

Planning and Design and Access Statement

Outline Planning Application for residential development

Frontage land, Washway Road, Saracen's Head, Spalding,
Lincolnshire, PE12 8AL



Google Extract – Site in relation to Saracen's Head village and Bus stop

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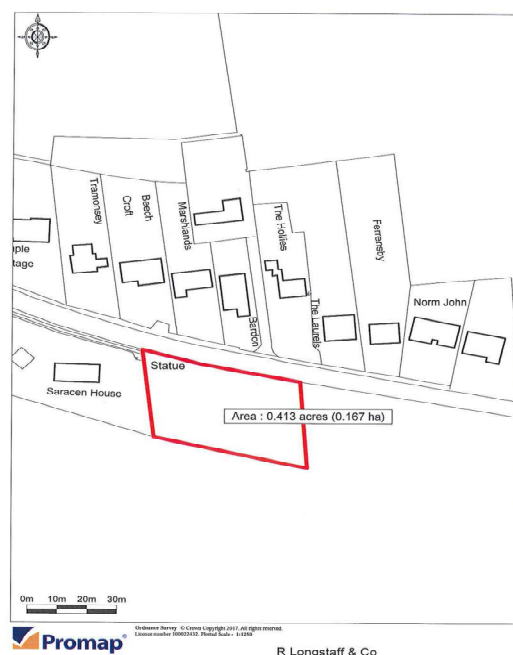
1. INTRODUCTION

1.1. This Planning Statement has been prepared in support of an application for outline planning permission for residential development on a site with an approximate frontage of 53 metres onto Washway Road, Saracen's Head. The site has a depth of approximately 33 metres, from the back edge of the proposed 1.8m frontage footpath. 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. Opposite and to the west of the application site are residential properties, and the site relates well to the centre of the village in locational terms.

1.3 On the Environment Agency's Flood Maps, the application site is shown to be wholly within Flood Zone 3 and therefore a Flood Risk Assessment has been undertaken.

Washway Road, Saracen's Head



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 three dwellings has been submitted for illustrative purposes with the application and is shown below.

2.2 The application site (approx. 53m frontage x 35m depth) is located on the south side of Washway Road and is bounded to the north by Washway Road, which it is separated from the application site by a narrow grass verge 1m in width. The site is presently a cultivated field area, being the frontage of the field, which also skirts around the back of the adjacent residential properties. The field is currently in arable cultivation. The site is flat and level and is approximately level with the height of Washway Road.

2.3 Washway Road continues through to the centre of the main part of the village of Saracen's Head, where a Village Hall and Bus stop are located, linking the village to Boston town centre via S125 Bus service, and to Holbeach via the Call connect Bus service H505, running a daily service the Town centre. To the immediate west of the application site there are a number of frontage dwellings comprising single and two-storey dwellings, and opposite to the site there are a number of two storey dwellings.

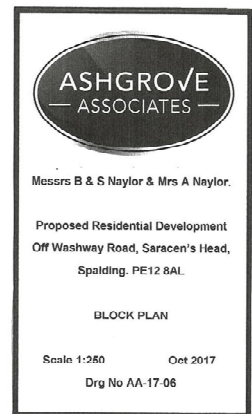
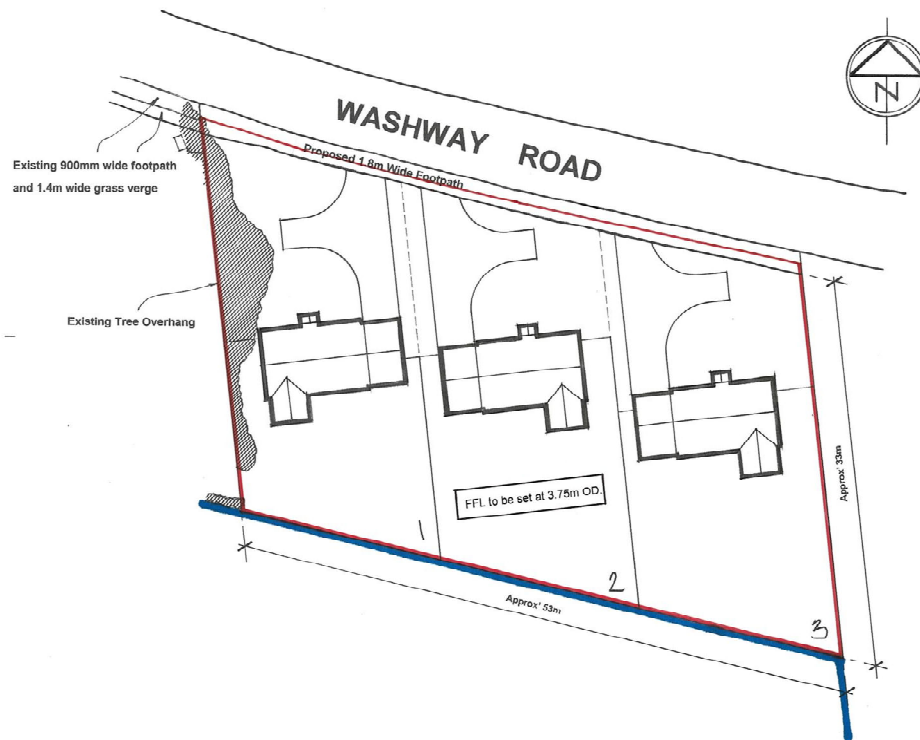
2.4 An 11Kv power line runs in the highway verge on the north (opposite) side of Washway Road, serving the existing properties on both the north and south sides of Washway Road, and an AWA Water main runs in the highway verge along the front of the site.

2.5 A new AWA Foul sewer runs in the road at the front of the site, with a manhole directly at mid-point to the site, with lateral connections already in place. This runs to the Holbeach Clough Sewage station site.

2.6 A BT High Speed Fibre Optic Broadband cabinet is located opposite to the site's frontage.

2.7 The application site is located within 500m of the centre of the main part of the village of Saracen's Head. It is also within 500m of the Bus stop that serves the village with a bus service to Boston and Holbeach (located opposite the village Pub, the New Saracen's Head), and the site is within close distance of the Village Hall.





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, Saracen’s Head is identified on the proposals map only as an Other Rural Settlement – being close to the Main Centre of Holbeach.

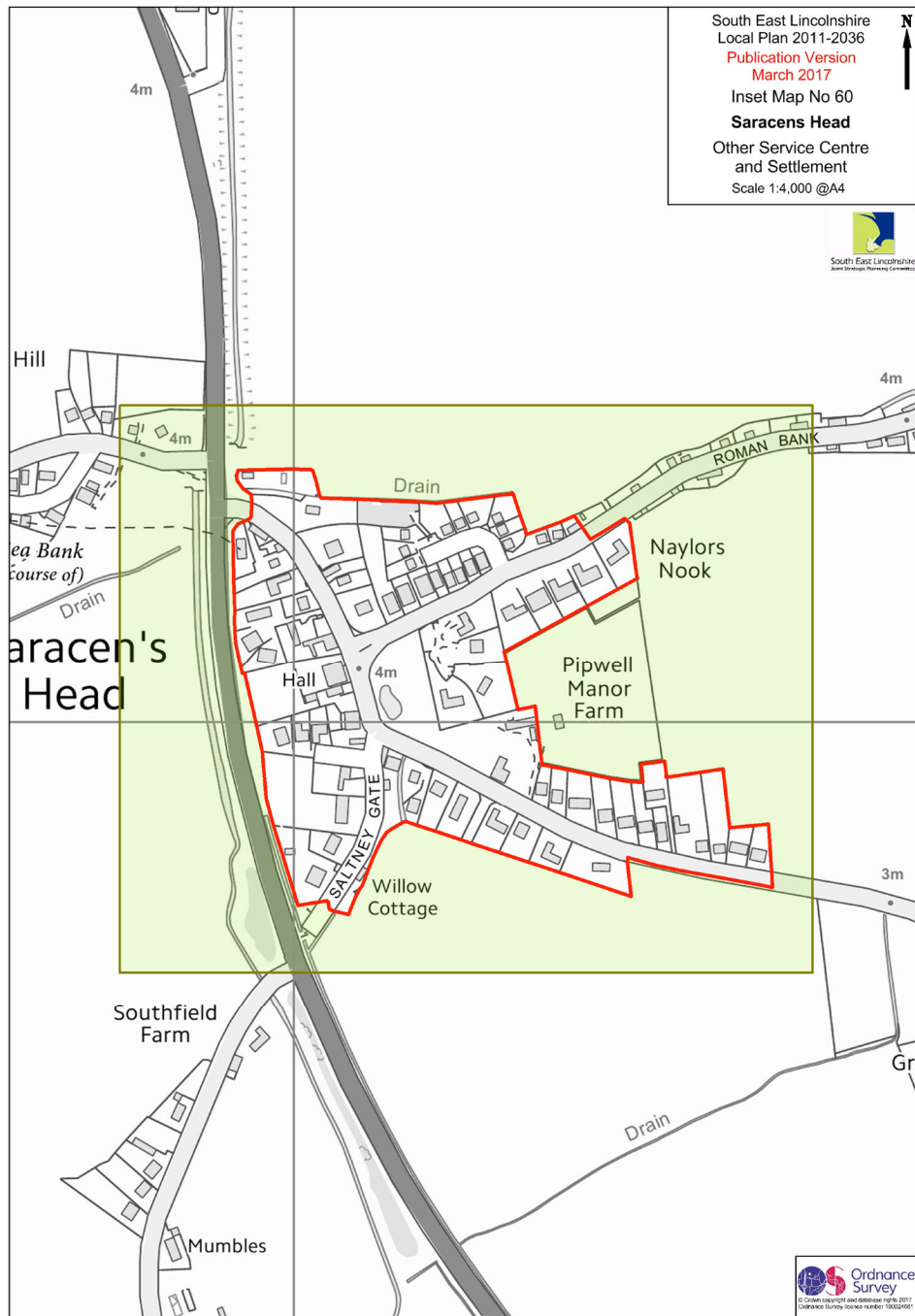
3.3 Policy SG3 states that “for all Other Rural Settlements shown on the proposals map, only a very limited amount of new development will be permitted and only in exceptional circumstances to meet demonstrated local needs and where the location of the development is well related to the built up area 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 Saracen’s Head to be classified as an “Other Service Centre and Settlement”, and it identifies a proposed Settlement Boundary.

3.5 The Settlement Boundary is drawn to exclude the application, finishing at the west boundary of the site, but is drawn to include existing frontage development opposite to the application site.





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Extract from SELLP Inset Map No 60 – SARACENS HEAD

3.6 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

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

3.8 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.

3.9 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.”

3.10. 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.

3.11. 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.

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

Saracen's Head 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 Village Hall, the Garage, and Public house, as well as meeting service needs of other local communities. As the site is close to larger main town of Holbeach, within 2 miles, the proposed new housing will be able to rely on and help sustain the facilities of that Main service centre.

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 north (opposite). As such, the proposal will provide dwellings that will assist in meeting the needs of both present and future generations.

There are two existing bus services that stop on Washway Road, i.e within 500m of the application site. No. s125 – operated by Haines Coaches on a daily basis during school terms, providing transport to and from Boston, and Call Connect H505 service running to Holbeach Town centre. See attached extract from 'Bus Times.org.uk –Appendix A. Reliance on a car is not therefore essential.

3.13. 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 Saracen's Head through careful and sensitive design, and the utilisation of an infill frontage.

3.14. 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.

3.15. 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.

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

3.17. 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)

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

Flood Risk

3.19 A Flood Risk Assessment has been carried out which shows that the site is within Flood Zone 3a of the Environment Agency Flood Map. It is therefore necessary for Sequential and Exception Tests to be applied to the development.

The site is also shown within the defended area of the South East Lincolnshire Strategic Flood Risk Assessment (March 2017)

Following application of these Sequential and Exception tests, it is found that these tests have been passed.

3.20 The site is found to be suitable for the siting of two storey dwellings, with the ground floor levels for the proposed dwellings built at a minimum of 3.75m OD, and with the occupants being encouraged to sign up for the Environment Agency automated Flood warning system.

Policy Conclusion

3.21 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.

3.22 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.

3.23 The site is considered suitable for development following consideration of the Sequential and Exception tests.

3.24 The emerging South East Lincolnshire Local Plan has identified Saracen's Head as an "Other Service Centre or Settlement". The application site is opposite to areas identified as frontage sites identified on Inset Map 60.

3.25 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 village Pub, Village Hall and the garage, as well as meeting service needs of other local communities such as Holbeach Clough, a mile away, also designated Other Service Centres and Settlements in the emerging Local Plan, and also Holbeach, two miles away.

3.26 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, and a frontage footpath has been shown on the illustrative layout plan to link to the existing adjacent footpath adjacent onto the centre of the village



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-17-06, to be agreed at Reserved matters stage.

Use

4.2 The site will be developed with two storey dwellings, in a similar manner to the dwellings opposite, with main elevations facing north onto Washway Road.

Amount

4.3 The depth of the application site is similar to that of the plots occupied by the dwellings to the north and the length of frontage available onto Washway 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 Washway Road.

Scale

4.5 The proposal which would provide for two storey dwellings on the application site reflects the character of the properties adjoining to the north side of Washway Road.

Landscaping

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

Access

4.7 Vehicular and pedestrian access to the proposed dwellings will be from Washway Road which is subject to a 30mph 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.

4.9 The indicative layout plan illustrates that a 1.8m frontage footpath would be able to be incorporated into the site to connect to the existing and adjacent footpath that runs into the village centre.

5. CONCLUSIONS AND RECOMMENDATION

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

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 30 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 Saracens Head 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 Existing infrastructure in the form of Mains sewer, Water, Electricity and High speed BT Fibre optic, all exist in the road in front of the site.

5.8 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

New Saracen's Head PH (adj)

On Washway Road, near New Saracen's Head PH



Next departures		
Monday		
S125	Boston	08:03
Tuesday		
S125	Boston	08:03
Wednesday		
S125	Boston	08:03
Thursday		
S125	Boston	08:03
Friday		

Extract Bus Times.org

505H - Holbeach Callconnect

A bus service operated by [CallConnect](#)

Tuesday 10 October 2017

Outbound

Holbeach St Matthew Demand Responsive Area	07:38		18:38
Moulton Marsh Demand Responsive Area	07:38		18:38
Moulton Loosegate Demand Responsive Area	07:39		18:39
Holbeach St Marks Demand Responsive Area	07:40		18:40
Moulton Halesgate Demand Responsive Area	07:41		18:41
Moulton Seas End Demand Responsive Area	07:41		18:41
Whaplode St Catherine Demand Responsive Area	07:42		18:42
Holbeach St Johns Demand Responsive Area	07:43		18:43
Sutton St James Demand Responsive Area	07:44		18:44
Gedney Broadgate Demand Responsive Area	07:45	then hourly until	18:45
Gedney Dyke Demand Responsive Area	07:46		18:46
Holbeach Hurn Demand Responsive Area	07:47		18:47
Saracen's Head Demand Responsive Area	07:50		18:50
Holbeach Bank Demand Responsive Area	07:50		18:50
Fleet Demand Responsive Area	07:52		18:52
Penny Hill Demand Responsive Area	07:54		18:54
Holbeach Clough Demand Responsive Area	07:54		18:54
Holbeach Cackle Hill Demand Responsive Area	07:55		18:55

Extract Bus Times.org