.
- 7.21 Information provided by the Environment Agency also shows that the site is likely to be affected by flooding if the defences were to breach. Hazard maps for the 1 in 200 year + climate change scenario show that the site would be at risk of flooding with an anticipated depth of between 1-2m. The FRA therefore recommends that a combination of setting finished floor levels 1.0m above existing levels and providing flood resistant and resilient design to an additional 1.0m level should be incorporated into the site to provide protection against a breach of flood defences along the west bank of the River Nene. This is therefore shown on the proposed development plans.
- 7.22 The FRA notes that the development falls within the Framework flood risk vulnerability classification “More Vulnerable” (Buildings used for Dwelling Houses). As the proposals are located within an area benefitting from flood defences the FRA confirms that it is not considered subject to the passing of the sequential and exception tests.
- 7.23 It is further noted in the FRA that due to the sites location within an area benefitting from flood defences, it is proposed that the occupants of the site monitor water levels within the River Trent and sign up to the Environment Agency’s flood warning service. An evacuation procedure should be considered during extreme rainfall events when the EA issue warning of a risk of defences overtopping or breaching.

- 7.24 The FRA highlights that in the unlikely event flood defences are breached, access and egress to the dwellings will not be possible. If occupants are present during a breach, safe refuge will be available within the first floor of the dwellings. It is considered that the risk to this development site is no less than the whole of the town of Sutton Bridge.
- 7.25 In terms of drainage the FRA comments that the surrounding land is well drained to a network of riparian (ordinary) drains and main drains managed by the South Holland Internal Drainage Board. The main drains discharge to the River Nene during low tide. Each outfall within close proximity to the site is fitted with a sluice to prevent backflow into the drainage network during high tide. This infrastructure is managed and maintained by the EA and IDB and would be replaced or repaired before becoming insufficient to protect the network. It is therefore considered there is a negligible risk of flooding associated with infrastructure failure.
- 7.26 The FRA concludes that if the development implements the mitigation measures outlined in the report then the risk of flooding to the site and adjacent land will be minimal.
- 7.27 It is therefore considered that the development accords with national guidance on flood risk.

Summary

- 7.28 The assessment above demonstrates the economic, social and environmental suitability of the site for housing.
- 7.29 The application accords with the relevant policies of the Development Plan and there are no material considerations that indicate that development should be restricted.
- 7.30 It is therefore considered that in accordance with Paragraph 14 of the Framework that planning permission should be granted without delay.

8.0 CONCLUSIONS

- 8.1 The application seeks full planning permission for the residential development of 2 dwellings on land off Gas House Lane, Sutton Bridge, Spalding.
- 8.2 The site comprises the curtilage of 158 Bridge Road which lies relatively centrally within Sutton Bridge. The site is located within the defined settlement boundary and thus the principle of residential development is acceptable. The Council has previously approved a very similar scheme of the site (ref: H18-0517-08) and in doing so confirmed that the site can comfortably accommodate a pair of semi-detached dwellings.
- 8.3 South Holland District Council is unable to demonstrate a five year supply of deliverable housing sites. The proposed development will therefore make a small but very valuable contribution to the land supply position and help to meet the aspirations of the Framework to boost significantly the supply of housing.
- 8.4 This Statement has demonstrated that the proposed development accords with relevant policies of the Development Plan and constitutes sustainable development, having due regard to the three dimensions of sustainability outlined in the Framework.
- 8.5 Considering the context of the presumption in favour of sustainable development, as set out in paragraph 14 of the Framework, it is considered that the proposed development should be granted full planning permission without delay.

BEDFORD - BRISTOL - CARDIFF - LEEDS - LONDON - MILTON KEYNES - NOTTINGHAM - RUGBY - SHEFFIELD

BEDFORD

4 Abbey Court
Fraser Road
Priory Business Park
Bedford
MK44 3WH

Tel: 01234 832 740
Fax: 01234 831 266
bedford@dlpconsultants.co.uk

BRISTOL

Broad Quay House (5th floor)
Prince Street
Bristol
BS1 4DJ

Tel: 0117 905 8850
bristol@dlpconsultants.co.uk

CARDIFF

Sophia House
28 Cathedral Road
Cardiff
CF11 9LJ

Tel: 029 2064 6810
cardiff@dlpconsultants.co.uk

LEEDS

Princes Exchange
Princes Square
Leeds
LS1 4HY

Tel: 0113 280 5808
leeds@dlpconsultants.co.uk

LONDON

The Green House
41-42 Clerkenwell Green
London
EC1R 0DU

Tel: 020 3761 5390
london@dlpconsultants.co.uk

MILTON KEYNES

Midsummer Court
314 Midsummer Boulevard
Milton Keynes
MK9 2UB

Tel: 01908 440 015
Fax: 01908 357 750
miltonkeynes@dlpconsultants.co.uk

NOTTINGHAM

1 East Circus Street
Nottingham
NG1 5AF

Tel: 01158 966 620
nottingham@dlpconsultants.co.uk

SHEFFIELD / SPRU

Ground Floor
V1 Velocity Village
Tenter Street
Sheffield
S1 4BY

Tel: 0114 228 9190
Fax: 0114 272 1947
sheffield@dlpconsultants.co.uk

WILBRAHAM ASSOCIATES RUGBY

18a Regent Place
Rugby
Warwickshire
CV21 2PN

Tel: 01788 562 233
info@wilbrahamassociates.co.uk