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END

PLANNING, DESIGN & ACCESS STATEMENT

OUTLINE PLANNING APPLICATION FOR:
PROPOSED DETACHED DWELLING AT LAND
ADJACENT TO NO.17 LONDON ROAD,
OSBOURNY, SLEAFORD, LINCOLNSHIRE

INTRODUCTION

THIS STATEMENT

This multi-faceted statement has been produced to support an outline planning application for the 1no detached dwelling and should be read in conjunction with the submitted drawings and application forms.

Although not strictly speaking a national requirement, I have for completeness produced a Design and Access Statement along with a Planning Statement under the cover of this single document. This constitutes a significant part of the justification in support of the proposed development and seeks to demonstrate that the proposal would be a sustainable form of development in conformity with the development plan.

THE PROPOSAL

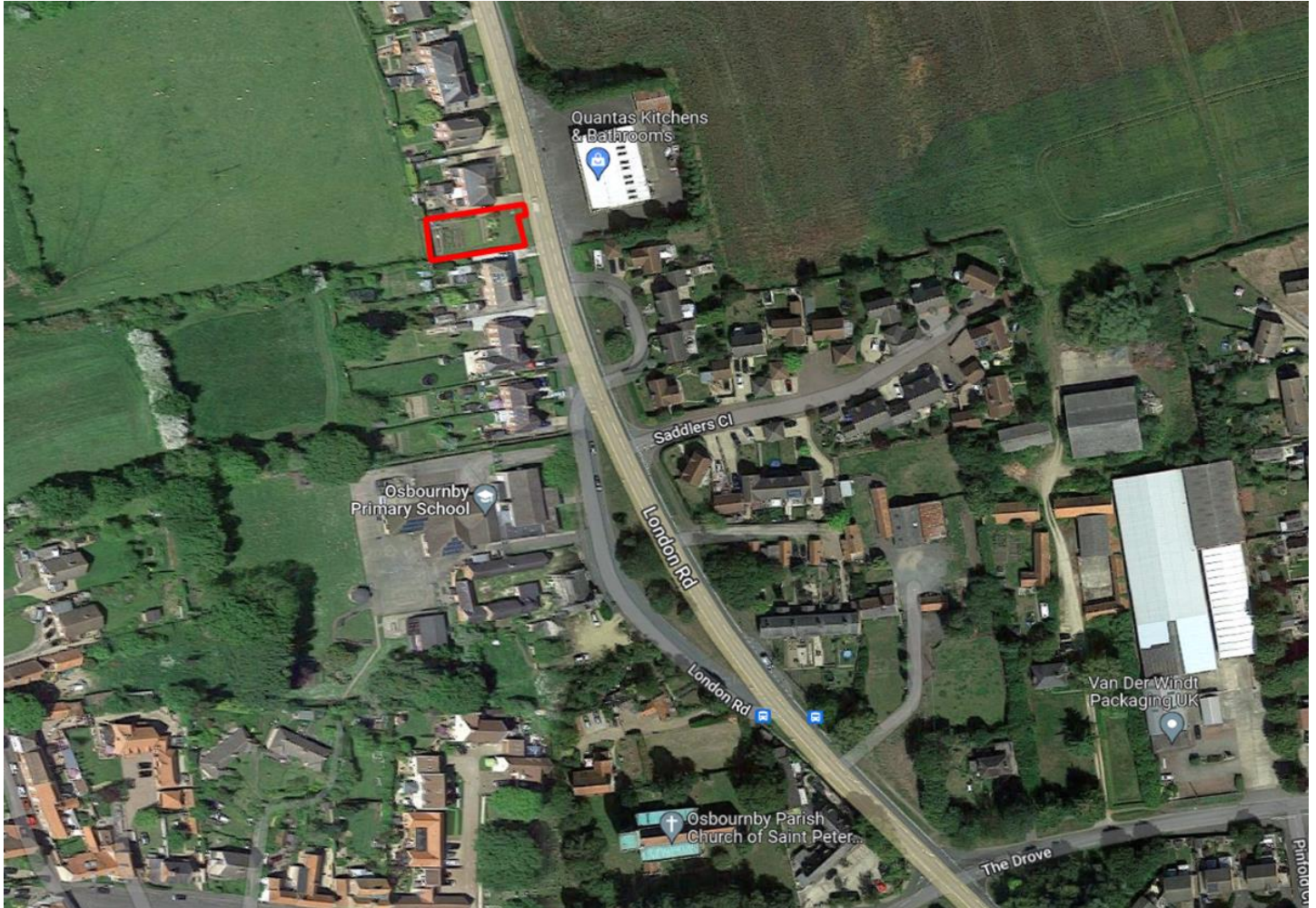
PROPOSED DETACHED DWELLING

The proposal seeks permission to erect 1no detached dwelling on the above site with associated driveway, access from London Rd and rear & front gardens.

CURRENT CONTEXT

OSBOURNY AND THE SITE

Osbourney is a village and civil parish in the NKDC district of Lincolnshire. Osbourney is located 5 miles south of Sleaford near the A52 roundabout.



The site is located to the north of the village on the relative outskirts of the village albeit part of a well developed residential area of the village.

The site is currently a garden for the semi detached house next door (No.17) with hedged boundaries and a large area of grass and patio areas. The site frontage to the east faces the access road (London Road) with an existing semi-detached house to both the north and south of the land in question and a large area of farmland/fields to the west that is designated for HELAA land (Ref :NK/OSB/003).

The site is not located within a conservation area, or in proximity to any historic or listed buildings.

LOCAL POLICIES

CENTRAL LINCOLNSHIRE LOCAL PLAN

The Local Plan was developed by a partnership of local authorities including City of Lincoln, West Lindsey and North Kesteven District Council, and was adopted in April 2017. It covers the period 2012-2036. The plan has the following key aims:

- An even better place to live, with quality homes people can afford, easier access to shops, services and facilities, and new thriving communities, which are welcoming and safe.
- An even better place to work, where new facilities and infrastructure mean that businesses choose to expand or relocate here, bringing jobs and stimulating investment.
- An even better place to visit, a place where people choose to come to enjoy our nature, our history, our shops, our eateries and attractions, while at the same time significantly contributing to our rural and urban economies.

The following policies are relevant to the determination of this proposal:

Policy LP1 – A presumption in favour of sustainable development:

The proposal offers the perfect opportunity to ensure this growth is made real and ensures the viability of the village for future generations to come.

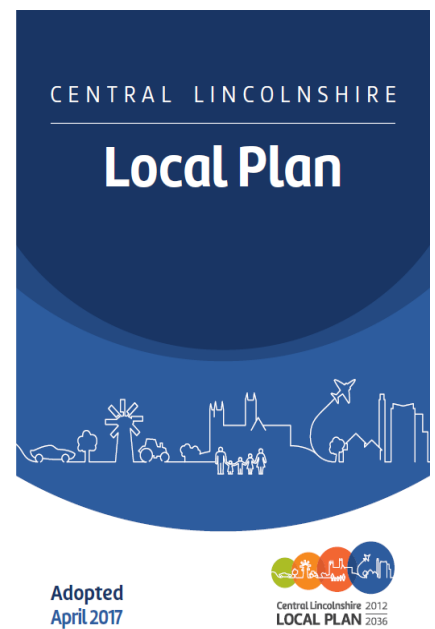
The proposal provides a high quality and sustainable development that will see the village far into this future.

Policy LP2 – The spatial strategy and settlement hierarchy: Small Villages - Unless otherwise promoted via a neighbourhood plan or through the demonstration of clear local community support, the following applies in these settlements:

They will accommodate small scale development of a limited nature in appropriate locations

Proposals will be considered on their merits but would be limited to around 4 dwellings, or 0.1 hectares per site for employment uses.

Policy LP26 – Design & Amenity: The design is sympathetic to the local area and makes use of an oversized garden and provides a stronger street elevation on the outskirts of the village.



NATIONAL PLANNING POLICY FRAMEWORK (NPPF):

The recent revision of the National Planning Policy Framework which was released on published (July 2021) replaces the earlier variants.

A fundamental element of the NPPF is to achieve sustainable development and identifies three dimensions to sustainable development. These are regarded by the NPPF as being interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): -

- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth;
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity and adapting to climate change, including moving to a low carbon economy.

The following paragraphs are cited as being particularly pertinent to the proposal currently submitted for consideration:

Para 9 – “These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”

Para 11 – “Plans and decisions should apply a presumption in favour of sustainable development.

- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:
- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

Para 60 – “To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

Para 69 – “Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes”

Para 70 – “Neighbourhood planning groups should also give particular consideration to the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 69a) suitable for housing in their area.”

Para 105 – “The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

Para 111 – “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.”

Para 112 – “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;”

Para 124 – “Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.”

Para 126 – “Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

Para 130 - “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 users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

DETAILS

USE, AMOUNT, APPEARANCE, ACCESS, LANDSCAPING, SCALE, PRINCIPLE, HIGHWAYS & IMPACT

Principle of Development

This application seeks planning permission for the erection of 1no new detached dwelling.

The new proposal is of a high quality and sustainable design that fits in comfortably with the vernacular and street scene of the area.

Use

The proposal is in keeping with the local area and maintains the residential aesthetic to the area.

Amount& Layout

The dwelling has a similar relationship to its boundaries to that of the other neighbouring properties and maintains a similar sized garden and more importantly maintains the same front elevation relationship to the main road to that of its neighbours to continue the street scene. There is no desire to over develop the site and sits comfortably within its boundaries.

Appearance

The proposal is designed to fall seamlessly into the street scene, the look of the dwelling is sympathetic to the local material palette and will intend in matching with similar brickwork, roof tiles, etc where appropriate.

Scale

The scale of the development is well proportioned to the neighbouring dwellings with similar relationship to the main road and width/depth of gardens being very similar. The ridge line and roof pitch will match with its neighbours, along with the proportions of windows and general fenestration.

Waste disposal

Existing waste disposal facilities serve the area, providing the necessary disposal of general, recycling and garden waste. It is considered that the addition of 1no property will have minimal impact on this service.

Flood Risk

The site is not located within a flood risk zone.

Highway Safety

For the proposed site, new entrances, drop kerbs, etc will be provided to meet the local Highways Department standards. The proposal provides the necessary parking requirements for each unit and provides its own parking on the proposed with private driveways.



Existing – 3D Visual Street Scene



Proposed – 3D Visual Street Scene



Existing – 3D Visual Street Scene



Proposed – 3D Visual Street Scene



Existing – 3D Visual Street Scene



Proposed – 3D Visual Street Scene

CONCLUSION

PROPOSAL CONCLUSION

The detailed design and 3d visuals have shown that the site is perfectly sized for a similar scale dwelling of that of its neighbours and will fall seamlessly into the street scene with no adverse effects.

In conclusion, on the basis of the aforementioned information, read in conjunction with the submitted application forms and drawings, it is considered that there will be no detrimental harm created by this proposal, and therefore it is considered that the proposed development can be sufficiently justified. It is therefore respectfully considered that the proposed development should be approved.

Should the appointed Case Officer or other representative of the Local Planning Authority be concerned by any aspect of this proposal, it is respectfully requested that they engage with the agent at the earliest possible opportunity to ensure that all issues can be resolved in a timely and efficient manner.

END