Planning/Design and Access Statement

Proposed Residential Development

Drove Road, Shepeau Stow, Spalding, Lincolnshire, PE12 0TU

For

B Fisher Esq



Google Extract – Site in relation to Shepeau Stow Primary School and Broadgate Bus Stop.

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1. INTRODUCTION

1.1. This Planning and Design and Access Statement has been prepared in support of an application for outline planning permission for residential development on a site with an approximate frontage of 86 metres onto Drove Road (B1166), Shepeau Stow. The site has a depth of approximately 30 metres, and is part of an agricultural field which fronts onto Drove Road. The application site is shown edged in red on the plan below, with the adjoining land in the ownership of the applicant edged in blue.

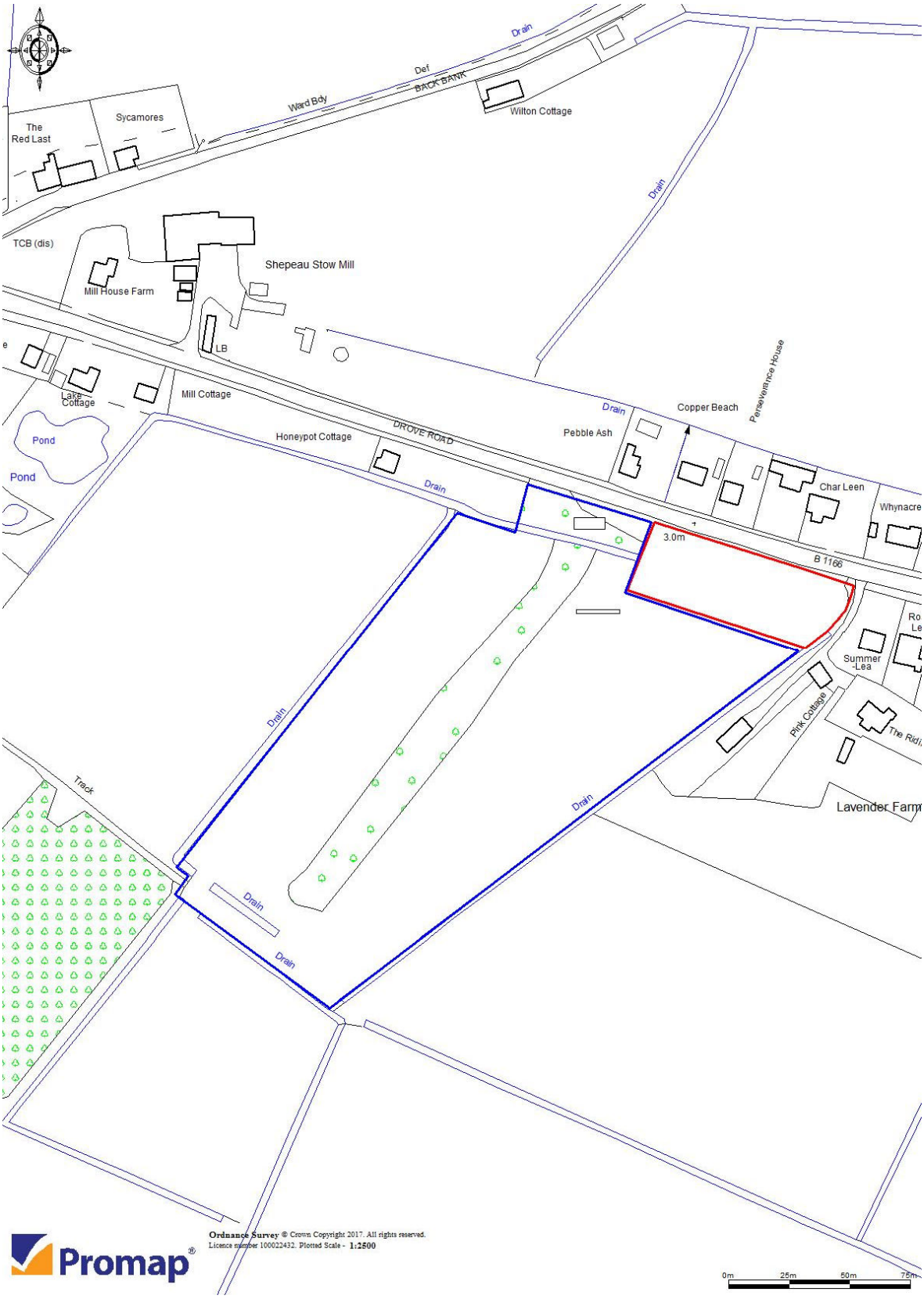
1.2. Nearly opposite to the application site is an area of some 72m of open frontage land which has recently been granted Outline Planning consent for residential development (Ref H23-0996-16 - granted November 2016).

1.3 On the Environment Agency's Flood Maps, the application site is shown to be wholly within Flood Zone 1 and therefore no Flood Risk Assessment is required. Similarly, there is no requirement for the submission of a Drainage Strategy.

This statement should be read in conjunction with the following drawings:

1:2500 Site Location Plan

1:500 Block Plan AA – 17- 04


Drain
Def
Ward Bdy
BACK BANK
Wilton Cottage
The Red Last
Sycamores
Drain
TCB (dis)
Shepeau Stow Mill
Mill House Farm
LB
Lake Cottage
Mill Cottage
Drain
Copper Beach
Perseverance House
Pond
Honeypot Cottage
DROVE ROAD
Pebble Ash
Char Leen
Whynacre
Pond
Drain
3.0m
B 1166
Summer -Lea
Pink Cottage
Drain
Track
Drain
Drain
Drain
Lavender Farm
Promap®
Ordnance Survey © Crown Copyright 2017. All rights reserved.
Licence number 100022432. Plotted Scale - 1:2500
0m 25m 50m 75m

Site Plan

2.

THE APPLICATION SITE AND SURROUNDINGS

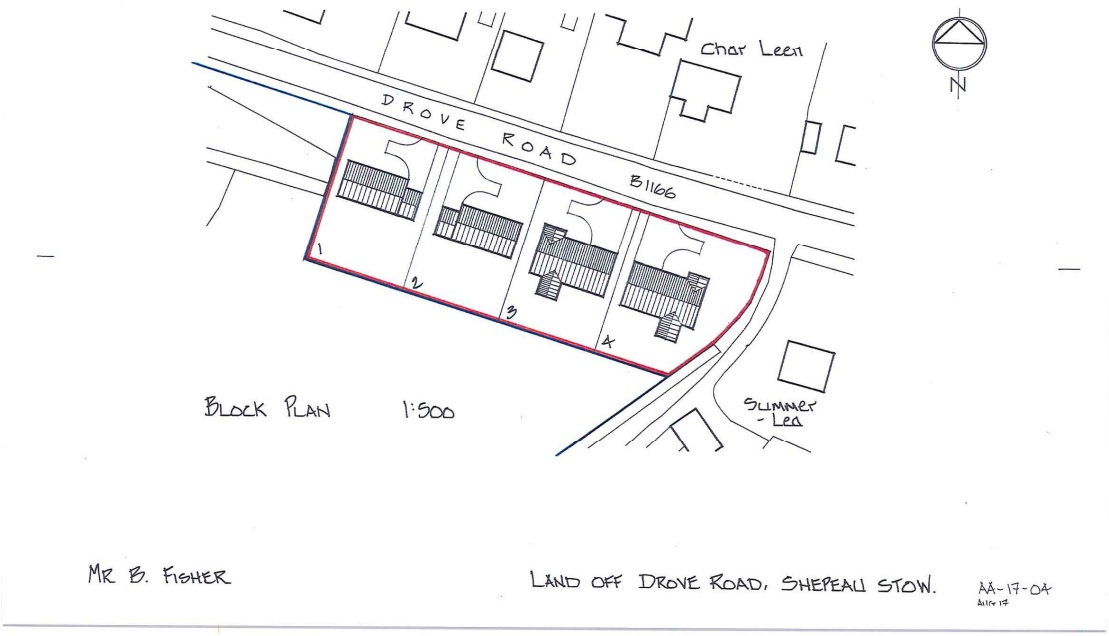
2.1. This application seeks outline planning permission for residential development of the generally rectangular site, although an indicative layout showing a design with four dwellings has been submitted for illustrative purposes with the application and is shown below.

2.2 The application site (approx. 86m frontage x 30m depth) is located on the south side of Drove Road and is bounded to the north by Drove Road, which it is separated from the application site by a narrow grass verge 1m in width. The site is presently a grassed field area, being part of the frontage of a field. The field has not been in arable cultivation for some years. An area of rough overgrown shrubs and scrub trees has formed to the west of the application site and to the south of the site there is a strip of trees. The site is flat and level and is approximately level with the height of Drove Road.

2.3 To the immediate east of the application site there are a number of frontage dwellings comprising two-storey dwellings, and a roadway leading down to the east of the site off Drove Road serves other existing dwellings and Lavender Farm. On the opposite (north) side of Drove Road are a number of frontage buildings comprising two-storey dwellings, bungalows, and a car servicing business, and following the recent approved of a Outline planning application, further new housing is to be located on the opposite side of Drove Road to the site, in the form of 4 frontage plots. Honey Pot Cottage is located to the west of the application site.

2.4 An 11Kv power line runs on on the highway verge on the north (opposite) side of Drove Road, serving the existing properties on both the north and south sides of Drove Road. An AWA Water main runs in the highway verge along the front of the site.

2.5 The application site is located between the centre of the village of Shepeau Stow and the village of Whaplode Drove. It is within 500m of the Bus stop that serves the Whaplode Drove settlement, at the south end of Broadgate.



Indicative Layout

3.

PLANNING POLICY
The Development Plan

3.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, "If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

3.2 The current Development Plan consists of the saved policies of the South Holland Local Plan adopted in 2006 (the 'Local Plan'). In the adopted 2006 South Holland Local Plan, Shepeau Stow is identified on the proposals map only as an Other Rural Settlement – one of five clustered around the Group Centre of Gedney Hill.

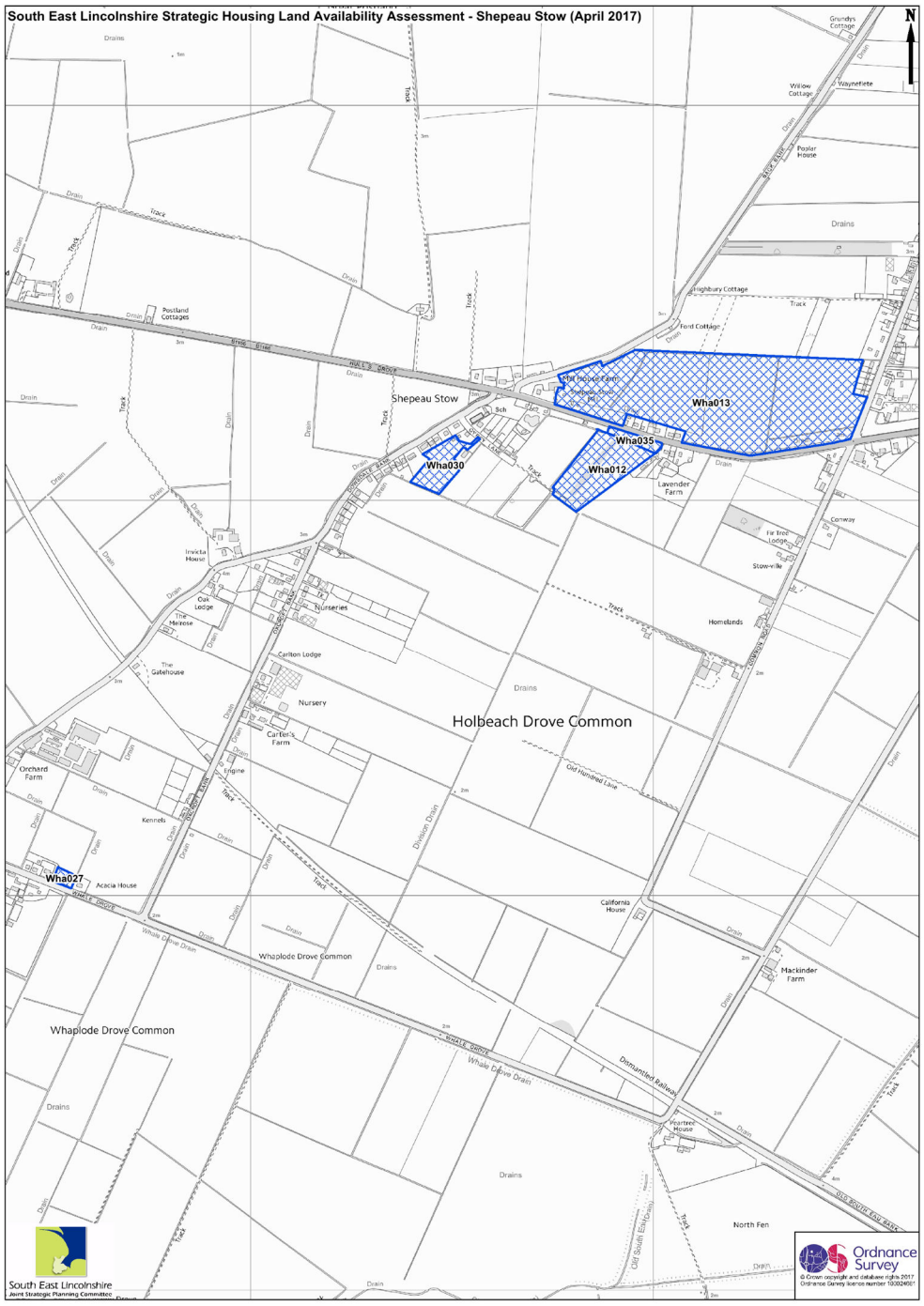
3.3 Policy SG3 states that "for all Other Rural Settlements shown on the proposals map, only a very limited amount of new development will be permitted and only in exceptional circumstances to meet demonstrated local needs and where the location of the development is well related to the built up area of the settlement."

Draft South East Lincolnshire Local Plan

3.4 The South Holland Local Plan is to be replaced by the South East Lincolnshire Local Plan in 2017/2018, which proposes Shepeau Stow to be classified as an "Other Service Centre and Settlement", and it identifies a proposed Settlement Boundary.

3.5 Sites were submitted for the South East Lincolnshire Local Plan, including both the application site and the site opposite.

3.6 The Settlement Boundary is drawn to exclude the application site, but is drawn to include existing open frontage opposite to the application site. In the Strategic Housing Land Availability Assessments, both the application site Wha 035, and site Wha 013 (opposite the application site, and on part of which Outline planning consent has recently been granted), were considered unsuitable sites, due to conflict with the emerging Plan's locational strategy, and adverse environmental impacts.

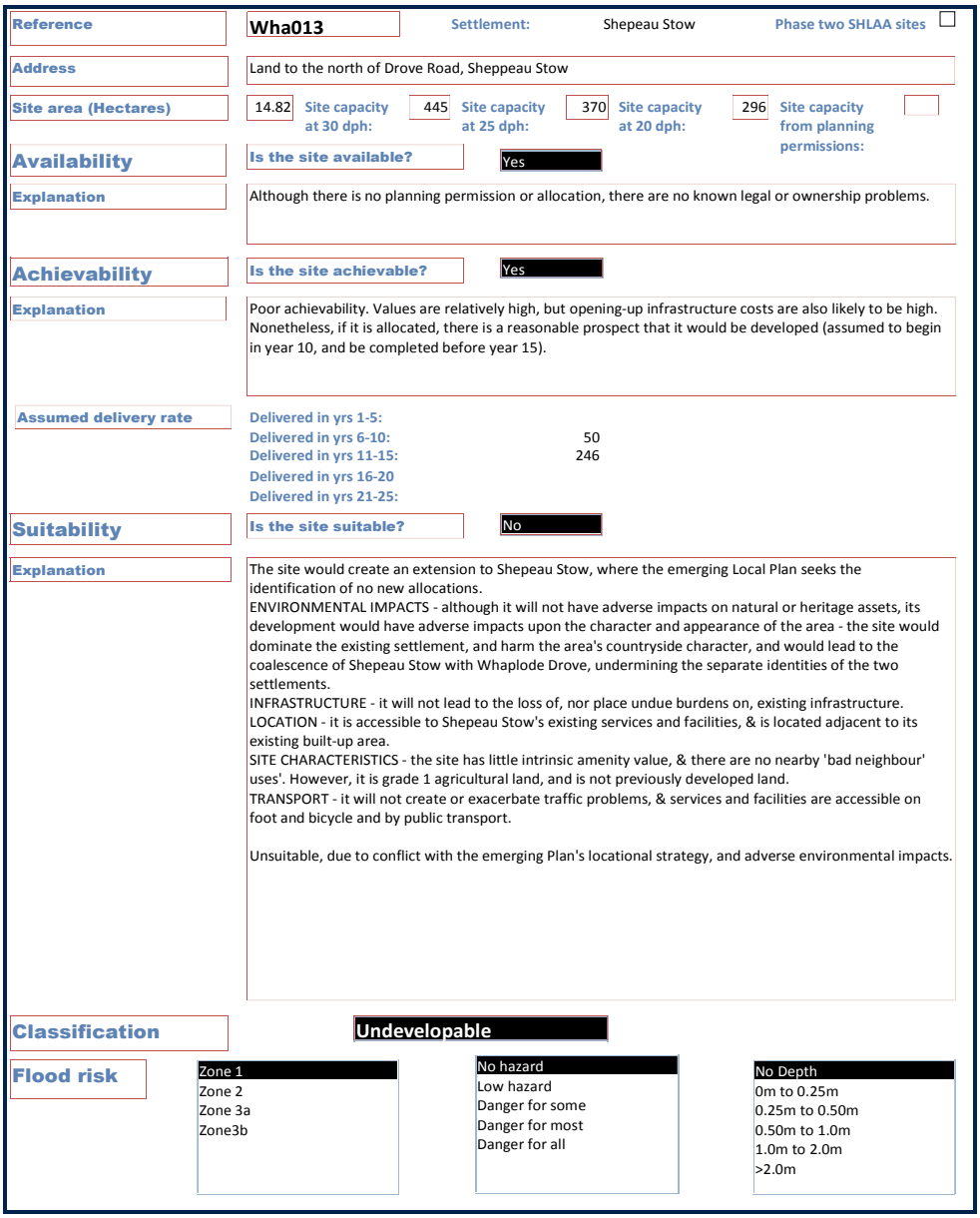


Extract from South East Lincolnshire Strategic Housing Land Availability Assessment (April 2017) - Shepeau Stow

The SHLAA for the application site (Wha 035) is as follows

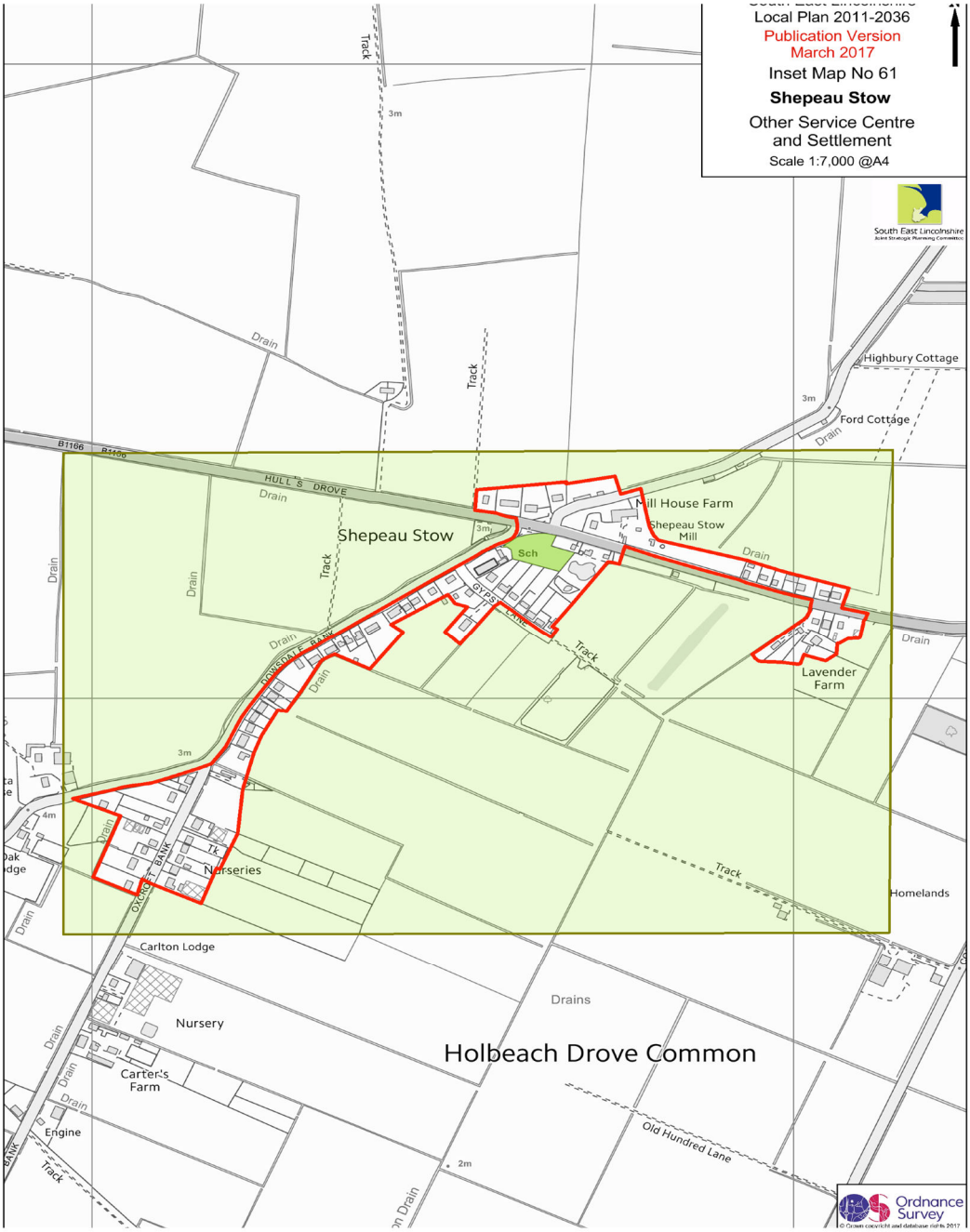
Reference	**Wha035**	**Settlement:**	Shepeau Stow	**Phase two SHLAA sites**	☐				
Address	Land to the south of Drove Road, Shepeau Stow								
Site area (Hectares)	0.32	**Site capacity at 30 dph:**	10	**Site capacity at 25 dph:**	8	**Site capacity at 20 dph:**	6	**Site capacity from planning permissions:**	
Availability	**Is the site available?**	Yes							
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	**Is the site achievable?**	Yes							
Explanation	Good achievability. Values are relatively high, and opening-up infrastructure costs are likely to be very low. If it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 7, and be completed before year 10).								
Assumed delivery rate	**Delivered in yrs 1-5:**								
	Delivered in yrs 6-10:	6							
	Delivered in yrs 11-15:								
	Delivered in yrs 16-20								
	Delivered in yrs 21-25:								
Suitability	**Is the site suitable?**	No							
Explanation	The site would create an extension to Shepeau Stow, where the emerging Local Plan seeks the identification of no new allocations. ENVIRONMENTAL IMPACTS - although it will not have adverse impacts on natural or heritage assets, its development would have adverse impacts upon the character and appearance of the area - there is currently little development on the southern side of Drove Road, and consequently the area has a semi-rural character which would be undermined by the development of 140 metres of ribbon development on this site. INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure. LOCATION - it is accessible to Shepeau Stow's existing services and facilities, & is located adjacent to its existing built-up area. SITE CHARACTERISTICS - the site has little intrinsic amenity value, & there are no nearby 'bad neighbour' uses'. However, it is grade 1 agricultural land, and is not previously developed land. TRANSPORT - it will not create or exacerbate traffic problems, & services and facilities are accessible on foot and bicycle and by public transport. Unsuitable, due to conflict with the emerging Plan's locational strategy, and adverse environmental impacts.								
Classification	**Undevelopable**								
Flood risk	Zone 1	No hazard	No Depth						
	Zone 2	Low hazard	0m to 0.25m						
	Zone 3a	Danger for some	0.25m to 0.50m						
	Zone3b	Danger for most	0.50m to 1.0m						
		Danger for all	1.0m to 2.0m						
			>2.0m						

The SHLAA for site opposite (Wha 013) is as follows



Reference	**Wha013**		**Settlement:**	Shepeau Stow		**Phase two SHLAA sites**	☐		
Address	Land to the north of Drove Road, Sheppeau Stow								
Site area (Hectares)	14.82	**Site capacity at 30 dph:**	445	**Site capacity at 25 dph:**	370	**Site capacity at 20 dph:**	296	**Site capacity from planning permissions:**	
Availability	**Is the site available?**	Yes							
Explanation	Although there is no planning permission or allocation, there are no known legal or ownership problems.								
Achievability	**Is the site achievable?**	Yes							
Explanation	Poor achievability. Values are relatively high, but opening-up infrastructure costs are also likely to be high. Nonetheless, if it is allocated, there is a reasonable prospect that it would be developed (assumed to begin in year 10, and be completed before year 15).								
Assumed delivery rate	**Delivered in yrs 1-5:**								
	Delivered in yrs 6-10:	50							
	Delivered in yrs 11-15:	246							
	Delivered in yrs 16-20								
	Delivered in yrs 21-25:								
Suitability	**Is the site suitable?**	No							
Explanation	The site would create an extension to Shepeau Stow, where the emerging Local Plan seeks the identification of no new allocations. ENVIRONMENTAL IMPACTS - although it will not have adverse impacts on natural or heritage assets, its development would have adverse impacts upon the character and appearance of the area - the site would dominate the existing settlement, and harm the area's countryside character, and would lead to the coalescence of Shepeau Stow with Whaplode Drove, undermining the separate identities of the two settlements. INFRASTRUCTURE - it will not lead to the loss of, nor place undue burdens on, existing infrastructure. LOCATION - it is accessible to Shepeau Stow's existing services and facilities, & is located adjacent to its existing built-up area. SITE CHARACTERISTICS - the site has little intrinsic amenity value, & there are no nearby 'bad neighbour' uses'. However, it is grade 1 agricultural land, and is not previously developed land. TRANSPORT - it will not create or exacerbate traffic problems, & services and facilities are accessible on foot and bicycle and by public transport. Unsuitable, due to conflict with the emerging Plan's locational strategy, and adverse environmental impacts.								
Classification	**Undevelopable**								
Flood risk	Zone 1 Zone 2 Zone 3a Zone3b		No hazard Low hazard Danger for some Danger for most Danger for all			No Depth 0m to 0.25m 0.25m to 0.50m 0.50m to 1.0m 1.0m to 2.0m >2.0m			

3.7 The extract of proposed Inset Map 61 for Shepeau Stow, as shown below shows the Settlement Boundary for Shepeau Stow now includes land adjacent to and opposite the application site, which was part of Wha 013 (on some of the frontage of which Outline planning consent has now recently been granted (H23-0996-16) for 4 frontage plots, but it has not included the existing dwelling on the south side of Drove Road, Honey Pot Cottage, and the frontage to connect to the cluster of dwellings on Drove Road in the vicinity of Lavender Farm, which would if done provided for uniformity in the area.



Extract from SELLP Inset Map No 61 – SHEPEAU STOW

3.8 The recent "Deposit Draft Local Plan" policy on Preferred Sites for Development states in Revised Policy 2: Spatial Strategy C1 that "Within the settlement boundaries of the (designated) "Other Service Centres and Settlements", development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the services needs of other local communities. Recent other planning applications on land lying adjacent to or just outside proposed settlement boundaries, have been granted planning consent.

National Planning Policy Framework

3.9 The National Planning Policy Framework (NPPF) sets out Central Government's planning policies for England and how these are to be applied.

3.10 Sustainable development is the key to and at the heart of the NPPF, as it makes clear in paragraphs 6 – 10. Paragraph 7 explains there are 3 dimensions to sustainability, an economic role, a social role and an environmental role and paragraph 6 explains that the rest of the NPPF, paragraphs 18 – 219, sets out the Government's view of what constitutes sustainability in the planning context.

3.11 Paragraph 14 of the NPPF states that:

"At the heart of the National Planning Policy 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...

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:

– any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

– specific policies in this Framework indicate development should be restricted."

3.12. The paragraph 14 presumption applies to sustainable development and so the first question is always "is this development sustainable"? To answer that question one has to judge the proposal against the relevant paragraphs in the Framework.

3.13. The three dimensions to sustainability are explained in Para 7 (NPPF) in more detail as:

"an economic role - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

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 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.

3.14. The economic dimension identifies the need to ensure sufficient land is available for the right type of development in the right places.

Shepeau Stow is identified as an Other service centre and settlement, and as indicated in the revised policy 2: spatial strategy of the emerging South East Lincolnshire Local Plan, residential development will be permitted that supports the role of these settlements as a service centre, helping to sustain existing facilities such as the Primary School and the garage, as well as meeting service needs of other local communities. As the site is midway between the centre of the two small settlements of Shepeau Stow and Whaplode Drove, the proposed new housing will also help sustain the facilities such as the post office and general store in the Whaplode Drove settlement.

The application proposal will assist in the support of a strong and vibrant community by providing suitable housing through the development of dwellings of appropriate size and form, similar to those dwellings to the immediate east, and north (opposite) including the 4 new dwellings recently granted planning consent. As such, the proposal will provide dwellings that will assist in meeting the needs of both present and future generations.

There are 2 existing bus services that stop on Broadgate, close to the Drove Road junction. i.e within 500m of the application site. No. s137 – operated by Fowlers Travel on a daily basis during school terms, providing Secondary school buses to and from Spalding. Additionally there is service No 49 - operated by Stagecoach Norfolk, which runs as a general daily bus service to and from Spalding. See attached extract from 'Bus Times.org.uk –Appendix A. Reliance on a car is not therefore essential.

3.17. The environmental dimension considers the natural, built and historic environment, and the proposal will make a positive contribution to the built environment in this part of Shepeau Stow through careful and sensitive design, and the utilisation of an infill frontage.

3.18. The NPPF requires that people are given a real choice about how they travel (paragraph 29), but recognises that in rural areas standards may have to be relaxed (paragraph 34). Within the constraints of the area the site satisfies the NPPF policies on sustainable transport.

3.19. Paragraph 55 requires development to enhance or maintain the vitality of rural communities, which this proposal will help to do. New residential dwellings will also help to support the social, recreational and cultural facilities in the village, as required by paragraph 70.

3.20. The application proposal is, therefore, supported both by the NPPF and the presumption in favour of sustainable development.

3.21. Paragraph 49 refers to housing applications and the presumption in favour of development where there is not a 5-year housing land supply as is recognised to be the case in South Holland District. (South Holland District Council: Assessment of 5-year housing land supply as at 31 March 2017)

3.22. The development proposed by this application accords with the presumption in favour of sustainable development and the proposal is fully compliant with the NPPF.

Policy Conclusion

3.27 The application site is only partially in accordance with the 2006 Local Plan Policy SG3, in that it is well related to the built up area.

3.28 The NPPF asserts a presumption in favour of sustainable development and that where housing proposals are made and there is not a 5-year housing supply as is the situation in South Holland District and in the area of the South East Lincolnshire Local Plan, this presumption should be afforded full weight.

3.29 The emerging South East Lincolnshire Local Plan has identified Shepeau Stow as an "Other Service Centre or Settlement". The application site is opposite to areas identified as frontage sites identified on Inset Map 61.

3.30. As indicated in the Revised Policy 2: Spatial Strategy, of the emerging South East Lincolnshire Local Plan (see 3.8 above) residential development will be permitted that supports the role of these settlements as service centres, helping to mutually sustain existing facilities such as in this case, the Primary school and the garage, as well as meeting service needs of other local communities such as Whaplode Drove and Holbeach Drove - respectively a mile and two miles away and both also designated Other Service Centres and Settlements in the emerging Local Plan.

3.31 All matters have been reserved in this application for outline planning permission, although the indicative layout accompanying the submission closely accords with the development elsewhere in the immediate locality.

4.

DESIGN AND ACCESS

4.1 The design proposals are explained in the following text and demonstrated on the indicative layout shown on Drawing No. AA-17-04.

Use

4.2 The site will be developed with a mixture one and two storey dwellings, in a similar manner to the dwellings opposite, and dwellings further to the east of the application site, with main elevations facing north onto Drove Road.

Amount

4.3 The depth of the application site is similar to that of the plots occupied by the dwellings to the east and the length of frontage available onto Drove Road establishes a clear case for this proposal to construct new dwellings.

Layout

4.4 The positioning of the dwellings as shown on the indicative layout, is guided by the dimensions of the application site and the relationship of the proposed dwellings with Drove Road.

Scale

4.5 The proposal for a mix of one and two storey dwellings on the application site reflects the character of the properties adjoining to the north side of Drove Road and the properties near Lavender Farm.

Landscaping

4.6 The introduction of a more positively garden based landscape in place of the existing open land, usually cultivated, will be in keeping with the adjoining dwellings opposite on Drove Road.

Access

4.7 Vehicular and pedestrian access to the proposed dwellings will be from Drove Road which is subject to a 40mph speed limit. Each dwelling shall have turning provision available on site to enable vehicles to be able to enter and leave the site in a forward direction.

4.8 The provision of new dwellings constructed in accordance with the Building Regulations will ensure that current access standards for the disabled will be a feature of the properties.

5.

CONCLUSIONS AND RECOMMENDATION

5.1 The application site provides a suitable and sustainable location for the construction of additional dwellings in Shepeau Stow.

5.2 Individual vehicular access to the proposed dwellings as proposed, will not compromise highway safety, being located on a straight stretch of road with good visibility and within the 40 mph speed limit.

5.3 It is considered that the application proposal should be granted outline planning permission in accordance with the Development Plan and taking into account the provisions of the NPPF, particularly whereby,

"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" (Paragraph 49).

5.4 In these circumstances (para 3.22 above), the NPPF asserts a presumption in favour of sustainable development where housing proposals are made, and as there is not a 5-year housing supply, this presumption should be afforded full weight.

5.5 The emerging South East Lincolnshire Local Plan proposes the Settlement of Shepeau Stow as an Other Service Centre or Settlement. The whole of the application site is located on frontage within the geographical extremes of the proposed Settlement Boundary, and within existing established areas of residential occupation.

5.6 Whilst the land may not be identified as a housing allocation, emerging Policy 12 acknowledges that in addition to allocated sites for housing there should also be incremental growth in housing supply within the settlements as a result of infill and 'speculative' applications.

5.7 In these positive circumstances it is our strong recommendation that conditional Outline Planning Permission should be granted for residential development of this site.

Appendix A

Whaplode Drove Drove Road (NE-bound)

On Broadgate, near Drove Road



Next departures

Tuesday

49 Spalding 09:47

Wednesday

49 Spalding 09:47

Friday

49 Spalding 09:47

Saturday

49 Spalding 09:47

Extract Bus Times.org (at 27/8/17 – therefore not showing School services S137 times due to being printed outside term times – when these then run daily during the week)

Bus services

49 – Sutton St James – Spalding

S137 – Sutton St Edmund – Spalding

Nearby stops

Drove Road (SW-bound)