# PLANNING, DESIGN & ACCESS STATEMENT

Proposed ‘Elevated Modular Concept ’, off Austendyke Road, Weston Hills, Spalding.

Larkfleet Limited

October 2019

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# 1 Introduction

1.1 This statement has been prepared in support of a Full Planning Application for a Temporary Planning Permission (5 years) to erect 'Elevated Modular Concept Dwellings' for research and development purposes.

1.2 The proposals have been discussed with a Planning officer and subsequently presented to the SHDC Pre-Application Consultation Group on the 12th September 2019, due to the confidential nature of this project, before submission of this application.

1.3 Following the ending of the 5 year Planning Permission period the concept dwellings will be dismantled and the site returned to the former paddock use.

# 2 The Site and its Surroundings

2.1 The site is located to the east of Weston Hills and accessed from the north side of Austendyke Road. The site is outside of the current settlement limits of the village as defined in the South East Lincolnshire Plan. Temporary Planning Permission has already been granted for an Experimental Elevating house on an adjacent area of land, and this application seeks consent also of a temporary nature for a period of 5 years from consent.

2.2 The Site for the proposed Elevated Dwellings, is currently laid to Grass and forms the paddock to Ashgrove Lodge, a single storey property to the east, and is adjacent to the site of the existing development – the Larkfleet Elevating House currently under construction. See Block plan for that below;




2.3 To the south west of the site a single storey barn conversion, with no existing windows facing the application site.

2.4 To the south east of the site is the consented ' Elevating' house.

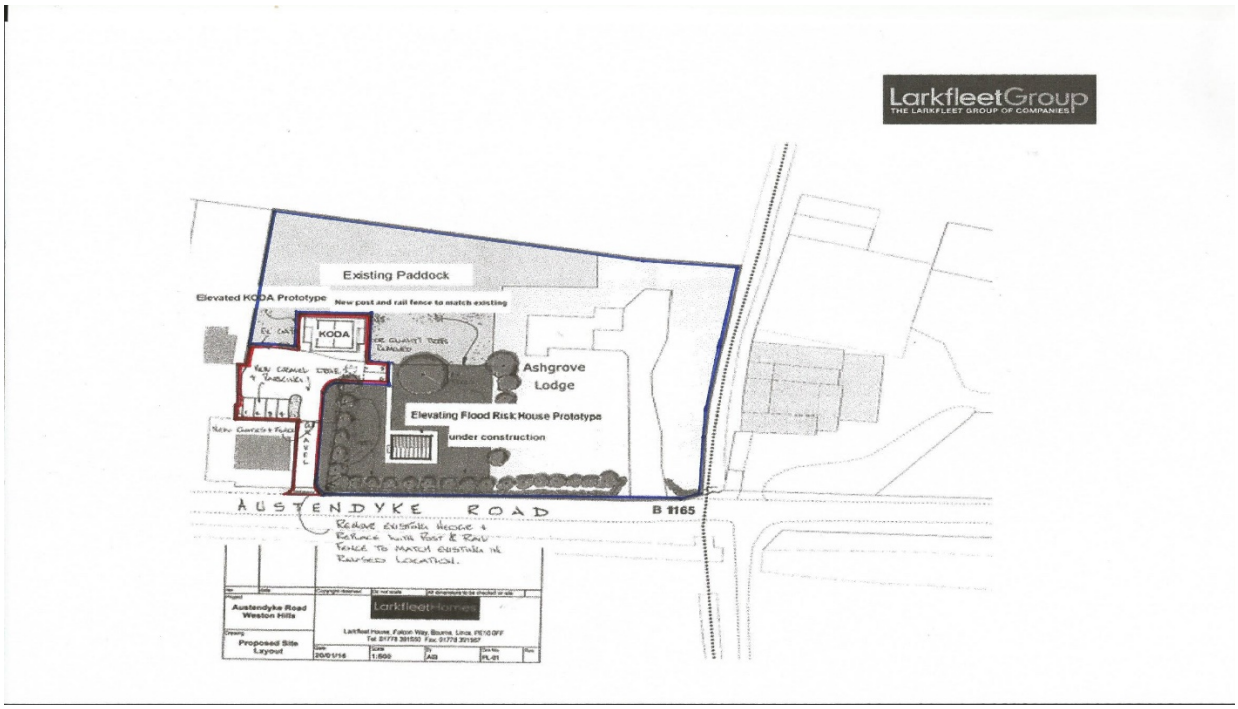
2.5 The site of the proposed Concept dwellings is in an area shown on the Flood maps for Planning as being in Zone 1.

# 3 The Proposed Development

3.1 As stated in the introduction, the purpose of this application is to gain a time limited permission to construct a prototype of a pair of Elevated modular lightweight housing units that will be capable of being constructed in areas of part time land use, typically car parks.

3.2 The property has been purposely proposed to be sited in its proposed position on the Paddock plot, rather than the already constructed car park, so not to disrupt the views from the gardens of the adjoining properties during the 5 year period.

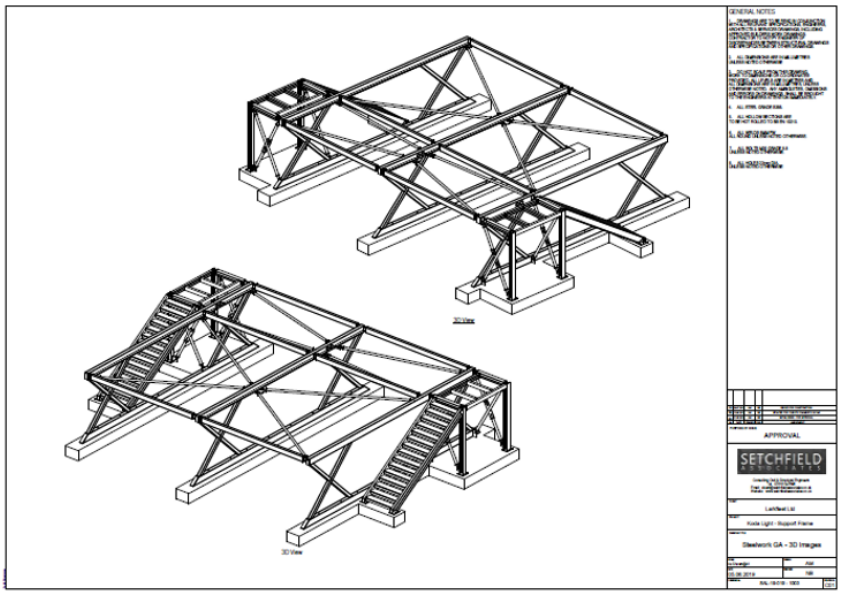
3.3 The Layout plan shown below incorporates use of the parking area for visitors already consented under the planning application for the Elevating House, during the 5 year construction/testing of that property. Additional parking can be accommodated within the adjoining paddock to the north of the proposed house if and when required.



3.4 The design of the structure is contemporary, with the lightweight Modular dwellings being sited on an elevated platform. The project proposes to drive forward the concept of such dwellings being constructed in areas predominantly of existing car park use, with space requirements for the cars built in, and able to continue to use the space beneath.

3.5 The attached illustrations show the proposed concept dwellings which are presently being manufactured in Estonia, and separately the framing:

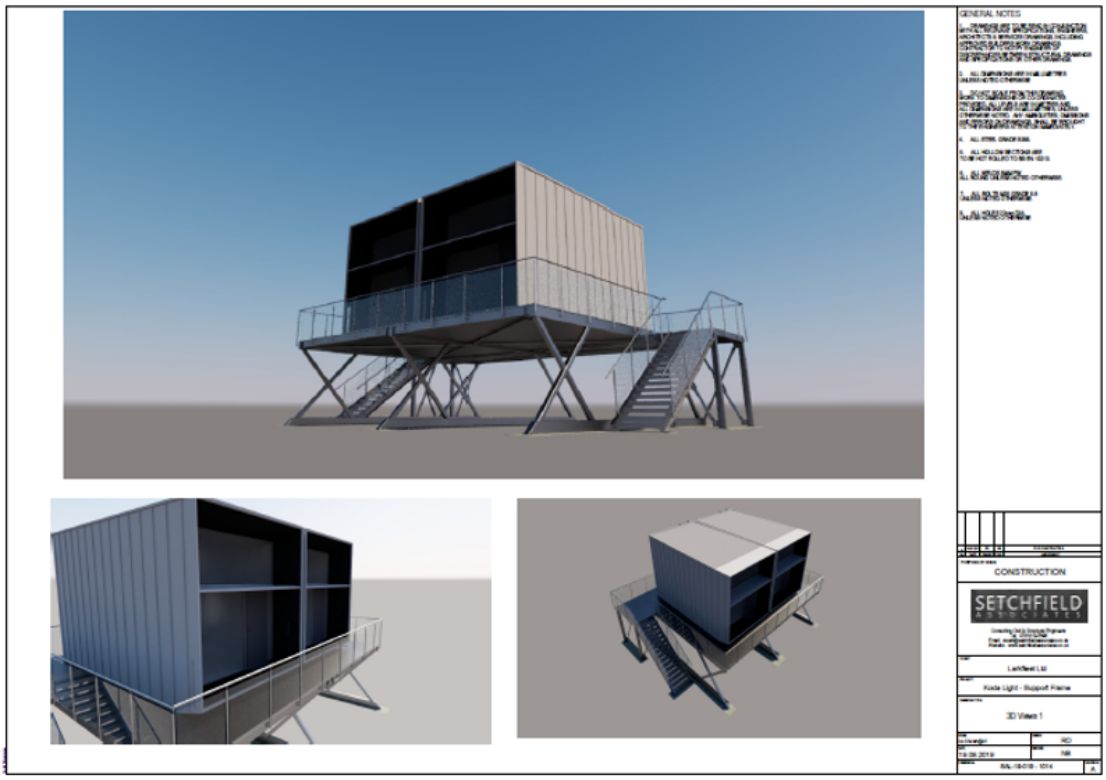




3.6 The external cladding of the whole modular housing structure is proposed in Grey metal sheeting (RAL 7024), similar to farm buildings in the area, with the frame being constructed of steel. There are no windows in the side elevations. Stairs at each side of the unit provides access. The structure is designed to fit in space above 8 standard sized parking spaces, with contiguous units fitting next to each other, and sharing stairways.

3.7 Accommodation within the modular unit is designed to be 'Open plan' with a mezzanine forming the sleeping accommodation. A compact kitchen and bathroom area and facilities unit is located at the rear of the unit.

3.8 A front balcony/bike storage area is designed in front of a Full height glass screened area to the main living accommodation, which is concept designed to be efficient in size and space saving. A balcony runs externally around the unit.




3.9 Electric car charging points are intended to be incorporated into the frame structure to provide electric charging for the cars parked below.

3.10 Following the ending of the 5 year Planning Permission Period, the property will be dismantled and the site returned to the former paddock use.

3.11 An existing access to the highway will be used and this has been verified and agreed with Jon Sharpe of LCC Highways due to its temporary nature.

# 4 Planning Policy

4.1 The following policies of the South East Lincolnshire Local Plan (which was adopted in March 2019) are relevant to this application, and are followed by reasoned justification:

4.1.1 Policy 2: Development Management

Proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to:

1. size, scale, layout, density and impact on the amenity, trees, character and appearance of the area and the relationship to existing development and land uses;
2. quality of design and orientation;
3. maximising the use of sustainable materials and resources;
4. access and vehicle generation levels;
5. the capacity of existing community services and infrastructure;
6. impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion;
7. sustainable drainage and flood risk;
8. impact or enhancement for areas of natural habitats and historical buildings and heritage assets; and
9. impact on the potential loss of sand and gravel mineral resources.

The application intends to research how the innovative and contemporary design of dwellings can work to provide housing in areas of land supply shortage, and particularly in areas where land is only in use part of the time, in a number of potential settings/locations, whilst meeting the needs of modern generations who require functional efficient housing space.

4.1.2 Policy 3: Design of New Development

All 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.

Development proposals will demonstrate how the following issues, where they are relevant to the proposal, will be secured:

1. creating a sense of place by complementing and enhancing designated and non designated heritage assets; historic street patterns; respecting the density, scale, visual closure, landmarks, views, massing of neighbouring buildings and the surrounding area;
4. accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways;
5. the provision of facilities for the storage of refuse/recycling bins, storage and/or parking of bicycles and layout of car parking;
11. residential amenity;
12. the mitigation of flood risk through flood-resistant and flood-resilient design and sustainable drainage systems (SuDS); Policies contained in the National Planning Policy Framework (2018) are also considered relevant.

The application seeks to allow for research and development into designing buildings to provide homes that work well in their surroundings by respecting the character of the place within which it is located and carefully incorporating infrastructure. Secondary aspects concerning the ability to provide housing that is more resilient to flooding by, for example, by raising floor levels of accommodation, and adapting the internal materials, electrical circuits and plumbing to cope better with any flood event, are all part of this research and development application. The resultant design solutions may then be successfully incorporated in buildings that follow traditional or contemporary design in accordance with Building Regulations.

The following policies of the National Planning Policy Framework 2018 are also considered relevant to this application:

4.1.3 Paragraphs 7 and 8 - ‘achieving sustainable development’ - supports innovation in an economic role and “land will be available in the right places and at the right time.”

4.1.4 Paragraph 11 - ‘presumption in favour of sustainable development’ seeks the speedy approval of proposals that accord with the development plan.

4.1.5 Paragraph 118. Planning policies and decisions should:
a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains

– such as developments that would enable new habitat creation or improve public access to the countryside;
b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and
e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

4.1.6 Paragraph 124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

4.1.7 Paragraph 131. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

4.2 This proposal, if approved, would demonstrate and enable technical innovation and development in areas requiring more homes.

# 5 Assessment

5.1 Below are the key issues which are associated with this planning application:

- Providing innovative new homes
- Providing safe access onto the site.
- Use of a site adjacent to an established Experiment Housing project
- Impact on the area

Innovation Project

5.2 The purpose of this application is to be able to design and construct a dwelling that is capable of being constructed in areas of hard standing (typically a car park) which is used only part of the time, which is innovative and considers modern demand for need of space for living. The concept will also be tested for its form and function as a design to cleverly use space with ideas for further provision of energy saving living methods, and having a raised dwelling i.e the supporting structure being elevated above a car space (the dwelling will be approximately 2.4m high in its standard format) above existing ground level, it therefore provides protection against flooding.

Providing a safe access onto the site

5.3 An existing access currently utilised for the paddock will also provide safe access to the Elevated houses and associated parking. The parking arrangement will allow all vehicles to enter and leave in forward gear.

Use of a site adjacent to an established Experiment Housing project

5.4 The siting of the project in this location is making use of already provided facilities and allows the research projects to share benefits of ideas, as well as presentation to industry.

Impact on the area

5.5 The siting of the project is away from the rear of neighbouring properties and does not involve overlooking. The project is for research and development purposes and will not be occupied on any permanent basis. The project application is being asked for a temporary time scale, with the property to be removed after the expiry of the hoped for granted planning consent.

# 6 Conclusions

6.1 The Planning Application follows discussions with planning officers, and presentations to the South Holland District Council Planning committee members.

6.2 This temporary permission will allow Larkfleet to design, construct and test new technology that does not currently exist around the world.

6.3 If proved successful this system would enable much needed housing to be built on land in areas which are short of housing, and where land is in part time use.

6.4 With Larkfleet having their roots firmly established through its Allison Home brand in South Holland, as well as other innovative housing design concepts in the District, we invite the council to support the proposals to grant the temporary Planning Permission.

6.5 We respectfully ask for an approval of this application.

# 7 Appendices

## 7.1 Appendix A - Maps

MAP 1 – Extract from Google Maps




(Source: www.google.co.uk)

MAP 2 – Aerial photo from Google Maps




(Source: www.google.co.uk)

## 7.2 Appendix B – Photographs

Photograph 1 – Taken from site entrance facing east towards Hall Gate



Photograph 2 – Taken from site entrance facing west towards Low Fulney

