

Planning Statement

Willowend, Salts Lane, Drayton Bassett B78 3UD

January 2022

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1 INTRODUCTION

- 1.1 This planning statement is submitted in support of an application made for full planning permission for the demolition of an existing dwelling and the redevelopment of the site to deliver two new detached dwellings with associated access and landscaping.

2 THE SITE AND SURROUNDING AREA

- 2.1 The site is known as Willowend, Salts Lane, Drayton Bassett and currently comprises a detached dormer bungalow set within a substantial garden plot.



- 2.2 The existing property is situated at the south eastern corner of the settlement of Drayton Bassett within the administrative area of Lichfield District Council. The defined settlement/development boundary for Drayton Bassett as detailed on Inset Map 8 of the adopted development plan shows the settlement boundary bisects the existing residential plot so that the western half of the site and the existing dwelling is located within the development boundary and the eastern half of the site including the garden area and associated vehicular access point are situated outside of the settlement boundary and within the designated Green Belt. The position of the settlement boundary is shown as dashed blue on the submitted site plan drawing ref: 1092 WHB SA 20 0002 P01. An extract copy is provided overleaf.



2.3 Heritage:- the site is not a listed building nor is it located within a designated Conservation Area.

2.4 Drainage: - the site is located within a Flood Zone 1 as shown on the Environment Agency's flood maps for planning.

3 RELEVANT PLANNING HISTORY

3.1 10/00206/FUL | Demolition of existing dwelling and erection of 2no five bedroom detached dwellings with garages | GRANTED.

As part of the above planning permission the development proposed the removal of the former vehicular driveway and formation of a landscaped verge and the formation of the current driveway.

3.2 09/00495/FUL | Demolition of existing dwelling and erection of 2no five bedroom detached dwellings with garages | REFUSED.

4 THE PROPOSAL

- 4.1 The proposal is a full planning application for the demolition of the existing dwelling and the redevelopment of the site to deliver two new 5 bedroom detached dwellings with associated access and landscaping. An extract copy of the proposed site plan is provided below:

Like the scheme approved in 2010, the existing vehicular access from Salts Lane is proposed to serve both new dwellings with the driveway extended northwards to serve plot 1.

Also like the 2010 planning permission, the dwellings are orientated to face in an easterly direction outward facing at the entry of the village.



Whilst still proposing 5 bedroom properties, the current proposal has reduced and reconfigures the scale and layout of built form to allow for more amenity space to the front and rear of the new dwellings. Like the previously approved development, the new dwellings are proposed as two storey properties.

Each dwelling has a detached, open fronted, two bay, car port with provision made for cycle storage and

the inclusion of electric vehicle charging points. In addition to the car ports there is also ample provision for on plot car parking and turning space.

The development is contained wholly within the existing residential curtilage of Willowend. Apart from the proposed extension to the existing driveway, all of the newly proposed built form and operational development sits within the confines of the defined settlement boundary of Drayton Bassett.

5 THE DEVELOPMENT PLAN AND OTHER MATERIAL CONSIDERATIONS

5.1 The development plan is the statutory starting point for the determination of planning proposals. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires application for planning permission to be determined in accordance with the development plan unless other material considerations indicate otherwise.

5.2 The development plan relevant to this application is the adopted Lichfield District Local Plan Strategy and the adopted Lichfield District Local Plan Allocations. There is no adopted Neighbourhood Plan.

5.3 The Council is currently working towards a Local Plan Review and public consultation over the preferred options closed in January 2020. The Local Plan Review is still undergoing preparation and is not yet a part of the adopted development plan.

5.4 [The Lichfield Local Plan Strategy \(adopted 2015\)](#)

The following policies of the Local Plan Strategy are considered relevant to this proposal.

- Core Policy 1, The Spatial Strategy, of the Lichfield District Council Local Plan Strategy states that the council will contribute to the achievement of sustainable development and housing delivery within the most sustainable settlements. It further states that development proposals will be expected to make use of land and prioritise previously developed land and lists the locations where development will be directed.
- Core Policy 2 - Presumption in favour of sustainable development.
- Core Policy 3 – Delivering Sustainable Development
 - The Council will require development to contribute to the creation and maintenance of sustainable communities, mitigate and adapt to the adverse effects of climate change, make prudent use of natural resources, reduce carbon emissions, enable opportunities for renewable energy and help minimise any environmental impacts.
- Core Policy 6 – Housing Delivery
 - Housing development will be focussed upon key urban and rural settlements.

Infill development within defined village settlement boundaries (set out in the Local Plan Allocations document) will also be permitted.

- Policy NR2 – Development in the Green belt
- Policy BE1 – High Quality Development
New development, including extensions and alterations to existing buildings, should carefully respect the character of the surrounding area and development in terms of layout, size, scale, architectural design and public views. New development will have a positive impact on the public realm and ensure high quality, inclusive design. This will be achieved by an appreciation of context, as well as plan, scale, proportion and detail.
- Policy ST1 – Sustainable Travel
- Policy ST2 – Parking provision

5.5 [Supplementary Planning Guidance](#)

- Sustainable Design – sets out, amongst other things, the Council's guidance on separation distances, garden sizes and car parking requirements.
- Biodiversity and Development

5.6 [National Planning Policy Framework \(NPPF\)](#)

The NPPF reiterates the statutory starting point for the determination of planning applications; and, identifies the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF is a material planning consideration in decision making.

5.7 To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby (para 79 NPPF).

5.8 Proposals affecting the Green Belt - Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are: a) buildings for agriculture and forestry; b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it; c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; d) the

replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces; e) limited infilling in villages; f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would: not have a greater impact on the openness of the Green Belt than the existing development; or not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

6 PLANNING POLICY ASSESSMENT

6.1 The spatial hierarchy and principle of development

Drayton Bassett is a rural settlement. It has a primary school, active village hall and St Peter's Church. The Manor Primary School is within 140m walking distance of the site and the village hall and church each within 250m walking distance of the site. The adopted inset map (Inset Map 8) for Drayton Bassett identifies the village settlement boundary. As identified at para 2.2 above, the adopted settlement boundary bisects the existing residential plot at Willowend so that the western half of the site and the existing dwelling are located within the settlement boundary and the eastern half of the site including the garden area and existing vehicular access point are situated outside of the settlement boundary and within the designated Green Belt.

6.2 Core Policy 6 of the adopted development plan provides policy support for infill development within defined village settlement boundaries (set out in the Local Plan Allocations document). The plot is in an existing residential use and the proposed redevelopment seeks to make a more efficient and effective use of an existing residential plot. As described at section 4.1 above, the development is contained wholly within the existing residential curtilage of Willowend with the new dwellings situated within the confines of the defined settlement boundary of Drayton Bassett. Planning permission has also previously been established for a not dissimilar application seeking the demolition of the existing dwelling and erection of two new dwellings.

6.3 Subject to other development control considerations relating to matters such as design, residential amenity and highways impact, it is concluded that the principle of development meets with the objectives of Core Policy 6 of the development plan.

6.4 [Green Belt Considerations](#)

The area of the application site which falls outside of the settlement boundary and within the designated Green Belt is already in use as garden land and includes the existing vehicular access point. This area of the site is retained as garden land and point of access for the development and so there is no material change in use proposed to the Green Belt land. The proposed development would not therefore result in encroachment into the surrounding countryside or result in urban sprawl.

It is acknowledged that there is an extension proposed to the extent of the existing driveway within this parcel of the site, in order to provide access to plot 1. Whilst the driveway is extended, this is a form of development that could be undertaken within the conditions of permitted development rights. Notwithstanding that, however, limited infilling in villages is not an inappropriate form of development in the Green Belt.

Given that limited infilling is not a form of inappropriate form of development in the Green Belt, that the development does not introduce any new buildings within the Green belt parcel, that the use of the site remains as garden land and that the driveway alterations could be undertaken within permitted development rights, it is concluded that there is no conflict with Green Belt policy NR2 of the development plan.

6.5 [Design and Appearance](#)

As set out in the supporting Design and Access Statement prepared by Whitebox Architecture and Design, the current proposal looks to work within the parameters of the approved scheme consented under 10/00206/FUL, but with improvements made to the appearance, scale and layout.

The site equates to an area of approximately 0.23 Ha and with two new dwellings the overall density of the development is still low at just 8.7 dwellings per Ha.

Like the previous proposal the dwellings are orientated to face eastwards to create an outward facing development addressing the entrance of the village. The design of the side elevation addressing Salts Lane includes fenestration detailing. The current proposals are significantly reduced in terms of scale, footprint, ridge height and cubic volume from the scheme previously approved in 2010. The benefit of this creates a more spacious form of development with greater opportunity for both retained and new supplementary landscaping to soften the development and to support its integration at the rural edge of the settlement.

The character of existing neighbouring developments in proximity to the site is varied. The design of the new dwellings incorporates traditional features including pitched roofs, oak framed entrance loggias, brick detailing and chimneys with and terracotta pots. The materials pallet includes clay tiles, textured render and facing brickwork with subtle tones and colour variations. The proposed new carports are to be clad in timber to provide variety and help soften the new built form.

In terms of sustainability and energy efficiency measures, the design and access statement identifies that the development will incorporate as far as possible a strategy which encourages the reduction of energy consumption and will, at the detailed design stage, examine the contribution of a range of measures, including:

- Employment of a fabric first approach to ensure that U-values for walls, roofs and floors exceed Building Regulation requirements
- Consideration to be given to renewable technology in the form of solar PV and solar thermal collectors to store and supplement domestic hot water supply
- Inclusion of SUDS techniques where appropriate
- Installation of sanitary appliances featuring water efficient fittings and 'in-built' white goods chosen for their low water use
- Provision of AAA rated appliances, where provided, which reduce power consumption
- High efficiency gas boilers
- Low energy LED light fittings to reduce energy consumption in both internal and external areas
- Use of Enhanced Construction Details to reduce heat loss

It is concluded that the development proposes a high quality design and meets with the objectives of development plan policy BE1 and the Sustainable Design SPD.

6.6 Residential amenity

Policy BE1 states that proposals should not have a negative impact on amenity and the Sustainable Design SPD sets out the Council's requirements for space about dwellings.

The nearest neighbouring property is at Eagles Rise to the west of the application site. The neighbouring property has a substantial ancillary outbuilding in proximity to the shared boundary with the application site. The orientation and position of the new dwellings means that there are no direct facing principal windows between new and existing properties and overlooking of the neighbouring amenity space is avoided. The layout delivers appropriate private amenity space to the new dwellings.

The design delivers a high quality living environment for future occupiers while preserving high standards of amenity for the existing property. The proposal meets with the objectives of the development plan and Sustainable Design SPD.

6.7 Access, parking and impact on highway safety

Para 111 of the Framework advises development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The property will utilise the existing vehicular access point to the site which already serves the existing residential property. The closure of the former access drive and formation of this current access was previously granted planning permission to serve two new dwellings under the 2010 planning permission. The level of parking provision is adequate and the manoeuvring areas are generous. It is concluded that the proposal would not have an adverse effect on highway safety and there are no highway safety reasons to prevent the development.

6.8 Drainage

The site is not located within an area which is at high risk of flooding and falls within Flood Zone 1. There are no known flood risks at the site.

6.9 Trees and landscaping

The application submission includes an arboricultural and tree impact survey. Existing landscaping is to be supplemented and reinforced with new indigenous planting in order to retain natural screening, providing privacy from the public highway and a pleasant outlook for the occupants.

6.10 Ecology

The proposal includes demolition of an existing building and therefore the application includes an ecology survey.

7 SUMMARY AND CONCLUSIONS

In summary:

- The development makes a more efficient and effective use of an existing residential plot within the settlement boundary of Drayton Bassett.
- The development does not represent inappropriate development in the Green Belt nor harm the five purposes of Green Belt policy in accordance with development plan policy NR2 and the NPPF.
- The development would support the viability and vitality of a rural settlement in accordance with the objectives of the development plan (Core Policy 6) and para 79 of the NPPF.
- The development proposes a high quality design and meets with the objectives of development plan policy BE1 and the Sustainable Design SPD.
- It is considered the revised design, scale, layout and appearance offer betterment from the previously approved scheme for the site.
- The design delivers a high quality living environment for future occupiers while preserving high standards of amenity for the existing property. The proposal meets with the objectives of the development plan and Sustainable Design SPD.
- There are no technical reasons relating to highways, drainage, landscaping or ecology to prevent the development.

The proposal effectively balances the three roles of sustainable development and meets with the overall planning policy objectives of the adopted development plan, NPPF and adopted SPD. Planning permission can be supported without delay.