

# Planning Statement with Design & Access Statement

Prepared in support of a full planning application for a replacement self-build dwelling with associated works including the demolition of the existing dwelling and a large former agricultural shed positioned to the rear at:

Carr Farm, Moor Lane, nr Thorney  
Newark, Nottinghamshire, NG23 7DQ



---

This Planning Statement has been produced by Fytche-Taylor Planning Ltd to support a full planning application for a replacement self-build dwelling with associated works including the demolition of the existing dwelling and a large former agricultural shed positioned to the rear at Carr Farm, Moor Lane, nr Thorney.



Above: Aerial photograph of the application site showing the existing farmhouse, the large hangar building closely abutting it to the north and two further steel portal framed buildings.

Disclaimer: The content and accuracy of this report is based on information supplied to Fytche-Taylor Planning Ltd in the preparation of the Planning Application. Any statistical, analytical and qualitative data shown is for guidance purposes only and Fytche-Taylor Planning Ltd accepts no responsibility should alternative information become available in respect to this development. Use of information or data within this study does not confirm the accuracy of any third-party data supplied or cited. The report shall not be reproduced without the express written permission of Fytche-Taylor Planning Ltd.

---

## CONTENTS

01	INTRODUCTION	3
02	SITE LOCATION   Current Use   Context	9
03	SITE SPECIFIC PLANNING HISTORY	14
04	PRE-APPLICATION ADVICE & EVOLUTION OF DESIGN	17
05	DEVELOPMENT OVERVIEW   Self-Build	25
06	PLANNING CONSIDERATIONS & ASSESSMENT	26
07	OTHER PLANNING CONSIDERATIONS	35
08	DESIGN AND ACCESS STATEMENT	40
09	CONCLUSION	43

Document Ref: IPS241.KIN.1407

Issue Date: July 2022



Fytche-Taylor Planning Ltd  
Unit 5 The Quays, Burton Waters, Lincoln, LN1 2XG  
01522 581 383 • info@ftplan.co.uk • www.ftplan.co.uk

---

# 1 Introduction

1.1 This Planning Statement has been prepared to support a full planning application made to Newark and Sherwood District Council for a replacement self-build dwelling, to include the full demolition of the existing dwelling and the large, former agricultural outbuilding adjacent to it (most recently used as an aircraft hangar).

1.2 The site location is Carr Farm, Moor Lane, Thorney, NG23 7DQ.

1.3 The existing residential dwelling is a detached 3 bedroom farmhouse believed to be built in the mid-19th Century of brick and clay pantile construction. It is accessed via an existing driveway from Clifton Lane.

1.4 The property is in a poor state of repair and requires full redevelopment. Mains water and electricity are connected with drainage by way of a private system. The property reflects no discernible architectural merit nor historical significance.

1.5 Fig.1 – Photo of the south elevation (road facing) of the existing cottage



1.6 The appearance and view of the existing dwelling from the public highway is dominated by a number of additional large, steel portal framed buildings that are positioned in close proximity to the dwelling's western and northern elevations.

1.7 The house and buildings have not recently been utilised in connection with the adjacent farmland and for many years the outbuildings have instead held mixed uses, including serving as a combination of domestic and aviation storage.

1.8 Of these, the largest and most dominant structure, constructed very close to the rear of the dwelling adjacent to its northern elevation, has been used as an aircraft hangar by the previous site owners to house their Cessna light aeroplane as well as a range of aeroplane parts.

1.9 The applicant is in the process of making an application to re-establish an agricultural holding for part of the associated 88 acres, however this application focusses on the residential curtilage only and does not include any of the surrounding agricultural land (as shown by the blue line on the site location plan).

1.10 Fig.2: View of Carr Farm from the main public highway.



1.11 Carr Farm is situated 7.5 miles west of Lincoln between the villages of Thorney and South Clifton and approximately 11.5 miles north of Newark on Trent. The A57 lies 1.5 miles to the north of the application site and the A1133 which runs north towards Gainsborough is 2.5 miles to the northwest. The A1 can be accessed at Tuxford, being approximately 10 miles away.

1.12 A now redundant railway line intersects the farm and is now part of the SusTrans National Cycle Route 647.

---

1.13 Thorney village is a small settlement with a parish church but has no other amenities or facilities. Primary school facilities are available in North Clifton and nearby Harby. A Medical Practice is located in Saxilby. The closest Secondary School education is further afield in Newark or Tuxford.

1.14 In addition to the use of the buildings for aviation storage and hangar space, use of the land for aviation purposes is also evident on aerial photos of the site, as shown at figure 2, where distinct lines denoting the grass runway used by the former owners remain highly visible.

1.15 Fig.3: Aerial View of the application site off Clifton Lane, Thorney.



1.16 The full red line site area comprises a total area of land equating to 1,882ha (see fig.4). This includes the existing house, two of the outbuildings and an area for private amenity space. At present, this area is not currently defined by any boundary treatments.

1.17 The application seeks full planning permission to demolish both the existing dwelling and the large shed (hangar) to the rear.

1.18 One of the existing open fronted portal framed buildings to the west of the dwelling will be retained and utilised as garaging space, which has effectively been its regular use in association with the dwelling house for many years.

1.19

Fig.4: Aerial view showing the proposed domestic curtilage (red line is approximate – see scale plans for precise boundaries)



1.20

Carr Farm is positioned on the north side of Clifton Lane between the villages of South Clifton to the west and Thorney to the north-east, in the northern part of the district of Newark and Sherwood.

1.21

The area is clearly defined as open countryside in the context of the spatial strategy set out in the Newark and Sherwood Amended Core Strategy DPD.

1.22

The proposed re-development of the site provides an opportunity to form a new and environmentally efficient family home that is suitable for modern living within the site's rural setting. The new dwelling will be built and occupied by the applicant and their family who currently live locally in rental accommodation.

1.23

Overall, it is contended that the proposed scheme would result in a number of tangible benefits when compared to the site's existing layout and uses, including; that the demolition of the existing buildings would have an overall positive impact on the visual appearance of the site from the public highway, and; the cessation of the aviation uses would drastically reduce the harm caused by this specific use, including by eliminating the harmful associated environmental impacts, such as air pollution and noise.

- 
- 1.24 A detailed pre-application exercise has been undertaken using Newark and Sherwood District Council's planning advice services to examine the scheme's potential.
- 1.25 The pre-application process has resulted in a number of positive changes to the proposed layout, design and orientation of the property, in accordance with the professional advice provided by officers.
- 1.26 These changes have led to support in principle from the Council, but it is recognised that this advice is without prejudice and subject to the satisfaction of additional technical considerations identified during the pre-application process (including site flood risk and suitable design) as well as further consultation with statutory consultees and stakeholders.
- 1.27 Full details of the pre-application advice, together with supporting text to describe how the design has evolved are set out later in this statement.
- 1.28 The purpose of this document is to set out the needs of the applicants, provide an accurate description of the site, and present an overview of the development proposals.
- 1.29 The report describes how the material planning considerations relevant to the proposed development and site and have been considered in order to inform the scheme proposals and to devise an appropriate design that responds to the character of the local area and respects the scale and appearance of the existing dwelling.
- 1.30 This statement should be read in conjunction with the following documents submitted as part of this planning application:
- the application form
  - site plans (existing and proposed) and site location plan
  - elevation drawings and floor plans for the replacement dwellings
  - details of the facing materials and landscaping
  - design and access considerations (later in this report)
  - site specific Flood Risk Assessment (FRA)



---

1.31

The scheme has been considered against the local and national planning policies that are deemed to be material to this proposed development, including:

Newark and Sherwood Amended Core Strategy DPD (March 2019)

- Spatial Policy 1 – Settlement Hierarchy
- Spatial Policy 2 – Spatial Distribution of Growth
- Spatial Policy 3 – Rural Areas
- Spatial Policy 7 – Sustainable Transport
- Core Policy 3 – Housing Mix, Type and Density
- Core Policy 9 – Sustainable Design
- Core Policy 10 – Climate Change
- Core Policy 13 – Landscape Character

Allocations & Development Management DPD (July 2013)

- DM5 – Design
- DM7 – Biodiversity and Green Infrastructure
- DM8 – Development in the Open Countryside
- DM12 – Presumption in Favour of Sustainable Development

National Planning Policy Framework

National Planning Policy Guidance

NSDC Parking Standards and Design Guide (2021)

NSDC Landscape Character Assessment SPD (2013)

## 2 Site Location | Current Use & Planning Context

2.1 The application site is positioned within the open countryside at the north-eastern edge of the county of Nottinghamshire.

2.2 Whilst the address is shown as Thorney, the site is almost equidistant between the two small villages of South Clifton which lies 3km to the west and Thorney, which is slightly closer at 2.5km to the east.

2.3 South Clifton is a village and civil parish situated towards the north-east of Newark and Sherwood District.

2.4 The population of the parish area at the 2011 census stood at 326, and there have been only very modest levels of additional housing growth in and around the village since this time.

2.5 South Clifton is relatively well positioned for connectivity with the local major road network; the village is located approximately 650m to the west of the A1133, an arterial highway route that runs north-south, connecting with the A57 Lincoln-Sheffield road 3.5 miles to the north, and to the A46/A1 which is accessible via Newark 12.5 miles to the south.

2.6 The eastern banks of the River Trent are situated to the west of the village (and the application site) with the extents of flood risk arising from this source extending to cover the majority of the built part of the village and much further afield, as far inland as the application site and the countryside that surrounds it.



Above: County map showing Thorney and the SusTrans route close to the application site

- 
- 2.7 Thorney, to the east of the application site, is in closer proximity to the City of Lincoln (9 miles to the east), with the market town of Newark (16 miles to the south) where connections to the wider strategic road network including the A1 as well as East Coast Mainline rail connections are located.
- 2.8 Thorney is a small rural settlement, shown to have a resident population of just 248 at the 2011 census. There are no day-to-day services or amenities in the immediate locality, however the area is very well served due to its close proximity to these larger service centres and villages.
- 2.9 The application site comprises several different buildings arranged in a tight cluster and positioned close to Clifton Road that marks the site's southern boundary line. Whilst the property is known as Carr Farm, agricultural uses ceased many years ago (specific timeframe unknown) and the buildings have principally held residential, and ancillary uses only.
- 2.10 These include the existing cottage, which faces onto Clifton Lane, plus a number of mixed-use (formerly agricultural) outbuildings. An open-fronted shed is positioned at the front of the site, very close to the hedgerow that forms the boundary between the site and the public highway. It is therefore highly visible from the main road and whilst it is not wholly out of character, its renovation would clearly have a positive effect on the open and rural character of this part of Clifton Lane.
- 2.11 Fig.5 – Photo shows the rear elevation and close proximity of the large steel portal-framed building position immediately adjacent to it.



2.12

Fig.6 – Aerial view of the existing buildings at Carr Farm – note the dominating impact of the large shed/hangar constructed directly to the rear of the dwelling (both to be demolished).



2.13

As shown in the various site and aerial photos in this statement, including the photograph at figure 6, the largest of the existing outbuildings (most recently used as an aircraft hangar) is positioned very close to the existing dwelling, located less than 3 metres from its rear/northern elevation.

2.14

This has the effect of totally dominating the outlook and setting of the dwelling, causing overshadowing and significantly affecting the amenity and enjoyment of the occupants.

2.15

Likewise, when viewing the site from the public highway, the difference in scale is such that the larger building totally dominates the site and prevents views through to the open countryside beyond, as can be seen in figure 2 and the aerial photographs throughout this report.

2.16

This arrangement provides for compromised living arrangements too, with any noise or vibration associated with the use of the building to the rear having a direct and negative impact on the dwelling and those living there.

2.17 Accordingly, there is a good argument for the removal of this building and when coupled together with the dilapidated condition of the cottage, an opportunity for betterment is clear.

2.18 Indeed, this opportunity was acknowledged by the local planning authority during the course of the pre-application discussions, with the officer confirming in their written advice that

*“I do not dispute that the proposed removal of the existing large portal buildings could improve the appearance of the site from the existing situation and this could carry some positive weight in any future planning balance. However [!] would highlight that such largescale agricultural buildings are not uncommon features in the open countryside and thus are not overtly harmful in such an agricultural context. Nevertheless I do consider a scheme could be developed here that enhances the overall appearance of the site. Further, there is an opportunity for any future development to protect the surrounding countryside by better containing development within more defined boundaries”.*

2.19 The advice received at the pre-application stage, together with a number of other material planning policy considerations have been used to inform the final site layout and design of the replacement dwelling – this is detailed later in this report.

2.20 Fig.7 – A further aerial view showing the proximity of the large steel building used as an aircraft hangar that is positioned directly to the rear of the dwelling (less than 3m from the rear elevation).



Google Earth

2.21 This planning application would result in full redevelopment of the area currently occupied by the existing dwelling and part of the area occupied by the large hanger building.

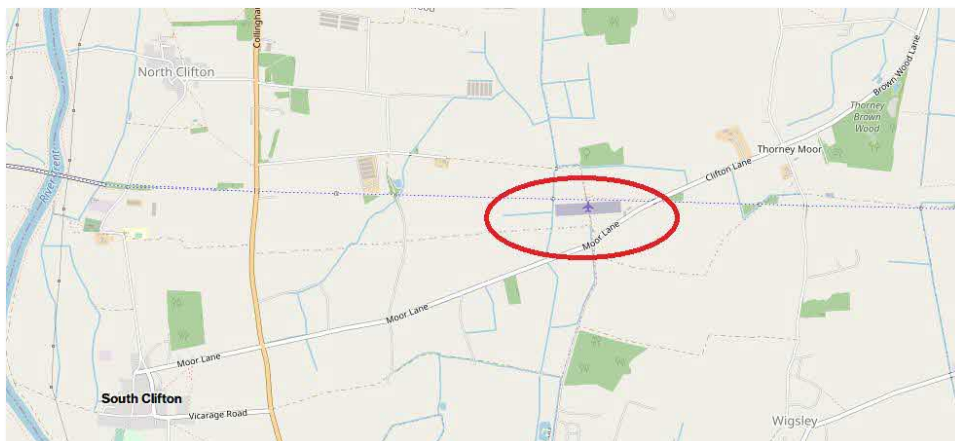
2.22 The built footprint of the proposed replacement dwelling will be significantly less than the combined footprint of the two existing buildings that are set to be demolished (dwelling and hangar).

2.23 The removal of the hangar building will improve vista, both through the site and within the site, removing what is effectively an underutilised building that, due to its position so close to Clifton Lane, dominates the local landscape. Aviation uses will cease with the demolition of this building and the site will return to residential (property) agricultural (land) uses.

2.24 Fig.8 - Google Street View shows the site's former aviation uses.



2.25 Fig.9 – OS Maps also reference the site's former aviation uses.



### 3 Site Specific Planning History

- 3.1 There is very limited information available on the public record relating to this site, suggesting that the buildings (other than that shown below) have been on site for a protracted period of time.
- 3.2 Application site only: Application ref.27841116 - Erection of Steel and Asbestos Farm Building – Permitted 21.03.1985
- 3.3 Recent local planning applications: Site to the south-west: 20/01280/FUL - Demolition of the existing dwelling and the erection of a replacement dwelling with associated works – Permitted 04.11.2020
- 3.4 Whilst noting that this statement refers to the land and large portal buildings being used for a combination of domestic and aviation storage and as a landing strip (including the provision of numerous evidential sources demonstrating the same) it is recognised that there does not appear to be any planning history authorising such uses.
- 3.5 Principally, both of the large sheds have been used for this purpose, as evidenced by the photographs at figs. 11 to 15.
- 3.6 Fig.10 - Existing Site Layout – shows the scale of existing buildings. Note: the combined footprint is currently 983m<sup>2</sup> - not replicated here to scale.



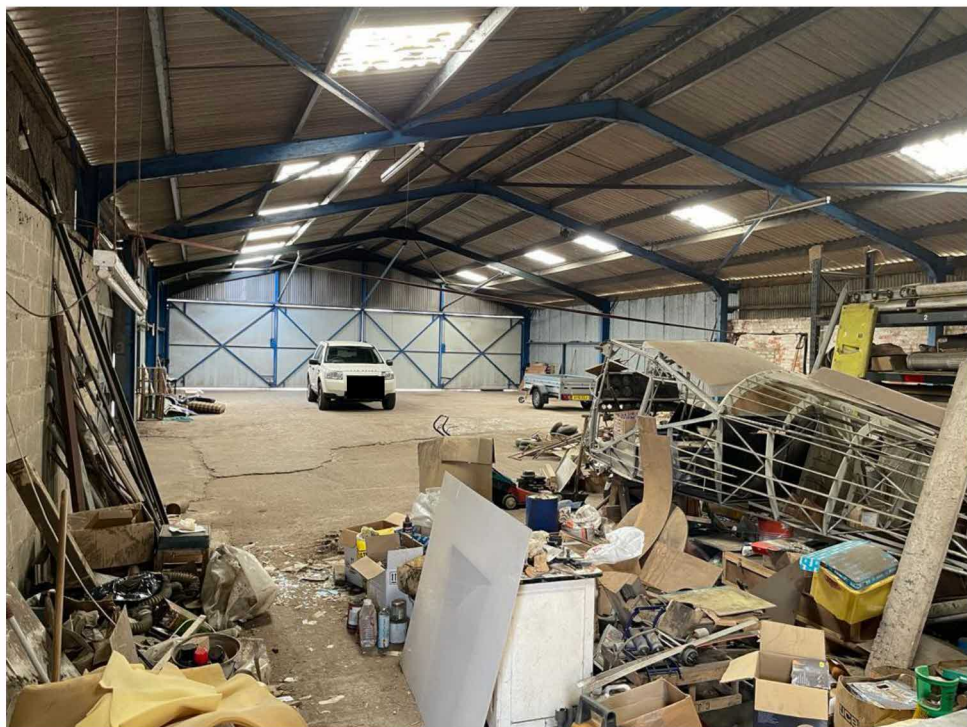
3.7

Fig.11– Photo showing an internal view of the hangar/shed closest to the dwelling (building number 2 on the plan shown at fig.10). Aeroplane parts and domestic items are presently stored here.



3.8

Fig.12 – Photo shows a further view of the hangar/shed, a fuselage is visible together with various mechanical and plane parts.





3.9

Fig.13 - Photo shows an external view of building 1.



3.10

Fig.14 - Internal view of building 1 – used for aviation storage.



3.11

Fig.15 – Further internal view shows plane parts inc. fuselage and wings.



---

## 4 Pre-application advice and evolution of this planning application up to the final design

4.1 The applicant has undertaken a comprehensive pre-application exercise using the local planning authority's advice service. This exercise including the thorough consideration of an initial sketch scheme and was accompanied by a supporting statement. That statement formed the basis for this Planning Statement, and the proposed development has been carefully developed from that initial scheme in direct response to the advice received.

4.2 All of the recommendations made by the LPA at the pre-application advice stage have been accepted and incorporated in the final site design presented in this planning application. The evolution of the scheme is explained below.

### First Pre-application submission (the original scheme)

4.3 The original design version considered at the pre-application stage related to the possibility of obtaining planning permission for the demolition all of the existing buildings at Carr Farm, including the dwelling and all outbuildings. The new dwelling was proposed to be re-sited from the existing position further to the west and accessed via a newly created access to the southwest. A new internal driveway and soft landscaping was also proposed.

4.4 The plans at that stage for the replacement dwelling were based on a large farmhouse style design, with single storey and two storey projections at the side and rear. The proposed footprint for the new dwelling was approx. 266m<sup>2</sup>. This scheme is shown at figs.16 and 17.

### Pre-Application Advice from NSDC – APRIL 2022

4.5 In consideration of the scheme design, the LPA advised in their written response that *"Having taken all factors into consideration I conclude that Officers would be unlikely to support an application of this nature based on the plans and information provided given the issues identified with the development in principle and the consequential landscape character and visual amenity implications of such inappropriate development in the open countryside. It has also not been possible to definitively conclude whether the development would be acceptable in*

---

*relation to ecology and flood risk. I apologise that I cannot provide a more positive response but trust that this outlines the current position”.*

- 4.6 In summary, the principal areas of concern given by the LPA were:
- Scale – in terms of the criteria set out in policy DM8.
  - Orientation of the dwelling.
  - Impact on landscape character due to the proposed layout/position of the replacement dwelling.
  - Extension of the residential curtilage was too great.
  - Impact on ecology caused by the removal of hedgerow to form the proposed new access (Note: This is now excluded from the plans).
- 4.7 The positive aspects of the proposal recognised by the LPA, based on the first design submitted were:
- Visual benefits.
  - Principal of a replacement dwelling at this site acceptable in principle.
  - Scope to increase the scale of the replacement dwelling.
  - Removal of large buildings could improve appearance.
  - Site enhancement.
  - Opportunity to protect the surrounding countryside through better defined site boundaries.
  - Design was acceptable overall, other than in terms of scale and position/orientation.

## Revised Scheme – May 2022 (see also Figs.18&19)

- 4.8 In response to the advice received, a number of significant changes were made to the proposed designs, site layout and scale to directly and positively respond to all of the points raised by the LPA in the initial pre-application advice.
- 4.9 A revised scheme was subsequently presented to the LPA in May 2022. The principal objectives of the proposal remained the same, being to construct a replacement dwelling at the site, however the extent of demolition proposed was reduced to cover the cottage and the large hangar/shed directly to the rear of the cottage only.
- 4.10 Aviation Uses: For clarity, prior to the pre-application it was not known whether there had been any formal change of use following the agricultural uses ceasing and the aviation uses starting circa 20+ years ago, and therefore it had been reasonably assumed that the site was of mixed use, at least in part, as opposed to agricultural.

- 
- 4.11 Whilst the LPA's assessment that the site has never *formally* been subject to a change of use application is not disputed, the broad range of evidence examined (including site visits, aerial photographs, historical photographs, site features and its identification on OS maps as an airfield) consistently shows that change of use *has* occurred and that the buildings have solely been used for domestic uses (or at least, *non-agricultural*) ancillary to the use of existing dwelling.
- 4.12 Whether or not a certificate of lawful development were to be required to assess this, it is nonetheless contested that it is reasonable to assert that the loss of the shed should be considered as loss of *domestic* space, rather than loss of an agricultural building, which it clearly no longer is.
- 4.13 Revisions: The most significant revision concerned the reduction in the footprint of the dwelling, as well as totally altering its position to align with the footprint of the existing dwelling more closely.
- 4.14 Rather than move the development closer to the road, which was assessed to have an overall greater (negative) impact on the street scene and character, the revised site layout sought to avoid this by moving the dwelling northwards, slightly further back but entirely within the existing built footprint of the site.
- 4.15 In addition, the red line curtilage was significantly reduced to reflect the LPA's advice to achieve a more appropriate plot size that would have a lesser impact on the neighbouring farmland. The scale of the dwelling was also significantly reduced (by close to 50% from the first version considered by the LPA), with the appearance of the dwelling being changed too, to adjust the original linear form to a softer and more traditional, locally inspired rural style.
- 4.16 In making these changes, it was noted that the replacement dwelling would be directly comparable to the size increase recently approved by the LPA for a replacement dwelling just a few hundred meters to the west (LPA Ref.20/01280/FUL - Demolition of the existing dwelling and the erection of a replacement dwelling with associated works – permitted 04.11.2020).
- 4.17 Finally, the proposal for a new access was removed from the plans and the new design was based upon retaining the existing access, taking

into account the LPAs comments about the potential harm caused by introducing a new access and the possible ecological impact triggered by a loss of part of the hedgerow.

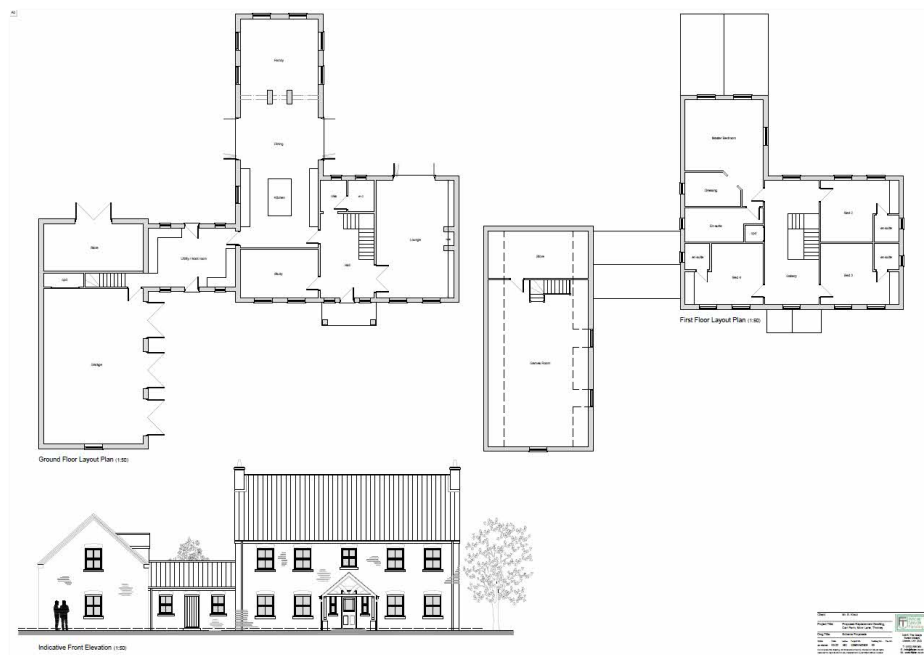
4.18

Fig.16 - Scheme 1: Original Site Layout (Considered April 2022 – now superseded).



4.19

Fig.17 - Scheme 1: Original Floor Plans and Elevations (Considered April 2022 – now superseded). Note – East facing principal elevation.



4.20

Fig.18 – Scheme 2 (Considered May 2022): Revised Layout – Changes to the first design included a reduced curtilage, reduction in scale, change in position and retention of the original (existing) site access.



4.21

Fig.19 – Scheme 2 (Considered May 2022): Revised Layout – Note the design of the replacement dwelling changed to more closely resemble features of the existing cottage, plus a significant reduction in scale.



---

## Final Comments from NSDC – May 2022

4.22

In consideration of the revised (second) scheme proposals submitted to NSDC in May 2022, the officer set out the LPA's position;

*“The reduced scale and positioning is welcomed and aligns better with the requirements of policy DM8. I think there could be a logical argument to extending the curtilage past what historically functioned as the garden for this dwelling (as shown on this amended plan) given the proposal would remove other buildings on site and improve the sites character. I think it would be helpful for you to include the existing footprint of development on site vs the proposed in any future application. If any benefit is to be attributed to the removal of the buildings that are not directly impacted by the footprint of the dwelling then their removal would need to be secured by condition.*

*My only reservation is the property sitting gable end to the road but sat quite far back – I think this could look quite unusual in this context. Typically we'd expect to see the front elevation addressing the street scene. Where a gable presents to the highway this is usually sat adjacent to the highway edge rather than so far back so I wonder whether a scheme could be developed with the dwelling turned 90deg to front the highway?”.*

## Final Design Changes (this application): July 2022

4.23

In response to the latest comments received from the LPA, further design revisions have been included to the plan drawings to address the LPA's comments with regards to the orientation of the dwelling.

4.24

In particular, this has included further consideration of how the property would be viewed from the road.

4.25

Whilst it is noted that the existing dwelling does not actually have a front elevation addressing the street scene at present, as proposed by the LPA, it was considered that this aspect could be achieved in the design of the new dwelling and that its inclusion would certainly improve the harmony and relationship between the dwelling and the street scene.

4.26

Through further site-based assessments of design principles and the available access options, plus consideration of the local vernacular (see

---

Design and Access details), the final dwelling design has been further improved to form a principal elevation that faces on to Clifton Lane.

- 4.27 In addition, further consideration has been given to the mass of the dwelling and how this would be viewed from the public highway.
- 4.28 This has resulted in the part of the replacement dwelling closest to the road being adjusted so that it remains very similar to the scale, width and position of the existing dwelling. For clarity and to assist the reader in making a direct comparison between the existing and proposed dwellings, the submitted plans show the footprint of the proposed dwelling overlaid on to the existing built footprints of the two buildings that are to be demolished (see drawing no.A1/02).
- 4.29 In making the new dwelling appear narrower from the road, and to maintain the requisite living space, the property is deeper but still wholly within the built extents of the buildings it will replace and to the scale advocated by the LPA.
- 4.30 As shown on the existing site layout plan submitted with the application and on the extract at figure 10, the existing dwelling plus the shed to the rear (numbered 3 and 4 on the plans) occupy a combined existing built footprint of 475m<sup>2</sup>. This is the total area to be demolished.
- 4.31 In comparison, the total built footprint of the replacement dwelling proposed in this application (gross external) is 238 m<sup>2</sup> - equivalent to half of the footprint of the existing buildings that it will replace.
- 4.32 In addition, all of the additional matters identified by the LPA in their first pre-application response have been included with this application. To summarise, these included:
- Application Form & Ownership Certificate
  - Full plans including site location plan, existing and proposed site plans (showing access), proposed floor plans and elevations
  - Design and Access Statement (in this planning statement)
  - Flood Risk Assessment
- 4.33 Within the LPA's response, reference to the *potential* need for an arboricultural survey was raised; "*In the event that development would result in the removal of any hedgerow you would also be required to submit a Tree Survey indicating where hedgerows and/or trees may be*



*affected by the proposed development. This includes on adjacent land or highways”.*

4.34 Since the revised proposal will retain the existing access, the hedgerow will be unaffected by the replacement dwelling and there are no trees within the application site area. Accordingly, and in line with the LPA’s advice, no tree survey is required as part of this planning application at this time.

4.35 Finally, the form and appearance of the existing dwelling has been used to influence the final design and it is anticipated that this will be recognised and supported by the LPA as a more sympathetic replacement that retains, as far as practicable, aspects of the existing character of the site and particular architectural features.

4.36 Fig.20 – comparison of existing dwelling (photo) and final design



Proposed South Elevation

---

## 5 Development Overview – Self Build

- 5.1 This application seeks full planning permission for 1no. replacement residential dwelling at Carr Farm, to be built as a self-build home for the applicant and their family.
- 5.2 The intention is to complete the build to an exceptionally high specification and create a sustainable and energy efficient self-build home.
- 5.3 The family are local to the area with family members also living in nearby South Clifton and Torksey. Their children attend school within the district area and therefore the desire to remain living locally is of paramount importance to them. This application is the culmination of more than two years searching for a suitable location and a site with potential to realise their self-build aspiration.
- 5.4 With the overall lack of availability of self-build opportunities in the local area and district as a whole, the opportunity to create a replacement dwelling at Carr Farm presents a good self-build opportunity and would better utilise and improve what is presently a dated and deteriorating site.
- 5.5 The proposed self-build dwelling would become their permanent family home, and subject to favourable determination of this planning application, it is their intention to commence the development on site as soon as practicable.
- 5.6 The existing house is not considered to be ideally suited to modern family living and renovation costs would be significant. It is also in need of a thorough refit.
- 5.7 In addition, as detailed earlier within this report, the proximity of the hangar directly to the rear of the property has a negative impact on living conditions within the dwelling and so even if renovation were to occur, the only practical way to reduce the impact of the hangar on future occupiers is to remove it completely. However, the cost associated with doing so would be disproportionate to the overall gain, since the value of the existing dwelling on its own is relatively low.

---

## 6 Planning Considerations & Assessment

- 6.1 The starting point for determining any application and for development management decision making is S.38(6) of the Planning and Compulsory Purchase Act 2004. The Act states that determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 The Council's position, supported by their published evidence base, is that it can demonstrate a 5-year housing supply. Therefore, in accordance with the requirements of the National Planning Policy Framework (NPPF), the Development Plan is up to date for the purpose of decision making.
- 6.3 Paragraph 47 of the NPPF reaffirms the Act, and states that; "*Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales*".
- 6.4 The principal parts of the Local Development Framework applicable to this application are the Newark and Sherwood Amended Core Strategy DPD (March 2019) and the Allocations & Development Management DPD (2013). These are considered together with the relevant National Planning Policies and Guidance below.
- 6.5 A check of the Council's website (25/03/2022) confirms that there is no made neighbourhood plan covering the site or parish area at this time.
- National Planning Policy Framework (NPPF)
- 6.6 The strategic approach taken in the Local Development Framework for Newark and Sherwood is aligned with the core principles outlined in the NPPF paragraph 11 in its desire to deliver sustainable development.
- 6.7 Paragraph 126 at Part 12 of the Framework states "*The creation of high quality, beautiful and sustainable 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*".

---

## 6.8

Paragraph 130 continues “*Planning policies and decisions should ensure that developments:*

- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”.*

## 6.9

The development proposed herein would address all of these criteria:

- The new dwelling would not only provide a long-term sustainable and compatible use for the site, but it would also remove the most recent site uses (whether or not they are lawful and hold any planning status) that clearly have high potential to cause harm, both in terms of environmental impacts and upon local amenity.
- The self-build dwelling would offer a more visually attractive alternative to the site’s current appearance and remove a dilapidated structure that dominates the local vernacular and offers no discernible benefit to the character of the wider area (and that will only deteriorate further and continue to detract from the character of the surrounding countryside unless replaced or removed).

- 
- The appearance of the new dwelling, its orientation within the site and its position relative to the public highway have all been carefully considered, adjusted in line with the advice provided by the LPA and redesigned to create a new dwelling that adds value to the setting that will form an appropriate addition and add value in the context of the rural setting.

6.10 Under ‘Rural housing’ at paragraph 78 of the Framework, the NPPF states that “*In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs*”.

6.11 It continues, at Paragraph 80 to emphasise that “*Planning policies and decisions should avoid the development of isolated homes in the countryside*” however this is presented in the context of new development, rather than for instances where the development would replace an existing dwelling.

6.12 For replacement dwellings, the Newark & Sherwood Local Development Framework (LDF) sets out the localised policy setting for decision making.

6.13 Newark and Sherwood Amended Core Strategy DPD (March 2019) *Spatial Policy 1 – Settlement Hierarchy* of the Newark and Sherwood Amended Core Strategy DPD (March 2019) establishes which settlements are central to the delivery of the district’s spatial strategy and the role of different settlements in achieving the growth detailed in the strategy.

6.14 The policy map at *Figure 1 – Areas of Newark and Sherwood* (p.11 of the Amended Core Strategy DPD) shows that for the purposes of the planning policies, the villages of South Clifton and Thorney (and land in between including the application site) fall within the ‘South Collingham Sub Area’. This in turn is part of the larger ‘Newark Area’ that makes up the eastern half of the district. The site is not within the District’s Green Belt area.

6.15 In the context of Spatial Policy 1, both South Clifton and Thorney are considered under the ‘other villages’ category whereby development

---

will be “*considered against the sustainability criteria set out in Spatial Policy 3 - Rural Areas*”.

- 6.16 *Spatial Policy 3 – Rural Areas* states that proposals that support and promote rural communities in Newark and Sherwood will be supported, however since the application site is outside the curtilage of both villages, Spatial Policy 3 states that “*Development not in villages or settlements, in the open countryside, will be strictly controlled and restricted to uses which require a rural setting. Policies to deal with such applications are set out in the Allocations & Development Management DPD*”. Since the site lies within the open countryside, DM8 is applicable – this is considered further below.
- 6.17 Paragraph 5.14 of the Core Strategy refers to both the specific local requirement for provision of land for self-build homes and the requirement under the Self-Build and Housing Act for these needs to be held on a register.
- 6.18 A register is now in place for the District, however at this time the applicants are not currently registered on it, principally because their search area crosses several different local authority boundaries and the majority of sites that do come on to the market sell very quickly and have never been made available to those on the register to consider.
- 6.19 The plan identifies that “*Newark & Sherwood has a long history of small-scale development in its towns and villages which help meet this element of the house building market and this is endorsed by the Council’s policies; in particular Spatial Policy 3 facilitates the small scale development which supports this approach*” (emphasis added).
- 6.20 Spatial Policy 3 in turn details a number of criteria that relate to development in the open countryside, however in practice it is apparent that these predominantly relate to the principle of new developments rather than replacement dwellings. Where these principles can be applied to the proposal for a replacement dwelling, they have been included in this development so far as practicable.
- Allocations & Development Management DPD (July 2013)**
- 6.21 The principal planning policy consideration within the DPD material to this planning application is detailed under Part 7 - Development Management Policies.

- 
- 6.22 Policy DM8 '*Development in the Open Countryside*' strictly controls development in isolated rural locations outside of the main villages further to the provisions of the Core Strategy.
- 6.23 The policy lists a number of exceptions, including two parts of policy DM8 that are applicable to this pre-application enquiry; Part 3 with regards to the replacement of a dwelling, and Part 4 given the proposed demolition of the non-residential building (assuming that it is still considered to be an agricultural barn despite evidence to the contrary) that will be partially replaced by the proposed new home.
- 6.24 For a replacement dwelling, DM8 Part 3 states that "*Planning permission will be granted were it can be demonstrated that the existing dwelling is in lawful residential use and is not of architectural or historical merit. In the interests of minimising visual impact on the countryside and maintaining a balanced rural housing stock, replacement dwellings should normally be of a similar size, scale and siting to that being replaced*".
- 6.25 DM8 Part 4 states that "*where they are related to established uses.... planning permission will be granted for the replacement of non residential buildings. Proposals will need to demonstrate that the buildings to be replaced originated from a permanent design and construction, are not of architectural or historical merit, have not been abandoned and are not suitable for conversion to other uses. The replacement building should be located within the curtilage of the site it is intended to serve*".
- 6.26 In the pre-application advice received in preparing this planning application, the officer's written response confirms that "*In this case the proposed development would be for a replacement dwelling – the host dwelling is not of any architectural or historic merit to warrant its retention and I understand it to have last been in residential use*".
- 6.27 In addition, later in the written advice the officer states that "*Overall I have no objection to the demolition of the existing buildings on site. I also consider a replacement dwelling could potentially be acceptable in principle on this site*"

- 
- 6.28 In as far as this part of DM8, the proposed replacement dwelling therefore conforms with the policy requirements.
- 6.29 The supporting text goes on to that that the Council recognises “*that the level of accommodation offered by some older dwellings does not reflect current living standards. Small increases in size to accommodate, for example an indoor bathroom will be acceptable. Proposals for significantly different siting will only be supported where they result in a substantial visual improvement to landscape character.*”
- 6.30 As detailed earlier in this statement, the scale has been substantially reduced and based on the last version considered by the LPA (upon which the submitted final design is based) the advice received confirmed that “*The reduced scale and positioning is welcomed and aligns better with the requirements of policy DM8. I think there could be a logical argument to extending the curtilage past what historically functioned as the garden for this dwelling (as shown on this amended plan) given the proposal would remove other buildings on site and improve the sites character. I think it would be helpful for you to include the existing footprint of development on site vs the proposed in any future application*”.
- 6.31 Based upon the advice and opinion received from the LPA (noting it is offered without prejudice), it is therefore considered that the scale, orientation and justification for the replacement dwelling have been appropriately met and full compliance with DM8 can be demonstrated.
- 6.32 In terms of the relationship between the buildings at the Carr Farm, this is currently considered to be poor and particularly exacerbated by the siting of the largest building (the aircraft hangar) directly to the rear of the residential dwelling.
- 6.33 This not only obscures light and results in overshadowing and the total loss of any rear views from the dwelling, but it also dominates the view of the site from the public highway too.
- 6.34 The opportunity presented by the planning application offers the potential to address this imbalance and redevelop the site in a way that is better suited, and with significantly lower impact, to the site’s rural setting.



6.35 As detailed in the planning history section earlier in this report, a recent planning application for the replacement of a dwelling just 240m to the south-west gained planning approval from NSDC, despite there being a noticeable increase in dwelling size and a change in scale from a single storey chalet bungalow to a two-storey house (planning application ref. 20/01280/FUL).

6.36 In that case, the LPA concluded that the redevelopment was still considered to be consistent with the overarching objectives of policy DM8. The difference in scale is most visible when comparing a photograph of the previous dwelling with its new replacement, which it is currently under construction (see photos as fig.21 and 22).

6.37 Fig.21 – An older dwelling (now demolished) close to the application site on Moor Lane/Clifton Lane has been recently replaced (see fig.22).



6.38 Fig. 22 – The replacement dwelling allowed under planning app ref. 20/01280/FUL – now complete



- 
- 6.39 Given the proximity and similarities between the sites, the same planning policy and landscape character considerations are applicable to this development as those applied in that application. The similarities in this regard were noted in the pre-application advice received from the LPA too.
- 6.40 In this context, it is considered that the scale of development proposed in this application is not excessive and that it is broadly comparable and consistent with that recent planning decision.
- 6.41 Landscape - NSDC have undertaken a Landscape Character Assessment (LCA) to assist decision makers in understanding potential impacts of developments on the character of the local landscape.
- 6.42 The LCA provides an objective methodology for assessing the varied landscape within the District and contains information about the character, condition and sensitivity of the landscape. The LCA established Policy Zones across the 5 Landscape Character types in the District.
- 6.43 The application site is identified within East Sandlands Policy Zone 2 (Wigsley Village Farmlands with Plantations). The landscape here is described as flat and its condition for this area is defined as 'moderate' with its sensitivity being 'very low'.
- 6.44 The landscape actions for this area are to create built features that reflect the local vernacular and create landscape features such as hedgerows etc. In this regard the proposed dwelling is specifically designed to reflect the local vernacular with the style and orientation of the dwelling purposely set to improve views both of the site from the public domain, and through the site to better reveal the surrounding countryside. At present the substantial agricultural/hangar building dominates the setting and the landscape.
- 6.45 This aspect was supported by the LPA, with the officer finding that *"I do not dispute that the proposed removal of the existing large portal buildings could improve the appearance of the site from the existing situation and this could carry some positive weight in any future planning balance"*.

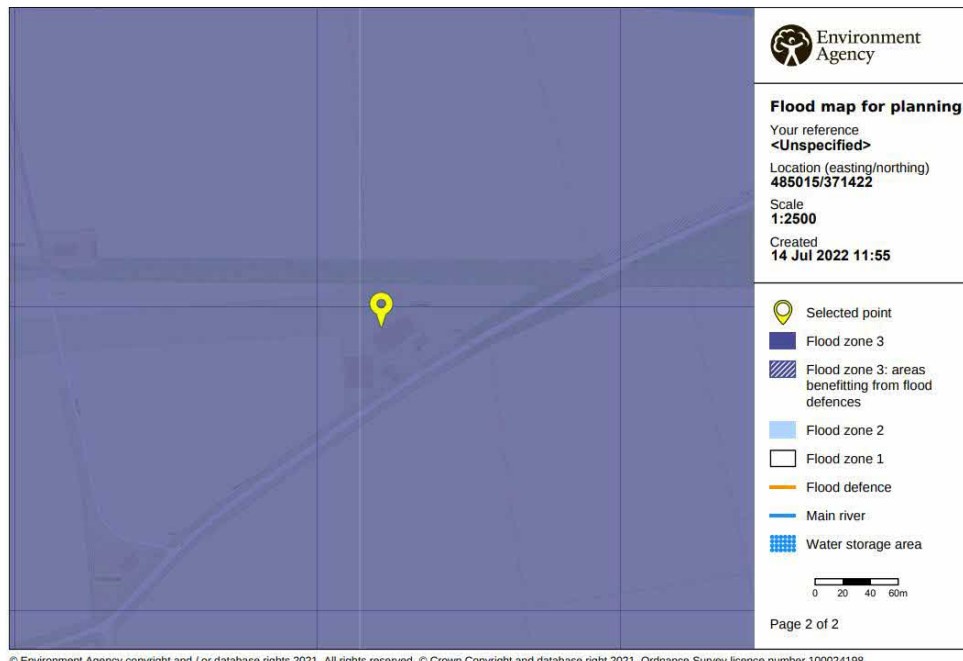
- 
- 6.46 The policy also aims to prevent unregulated sprawl in the open countryside in order to protect its rural character. To accord with this, the proposed dwelling has been repositioned (in line with officer advice) from the original version considered in the first version of the site designs, and the proposed new access dropped too, to preserve the full extent of the existing hedgerows that characterise this part of the district. This also prevents any sense of encroachment into currently undeveloped green field land and avoids an overly suburban hard landscaped appearance to the front.
- 6.47 Amenity - Policy DM5 of the DPD states that development proposals should ensure that there is no unacceptable reduction in amenity, including overbearing impacts and loss of privacy upon neighbouring development.
- 6.48 In this regard, at the pre-application stage the officer concluded that *“An assessment of amenity impact also relates to both the existing neighbouring occupiers and the occupiers of the proposed dwellings in terms of the amenity provision. Taking into account the remoteness of the site it is unlikely that any proposed redevelopment would have implications on any neighbouring occupiers”*.
- 6.49 As such, the application conforms with the policy objectives of DM5
- 6.50 Ecology - Core Policy 12 of the Core Strategy seeks to secure development maximises opportunities to conserve, enhance and restore biodiversity.
- 6.51 Policy DM5 of the DPD states that natural features of importance within or adjacent to development sites should, wherever possible, be protected and enhanced.
- 6.52 Whilst there are no nationally or internationally designated ecological or landscape sites within 2km of the application site, since the development would result in the demolition of existing buildings that the LPA consider *“have the potential to support protected species”*, a preliminary ecology survey may be necessary as a condition of any permission granted however the main ecology concerns related to loss of hedgerow – and this has now been fully excluded from the final plans and all existing hedgerow is to be retained, in full.

## 7 Other Key Planning Policy Considerations

7.1 **Flood Risk** – Section 9 of policy DM5 of the Allocations and Development Management DPD ‘Flood Risk and Water Management’ states that “*The Council will aim to steer new development away from areas at highest risk of flooding. Development proposals within Environment Agency Flood Zones 2 and 3 and areas with critical drainage problems will only be considered where it constitutes appropriate development and it can be demonstrated, by application of the Sequential Test, that there are no reasonably available sites in lower risk Flood Zones*”.

7.2 The application site, its access and land in the immediate vicinity (including the highway) all lie within Flood Zone 3 as defined by the Environment Agency Flood Mapping.

7.3 Fig.23 - EA Flood Zone Map Extract showing Carr Farm

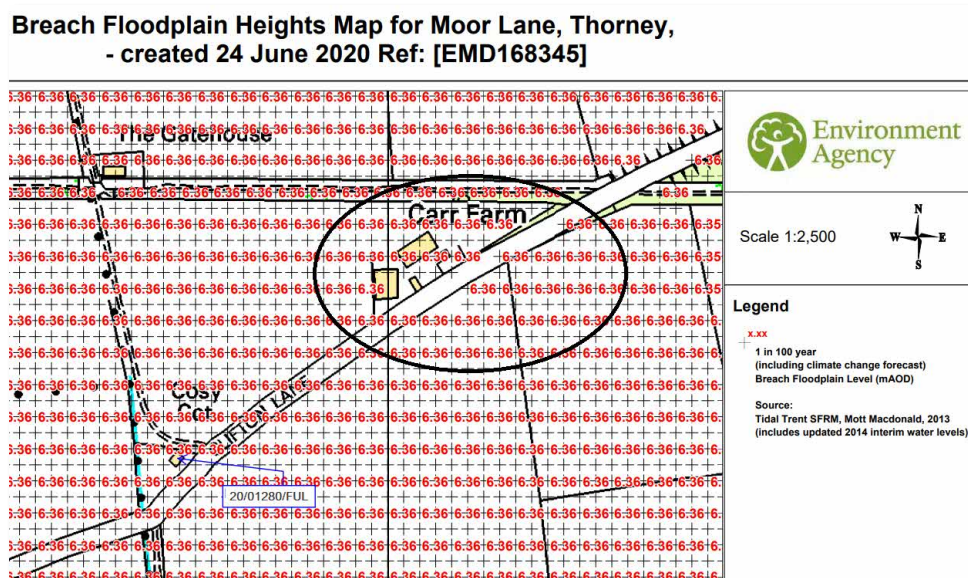


Defra, 2022

7.4 Whilst the application site lies within Flood Zone 3, Paragraph 168 of the NPPF states that “*Applications for some minor development and changes of use should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments set out in footnote 55*”.

- 
- 7.5 Reference to footnote 55 identifies that a “*site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3*”.
- 7.6 Accordingly, in line with the requirements of the NPPF and to satisfy policy DM5, a Flood Risk Assessment (FRA) is included with this planning application.
- 7.7 In their consideration of flood risk during the initial pre-application submission, the local planning authority’s written response acknowledges that “*The NPPF adopts a Sequential approach to flood risk directing that development should be delivered in areas at lower risk of flooding. However, clearly in the context of this type of application, the proposal would relate to a replacement dwelling and so there would be no net addition to dwellings within the site and no other site in which it could be replaced such that applying the sequential test would not be appropriate. However, as the proposal would relate to a ‘more vulnerable’ use in FZ3 the exception test would be required*” (emphasis added).
- 7.8 The submitted flood risk assessment includes details of how the replacement dwelling will be safe throughout its lifetime and confirms that it will not affect flood risk elsewhere. The assessment recommends flood resilient construction methods that can be incorporated as part of the build. All of these recommendations will be adhered to and adopted into the construction of the replacement dwelling.
- 7.9 In consideration of potential flood risk levels including climate change, the FRA uses LIDAR data to accurately assess existing ground levels. In turn, by cross-referencing this to modelled flood depths, this calculation informs the appropriate finished floor levels (FFLs) that should be set for the ground floor.
- 7.10 In order to ensure that the property remains safe throughout its lifetime, a minimum FFL of 6.66m AOD is advised.
- 7.11 At present, the existing floor levels are some 560mm below this, and therefore, whilst this is only a relatively minor difference, the existing property is potentially at risk from flooding in the event of an extreme event.

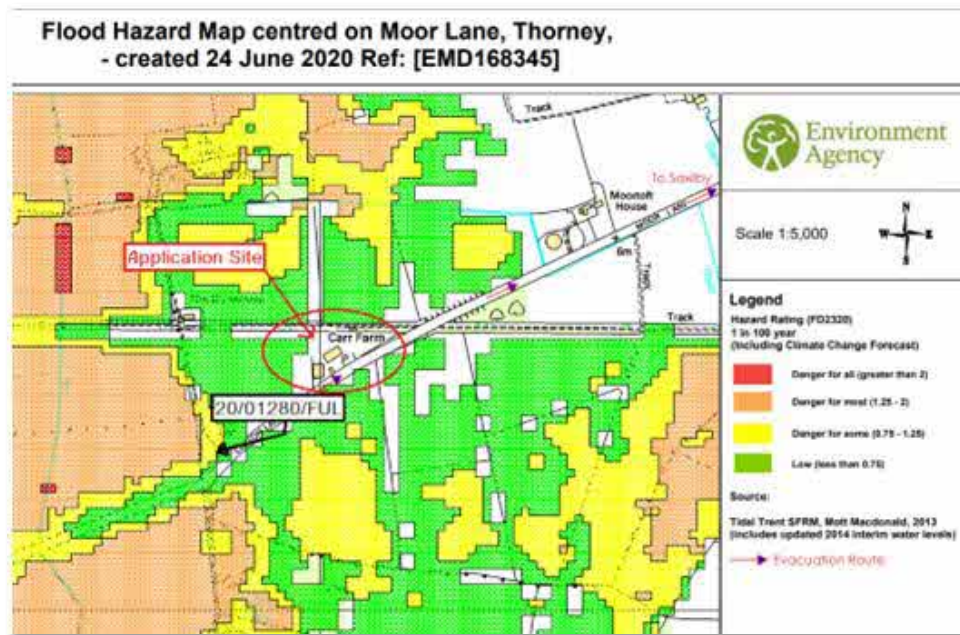
- 7.12 By replacing the dwelling, this risk can be eliminated completely.
- 7.13 The FFLs recommended in the FRA are set at 300mm above the 1in100 year level plus climate change, as shown in Fig.24. The recommended FFLs have been adopted into the design of the replacement dwelling, as shown on the submitted elevation plans.
- 7.14 Exceptions and Betterment: Given that the existing dwelling incorporates no flood resilient measures at all, and that it has a finished floor level below the threshold required for any modern development, the replacement dwelling presents an opportunity to lower overall flood risk to the future occupiers of the Carr Farm site.
- 7.15 In addition, by employing modern flood resilient measures during the course of the construction, and a layout that addresses advice including there being no ground floor bedrooms, this development offers overall betterment in the longer term than the existing dwelling.
- 7.16 It is also noted that the Hazard Mapping produced by the EA indicates that there is no risk attributed to the application site, which is actually sited marginally higher than the surrounding land and buildings (see fig.25).
- 7.17 Fig.24 - Breach Flood Plain Heights for Carr Farm are 6.36AOD based on the 1 in 100 year plus climate change levels. Accordingly, FFLs are set at 6.66m AOD to provide flood resilience.



Defra, 2020

7.18

Fig.25 – EA Flood Hazard Map – The application site is outside of any hazard warning area and Moor Lane provides a safe evacuation route.



7.19

Fig. 26 - Surface Water Flood Risk at Carr Farm.



7.20

For the replacement dwelling further along the lane, the EA accepted that the development would be suitable provided the finished floor level was set at a minimum of 6.66 metres Above Ordnance Datum (AOD) – this matches the FRA recommendations and FFLs included in this application.

---

7.21 This figure was calculated by adding the recommended minimum 300mm to the 1 in 100 year (with climate change) modelled flood depth, which at Carr Lane is 6.36mAOD (as shown in Fig.13).

7.22 In addition, the EA specified that there should be flood resilience measures implemented to a height of 7.7mAOD or above, plus a further stipulation that there would be no sleeping accommodation shall be located on the ground floor. As such, the standards accepted by the EA locally are considered to be totally achievable within the Carr Farm site and capable of being seamlessly included as part of the proposed development.

7.23 There are no further sources of flood risk that affect the pre-application site (i.e. Tidal or Surface Water – see Fig.26). Accordingly, in consideration of flood risk and as confirmed in the FRA, suitable mitigation from flood risk can be achieved in line with the EA's requirements and those set out in both local and national planning policy.

### Heritage Considerations and Heritage Impact

7.24 There are not considered to be any heritage impacts (negative or otherwise) arising from the proposed development. The site is not in a conservation area and a review of the National Heritage List for England (Historic England) confirms that there are no listed assets within or adjacent to the site, nor is the land within the setting of any adjacent heritage sites.

7.25 In addition, the Historic Environment Records (HERs) for Nottinghamshire have been checked for consistency to ascertain the likelihood of any below ground heritage or interest. Again, this confirms that there are no entries within the HERs to signal the need for further consideration.

7.26 It is therefore reasonable to conclude that there are no arising conflicts with either local plan or national policy requirements or any basis for further investigations in this regard.

### Public Rights of Way (PROW)

7.27 Rights of Way and Ordnance maps have been checked for the presence of public rights of way in and around the development site. No PROWs cross the site (i.e. within the red line boundary) and it is not considered that any rights of way would be negatively affected by this development.



---

## 8 DESIGN & ACCESS STATEMENT

### Use & Amount

8.1 The site is proposed to be developed for one self-build replacement as a total replacement of the existing cottage and a large, former agricultural shed positioned directly to the rear, less than 3m from the northern elevation.

8.2 Since the proposal is a replacement dwelling, there will be no net increase in dwelling numbers or subdivision of the plot.

8.3 The property has no defined boundaries at present and whilst it is noted that the outbuildings have had no formal change of use from their original purpose, it is very clear that both the sheds and land have held ancillary domestic uses for a protracted period of time, specifically for aviation purposes.

### Layout

8.4 The layout of the proposal has been informed by the client's needs, their family size and an analysis of the surroundings buildings & site area.

8.5 Layout design has also been heavily influenced by, and changed in line with, the detailed advice provided by Newark and Sherwood District Council during the pre-application stages, as detailed earlier in the Planning Statement.

8.6 The layout proposed for the replacement dwelling has specific references to traditional farmstead and farmhouse designs, including character doorways and windows, step changes in height, a road-facing principal elevation and materials that reflect the local vernacular and those visible in the properties located in the surrounding rural communities in this part of Nottinghamshire.

8.7 The proposed dwelling is set back from the highway to respect the existing building pattern and to preserve privacy and amenity of future occupiers from the public highway to the front (south).

8.8 The overall approach has been to try to create a layout that respects both the surrounding landscape, the existing buildings (especially those being retained), whilst allowing for the retention of existing 'flora and fauna' around the site boundaries, which will further complement the development and integrate it well into the setting.

8.9 Ample parking is provided within the curtilage of the site with adequate turning space and flexible private amenity areas.

- 
- Scale
- 8.10 The architectural proportion and scale of buildings should not be mistaken by assessing individual mass or height. The 'Scale' of the proposed dwellings is essentially defined by relative proportions of fenestration and architectural features of traditional architecture.
- 8.11 Proportion is the dimensional relationship of one part of the building to another or to the whole, described in terms of a ratio. Proportions are those that create visual harmony among the collective parts of the building.
- 8.12 Scale is the relative size of individual elements compared to each other and to a reference measurement. Scale is how we visually understand a building relative to ourselves. Both proportion and scale are important aspects of good architectural design because it requires projecting oneself into the imagined building to know how big it is going to feel once it is built.
- 8.13 In this case the overall building heights is no different to any two-storey family home in the local area and the overall scale has been limited to the space required by the applicant to meet their own family needs. As such, the scale of development proposed relative to the plot size and local character is considered to be acceptable.

Access

- 8.14 Access for All - The proposal will ensure that all people will be able to access and enjoy the new property so that everyone, including any future owners/occupiers regardless of age, disability, or gender, can use and enjoy the development independently.
- 8.15 The development will be designed to meet the requirements of Part M of the Building Regulations and British Standards throughout.
- 8.16 Vehicular Access - The site would be accessed from the existing highways access with adequate visibility splays and layouts within the application site will ensure vehicles can enter and exit the site in a forward gear.
- 8.17 At the pre-application stage, the original proposal for a new access has been totally removed from this planning application. With regards to highways matters and access, the LPA advised in their written officer advice that provided during the pre-application stage that; *"Policy DM5 is explicit in stating that provision should be made for safe and inclusive access to new development whilst Spatial Policy 7 encourages proposals which place an emphasis on non-car modes as a means of access to services and facilities. Taking into account the application would be for a replacement dwelling it is considered unlikely that any resulting dwelling would create excessive car borne traffic over and beyond the current situation to warrant withholding permission on this basis....Overall given the current site area it is likely that*

---

*ample space could be accommodated for off street parking, turning and manoeuvring. It is also likely that a suitable access arrangement could be provided. However, please note that this is an informal officer view given that no detailed visibility splays and information regarding parking provision has been provided”.*

8.18 Notwithstanding the requirement to verify this opinion with the Highways Authority during the statutory consultation period, it is considered that the requirements of DM5, as well as those set out in the *NSDC Parking Standards and Design Guide SPD (2021)* are met by this application.

#### Design & Appearance

8.19 The proposal has derived from careful consideration in layout, massing, and proportion to ensure the proposed dwelling respects the surrounding area.

8.20 The design approach has been to respond positively to the constraints and opportunities of the site, as well as the applicant’s vision for the development. This has been achieved via a specific response to the site and its context as an approach for creating a sustainable development and self-build family home.

8.21 The proposed dwelling will take a traditional appearance, influenced by local design styles found in rural homes and smaller villages across north Nottinghamshire.

8.22 With the use of a suitable facing brick, stone sills, and step changes in ridge height to promote the traditional appearance of the property, the replacement dwelling will make a positive contribution to the setting and surrounding area.

#### Landscaping

8.23 The site benefits from substantial screening derived from the mature hedgerow on Clifton Lane forming a well-established boundary treatment to the south.

8.24 However, within the site there are no discernible boundaries and, accordingly, the LPA note in their pre-application advice that there exists an *“opportunity for any future development to protect the surrounding countryside by better containing development within more defined boundaries”*.

8.25 As such, boundaries are identified on the proposed site plan. However, whilst there may be some additional planting to reinforce and fill any gaps in the front hedge, there is not considered to be any requirements for substantial additional planting across the wider site area nor a justification for the submission of a detailed landscaping plan.

---

## 9 Conclusion

9.1 This planning application is made by Mr and Mrs Kinch, owners of Carr Farm, which includes all of the land, an existing cottage and several large, former agricultural sheds positioned close to the road.

9.2 Carr Farm is located off Clifton Lane, in between the villages of South Clifton and Thorney in Nottinghamshire.

9.3 The replacement dwelling would result in the demolition of both the existing cottage and a substantial steel portal-framed building positioned within 3m of the cottage's northern elevation. That building was most recently utilised in connection with aviation for the storage of aircraft and associated replacement parts.

9.4 The replacement dwelling will be a self-build family home that the applicants will occupy with their family. The applicants currently live locally and have established businesses in the local area.

9.5 The application would result in the overall betterment of the site, achieved in a number of ways;

- The existing dilapidated outbuilding that currently dominates the site and local character would be removed completely.
- The dwelling will be replaced by a more modern, sustainable and well-designed family home that will improve the visual appearance of the site.
- There will be no loss of ecology or natural features.
- The total built footprint of the site will reduce by half.
- The existing, less compatible aviation uses will permanently cease, thus delivering improved environmental benefits. Over time agricultural uses will return to the site and remaining buildings.
- The new dwelling is capable of incorporating flood resilient measures that do not exist within the current dwelling, thereby improving the protection to future occupiers from fluvial flood risk.

9.6 The development is designed to maximise and improve the overall character and appearance of the site as a whole and has evolved to positively respond to the detailed advice provided by NSDC during pre-application dialogue and in their officers' written reports.

- 
- 9.7 The existing buildings detract considerably from the appearance of the open character of surrounding countryside and therefore the replacement dwelling will release the opportunity to improve this arrangement.
- 9.8 This planning statement identifies that the locational requirements of the local plan and all relevant national planning policies are met by this proposal and that there are no planning or physical constraints that would inhibit delivery of this self-build home.
- 9.9 The development accords with the principles advocated in both local and national planning policies for sustainable development and the effective use of land.
- 9.10 In conclusion and given the level of policy compliance demonstrated in this statement and within the application submitted as a whole, it is considered that Paragraph 11(c) of the Framework is applicable, which states that for decision taking, development proposals that accord with up-to-date development plans should be 'approved without delay'.
- 9.11 Accordingly, it is anticipated that the local planning authority can support to the proposals for the reasons outlined in this report and that planning permission should be granted.