

**Land to the Rear of 36 Hartle Lane, Belbroughton  
Residential Development (3 Dwellings)**

**Design and Access Statement, Nov 2020**



# Land to the Rear of 36 Hartle Lane, Belbroughton

## Contents

- > 1 Introduction
- > 4 Planning Policy Context
- > 9 Design and Access

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## Introduction

### > Document Format

This document provides for a Design and Access Statement in support of an outline planning application with all matters reserved save for access for land to the rear of 36 Hartle Lane, Belbroughton (see figure 1). The Document sets out details of the site, its context, as well as relevant planning policy, before going on to explain some of the design and access considerations relevant to this outline planning application submission stage.

### > The outline application proposes:

'Residential development, up to three new homes, together with access and landscaping, car parking and associated works'

### > Site and Location Overview

The site extends to approximately 0.47ha (including its access approach) and is located in the heart of Belbroughton village.

The site comprises an enclosed paddock that is wholly contained by the village together with its long established, independent access onto the adjacent lane and beyond to Hartle Lane. The site is laid to grass with boundary trees and hedging.



Belbroughton is a sustainable settlement with a population of circa 2,400 people and contains a number of services and facilities including a primary school, church, numerous public houses, shop and post office, delicatessen and numerous hair salons. There are also a range of business units at Mill Pool providing some employment provision.

To the west of the site, more traditional residential development extends in a largely linear fashion along High Street / Queens Hill, Church Hill and Church Road / Bradford Lane, which

include a number of listed buildings and make up Belbroughton Conservation Area. The site is not within or adjacent to the Conservation Area and has no intervisibility with any of designated heritage assets.



### > Immediate Site Context

To the north of the site is 36 Hartle Lane which fronts Hartle Lane and falls within the same ownership as the application site. Numbers 20 to 38 Hartle Lane are also generally to the north and front Hartle Lane (B4188). To the east of the site are numbers 42 to 52 Hartle Lane.



Figure 1: Location

To the west is an unadopted access road providing access to Hartle Croft (number 20 Hartle Lane), number 18 Hartle Lane and St Davids (all dwellings) and a BT telephone exchange. The BT exchange and St Davids form the site's immediate western boundary. The application site benefits from vehicular access via the private access road linking it with Hartle Lane and the wider highway network.

Numerous other (modern) residences fronting The Glebe back on to the private access road's western boundary but none of these have direct access to it.

To the south of the site is Belbroughton Recreation Centre and Tennis Centre. Hard surface tennis courts and a tarmacked car parking area immediately adjoin the application site, with a strong treed and hedgerow boundary and public footpath between.

## Planning Policy Context

### > National Policy

#### > Revised National Planning Policy Framework (2019)

The National Planning Policy Framework, as revised in 2019, provides over-arching guidelines for the planning system which replaces all previous planning policy statements and planning policy guidance notes. The document states that 'The purpose of the planning system is to contribute to the achievement of sustainable development'. The central theme of the framework is the introduction of a presumption in favour of sustainable development. Of particular relevance to this application are the sections on housing (5. Delivering a sufficient supply of homes), design (12. Achieving well-designed places) and communities (8. Promoting healthy and safe communities).

The document outlines the Government's objective of significantly boosting the supply of homes in accordance with strategic policy and assessed housing need.

Regarding design, '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'.

On communities, 'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'

The Framework also sets out national planning policy regarding Green Belt. Paragraph 145 of the Framework within criterion (e) confirms that "limited infilling in villages" is not inappropriate development.

> Local Policy  
> Bromsgrove Local Plan

The Bromsgrove District Plan (BDP) sets out the District's growth strategy up to 2031. Policy BDP1 (Sustainable Development Principles) confirms the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. BDP1.4 sets out a number of development principles that proposals will be assessed against, including consideration of such matters as highway impact and the natural and historic environment, as well as residential amenity and economic benefits.

Policy BDP4.4 reiterates the Green Belt policy themes set out in the national planning Framework, and in doing so confirms that limited infilling in Green Belt settlements is an exception to new buildings in the Green Belt otherwise being "inappropriate development" which is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Limited infilling, as is the case of these proposals in Green Belt settlements, is therefore not inappropriate development in the Green Belt.

The Bromsgrove Plan makes provision for housing but already recognises that an early review of the plan is necessary to reconsider Green Belt boundaries and accommodate its full housing needs and any unmet needs from adjoining Authorities. That review is expected by 2023. In the interim, the Council are struggling to meet housing needs and provide the minimum 5 year supply required by national policy.

## Design and Access

### > Proposed Development

Paragraph 124 of the NPPF recognises the importance of good design. It states that 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.

The design concept behind the scheme is to reflect surrounding housing character and density and provide much needed quality homes within the built up area of a sustainable settlement, protecting and enhancing the best of the local natural environment and enhancing biodiversity where possible.

The proposal is submitted for development described as:

*Development of up to three residential dwellings (Use Class C3), landscaping, access and associated infrastructure, (Outline with all matters reserved except access).*

The planning application is submitted in outline with all matters reserved for subsequent approval save for the principal means of long established vehicular access to the site via the private access road which currently provides vehicular access to the site from Hartle Lane.

The extent of the development, its nature, amount and general development parameters are included in the application in order to approximately define the development for the purposes of the outline planning application. This establishes clearly the extent of the development for which approval is sought, even though only the principle of the development is applied for at this stage.

The Town and Country Planning (Development Management Procedure) (England) (Amendment No.3) Order 2012 removed the requirement to submit layout and scale details with outline planning applications. However, this application still includes the Illustrative Layout Plan above which shows indicatively the areas proposed for housing, open space and landscaping and also where the access to the site will be located. This ensures the application is more than compliant with statutory requirements for outline planning applications.

It is, however, important that the application is considered in its entirety, and as a result in addition to this Design and Access Statement the application includes a Planning Statement and other supporting documents have been prepared and submitted to inform the proposals.

The proposed development is shown on the following application plans:

- Site Location Plan (drawing reference: PPL001)
- Proposed Access Drawing (drawing reference: HDS/20/10/01)

The above plans are submitted for approval at this outline planning stage and appropriately define the extent of the application site and the proposed development area for the purposes of an outline permission to establish the principle of the proposed three dwellings on the site.

An Illustrative Layout Plan taking into consideration sensible and positive design principles, has been prepared for illustrative purposes to demonstrate how the site could accommodate the 3 new homes proposed very easily, and one way in which it may be laid

out, albeit noting that final detailed layout of the proposed development will be subject to further Reserved Matters submissions at a later stage.

However, even at this stage, it can be seen that this modest development has been sensitively designed to utilise the site's existing point of access and to retain all (and where appropriate increase) boundary hedgerows and trees, as well as carefully considering neighbouring properties to protect their amenity.

The development will provide only three new houses in keeping with its context, particularly the scale and character of surrounding properties with generous external areas (including large rear gardens). The proposed houses are likely to be range of family sized properties generally be two or two and a half storeys in height, reflective of existing housing surrounding the site.

In addition to the above, it should be noted that all relevant technical requirements have been taken into account in formulating the proposed scheme. Specialist input around highways and trees in particular has been obtained and is relied upon, with additional appropriate planning considerations set out within this Planning Statement.

### **> Use and Amount**

The proposed development will deliver a small number of family sized, four or five bedroomed properties – reflective of surrounding residences. This makes efficient use of the site, creating a safe, secure and attractive environment without being overdeveloped or out of context for this location.

### **> Scale Massing**

Careful consideration during the design process will ensure that the proposal relates well to its surroundings. The majority of the housing in the surrounding area is typical family housing of 2 to 3 storeys high with dormers common including some dormer style bungalows also prevalent. Properties along Hartle Lane are slightly more densely spaced with smaller gardens, whilst along the lane to the west, properties are in much larger plots. The Glebe contains more a modern suburban housing layout, as too the residential area to the north of Hartle Lane around Woodgate Way.

The proposed new homes could therefore comprise bungalows or houses, likely 2 storey potentially with roof dormers.

The proposal of up to 3 new homes at a site of approximately 0.47 ha (which includes the lane access) is broadly reflective of the immediately surrounding area, including properties immediately adjacent off the Lane to the west of the site.

The opportunities presented by the site and its immediately surrounding area have shaped the scheme which is considered to be appropriate for a village location.

### **> Appearance**

The appearance of the new properties is not for approval at this outline stage and will be dealt with as part of any Reserved Matter Application in the future.

The aim is to ensure that the proposed development integrates well with the local vernacular however. Through a considered approach to the proposed new houses and with the use of quality materials, the future design (subject of future Reserved Matters submissions) could add positively to the quality of housing in the village. The palette of materials and detailing can look to reinforce local character to create a development that blends sympathetically with the buildings in the area and at the same time project a uniqueness and sense of place.

## > Access

The existing vehicular access point into the site will be retained, utilising the private access road from Hartle Lane. The volume of traffic from the proposed homes would be very low, speed of traffic on the lane is low such that safe and convenient access can be achieved.

Parking spaces, potentially with garages, can be provided to meet Bromsgrove's parking standards whilst remaining representative of the sustainable location of the site.

The site is considered to be in a sustainable location in terms of its accessibility to local facilities and transport provision. It is an easy, safe and convenient walk to the centre of the village and to bus stops.

Local services available in Belbroughton include the Recreation Centre, Tennis Club and garden allotments immediately adjacent to the application site. Additionally, the Glebeland surgery is accessible directly via the shared private drive and The Glebe, and Belbroughton Primary School is accessible along the public footpath running along the southern boundary of the application site.

There are also shops, a post office, pubs, and other eating places such as "The Deli" in the village, as well as the village green and the church. There is also some employment provision in the village, for example, there is a small office park and retained units of the Nash Works, both on Nash Lane. The table provided in the submitted Transport Statement indicates both the walking and driving distances from the site access to each facility – highlighting that the site is within walking distance to each of these.

The application site is well served by public transport. Bus stops are on Hartle Lane only 250 metres from the site access. Bus service number 318 operates between Bromsgrove and Stourbridge with Monday to Friday services through the village beginning at 0756 Hours and continuing in both directions every one to two hours until 1805 Hours. On Saturday, services begin at 0858 Hours. Additional bus and rail links are available in Bromsgrove and Stourbridge, as well as from Blakedown rail station which is roughly 5km or eight minutes' drive from the site.

## > Illustrative Layout

Whilst subject to future Reserved Matters approval, the layout can be designed to ensure that the proposed dwellings sit side on to immediately neighbouring homes, to ensure privacy and amenity is maintained for both new and existing residents.

The illustrative site layout below serves to show one way in which the site could be developed adopting the principles above.

The key features of the illustrative layout are that the proposals provide for a modest development of 3 new homes in keeping in scale and character to the surrounding area. The houses could be attractive and needed family homes, with generous garden amenity space, parking and garaging.

Access will be via the Lane to the west as currently is provided to the site, but with an upgraded surface providing a shared driveway to the three properties.

Landscaping would be provided around the properties, as well as retaining existing boundary landscaping and trees.

The properties are orientated such that they protect the amenity and privacy of neighbours. Appropriate separation distances can be attained, and the final design ensure there is no overlooking to adjacent properties.



Figure 2; Illustrative Layout