

# Land off, The Drove, Osbournby, Sleaford, Lincolnshire, NG34 0DL

## Design & Access Statement – August 2022



In support of an application for the erection of 20 new dwellings and highway works.



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## 1.0 Introduction

The Design and Access Statement has been prepared to support an application for a new development of 20 new homes, the application follows a previously approved application for 16 homes under application 15/1224/FUL.

## 2.0 Background

The new application is for the construction of 20 new dwellings / homes following a previously approved 15/1224/FUL - Erection of 5 no. affordable semi-detached & terraced houses, 8 no. detached houses & garages & 3 no. detached bungalows & garages.

The site itself is located in the village of Osbournby, Lincolnshire off the public highway The Drove and is sited opposite New Street and alongside a previous development off Pinfold Close.

The arrangement of the site is such there are 3 elements, a small cluster of 3 open market detached houses with private access directly off The Drove, also accessed off The Drove are the 4 terraces and 2 semi detached homes. The 4 terraces are for Affordable units, with the 2 semi detached homes being open market. The style and arrangement of the parking to these 6 units echo the current parking arrangements to a number of cottages just past the site along The Drove. Lastly, there is a new adopted highway bell mouth and access road directly off The Drove which leads you into the heart of the development and provides access to the 11 remaining detached open market homes, a number of which have detached garages.

## 3.0 Site & Setting

The site itself is around 6800sqm or 0.68Ha in a rectangular shape. The North elevation adjoins the public highways named (The Drove), the East elevation sites on

the boundary with a neighbouring access for a local farmer. The South elevation adjoins a playing field with the last West Elevation adjoining a number of properties which are off Pinfold Close. The land itself has been utilised for agricultural purposes but currently sits as grassland, with the boundaries comprising of hedges and trees, with some fencing when the site adjoins existing domestic residents, predominantly this is evident of the West elevation.

In the North West corner of the site sits an existing electrical substation within a light green GRP housing and its own direct access and parking from The Drove. The proposed application does seek for a number of access from The Drove onto the development, but The Drove itself is a very quiet country village round. Osbournby itself is a traditional Lincolnshire village with architectural styles and design which you would expect to see with a mixture of traditional cottages and more modern day brick built homes.

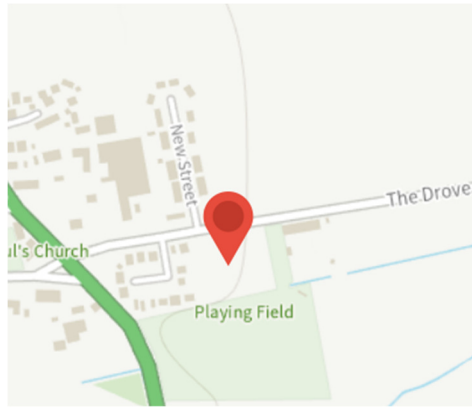
The village boasts a busy primary school, nursery school and a handful of local amenities, the local public house unfortunately has closed, but is due to be reopened as a café and farm shop which will be a grateful addition to the village and surrounding area. Access to Osbournby is primarily via the A15 which runs through the village (North to South) and then the A52 which runs East to West just South of the village. Sleaford sits about 5 miles North of Village and houses all the typical amenities you would expect of a Lincolnshire Market Town.

## **4.0 Ecology**

The proposed development will have little long term negative impact to the local Ecology, and with the additional planting proposed with new Trees and Hedges the Ecology impact should improve.

## **5.0 Flood Risk**

Reviewing data provided from the Environment Agencies Flood risk maps, the site is within Flood Zone 1, thus is not affected by sources of flooding other than rivers and the sea and there for a specific flood risk assessment is not required.



## 6.0 Drainage and Highways

The design and layout of the site, utilises either private driveways and accesses or a single adopted access road with new bell mouth. The proposed highway design will be subject to adoptable standard and requirements as set out by Lincolnshire County Council Highway Department.

There is then sufficient space per plot to allow for 2 or more parking spaces, and manoeuvring zones, this will allow access onto the adopted highways safely.

Woodside Consulting Engineers have provided a Preliminary surface water Drainage Strategy which clearly sets out the proposed philosophy approach on the site, the principle is a combination of permeable private or shared drives, attenuation tanks and an adoptable swale.

## 7.0 NPPF / Planning Matters

The following portion of the statement sets out relevant National Planning Policy's and wider conservation guidance. The national planning policy framework (NPPF) sets out the Government's planning policies for England with a strong emphasis being in favour of sustainable development. The NPPF has key areas of emphasis for being in favour of sustainable developments these being, economic, social and environmental.

Paragraph 10 of the framework states that 'plans and decisions need to take local circumstances into account, so that they respond to different opportunities for achieving sustainable development in different areas'.

Paragraph 14 sets out the government's commitment to supporting sustainable development. In relation to decision taking, it states: 'at the heart of the national planning policy framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision making.

Paragraph 38 highlights that the Local Planning Authorities should make decisions on proposed developments in a positive and creative way and should use training and skill sets provided to make decisions, including brownfield registers and permission in principle along with working proactively with applicants to secure developments that will improve the economic social and environmental conditions of the area as highlighted above.

Paragraph 47 to 55 sets out the government's commitment to deliver a wide choice of quality homes and boost significantly the housing supply with a variety and mixed style of properties.

Paragraph 51 relates to the re use of land and buildings and its states that Councils should normally approve planning applications for change to residential use and any associated development from commercial buildings where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate.

Paragraph 80 states 'planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.'

Paragraph 109 states '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 Government remains committed to encouraging high density development and the most efficient use of land. In particular, Paragraph 118 (d) highlights that planning policies and decisions should promote and support the re development of under-utilised land and buildings.

In summary the NPPF further highlights that the planning system is there to assist in achieving sustainable development and the three aforementioned objects are met.

**Economic:**

To keep property and land of the right types, styles being available at the right time to support growth, innovation and look to enhance productivity along with building local infrastructure. The application hits these objectives as it proposes to continue the use of an existing parcel of land in a sustainable fashion, the proposed development would have no conflict on the surrounding land or properties, and will give a boost to local construction jobs and boost local supply chains and businesses.

**Social:**

In supporting a strong, vibrant and healthy community by ensuring sufficient numbers and range of homes be ne provided to meet the needs of the local economy and continue to provide provision for future generations along with providing and supporting a safe environment with accessible services which all assists in boosting a communities health, social and cultural well-being. The proposed development has been designed to provide a bungalow of modest proportions from the standard square meterage then currently available within the area, this further enhances the wider choice of homes available to the public.

**Environmental:**

To contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimizing waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. The application will allow an existing redundant parcel of land to continue in providing a new lease of life by being redevelopment, there is no harm to any designated heritage assets locally yet still enhances the local environment, the land is previously developed and therefore ideal for redevelopment.

With the reduction in pollution driving design for all new buildings, the design of the dwellings takes into account and use of high thermally efficiencies with the fabrics u-value performances, including but not limited to, insulating external walls and roof spaces equal or greater than the building regulations, installing double glazed windows throughout, utilising highly efficient air source heat pumps which will provide green energy to all the property and or photovoltaic panel system on the roof.

A number of local policies will need to be referenced in determining all applications, and these sit within the Central Lincolnshire Local Plan (CLLP). Even for small developments the policies still need to be considered, for example LP2 point 4 (Large Villages) could be assed against the application, however we are only look to add 20 dwelling which utilises a section of land which wasn't ideal for agricultural use due to its scale and location.

The application could also take into consideration policies within LP26 of the CLLP, which is in reference to amenity consideration. When assessing the relevant distance to neighbouring properties, the general scale and form of the dwellings and there separation from vegetation the development lends itself comfortably to compliance.

The site itself is considered well accessible from multiple transport method's, such as car, cycles, bus etc and as such is complaint with the social and economic sustainability principles of the NPPF as well as LP13 of the CLLP

## 8.0 Secure By Design

The proposal places great emphasis on providing safety and security that are built into the key design proposals. It is important that all public open spaces feel comfortable, by creating good visibility and effective lighting so the users feel they can be heard and seen by people. There is a strong connection to the sensitive combination of good design, good management and community involvement as an effective tool in creating a more secure and safer environment, which reduces the risk of vandalism and the fear of crime and violence.

The best way of achieving this is through the creation of lively urban areas and public spaces which are easy to overlook. The key design principles in achieving this built-in safety through the design are as follows:

- Making buildings front onto the public realm
- Avoid designing exposed blank facades
- Discourage casual intrusion
- Being careful not to make planting too high or dense to screen potential assailants in certain location
- Balconies designed and sited to avoid climbing into buildings
- Providing safe routes for walking and cycling

With any infill parcel of land it is important that they are not left unoccupied for too long as this can encourage casual intrusion and anti-social behaviour and, subject to the gaining the necessary permissions, the new occupants will take occupation of the site and guarantee a positive and long term future for the area, whilst bringing much needed life to this section of the village.

## 9.0 Conclusion

We believe that the proposed layout and amendments over the previously agreed application 15/1224/FUL are still appropriate for Osbournby and actually provide a better offering of properties to the local community and further afield. We feel layout and scale fit within the local and national planning policies and all considerations where undertaken when designing the layout of the development.

Previous Public and Parish Council meetings taken place for the previously agreed application 15/1224/FUL, show that there is an acceptance to the land being developed and an understanding of the benefits additional housing will have on the local community. And will actually enhance the street scene of The Drove. The impact to the direct neighbours is limited, due to the considered site layout, but also due to the natural and existing foliage barriers.

Careful consideration has been undertaken with the overall design, residential amenity, land use, access, parking and general relationships and therefore it is our opinion that the development complies with all the relevant Local Planning Policies and National Planning Guidance within the NPPF and the application should be approved.