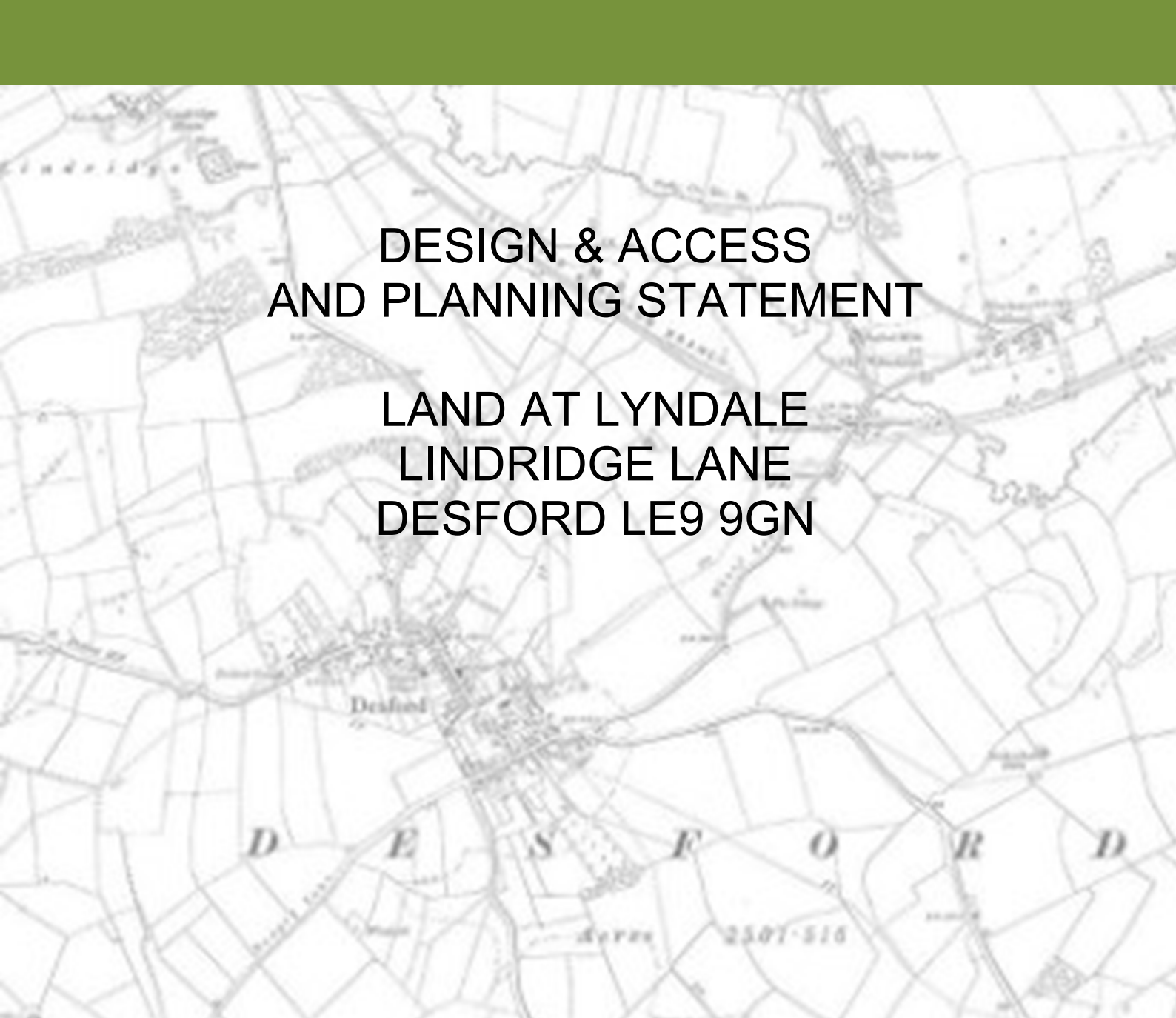
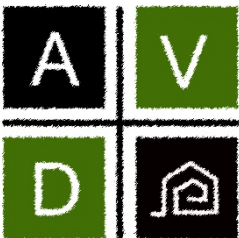


A historical map of the Desford area, showing the River Desford and surrounding land parcels. The map is faded and serves as a background for the title text.

DESIGN & ACCESS AND PLANNING STATEMENT

LAND AT LYNDAL
LINDRIDGE LANE
DESFORD LE9 9GN

REF. 767-LLD-PS (-)

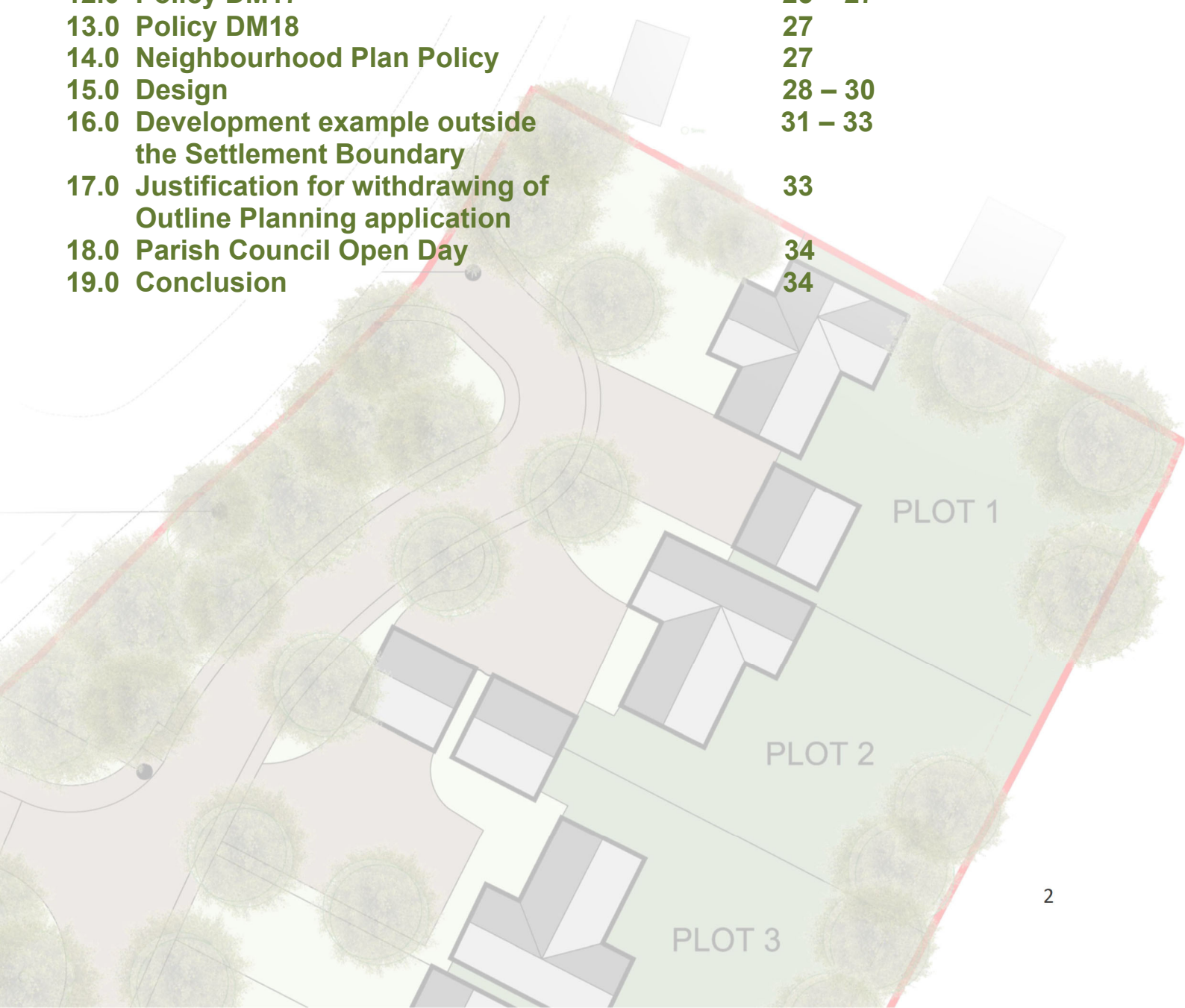


Architectural Vistadesigns Ltd

A photograph of a dense forest of tall, thin evergreen trees, likely cypresses, standing against a bright sky. The trees are in the foreground, and the background is a lighter, hazy area.

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1.0 INTRODUCTION & PURPOSE

- 1.1 The Planning Statement is to support the outline planning application, with all matters reserved except access for the erection of four dwellinghouses and garages on land at Lyndale, Lindridge Lane, Desford, Leicestershire, LE9 9GN
- 1.2 This Statement has been prepared in accordance with the requirements of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) and the provisions of the Town and Country Planning (General Development Procedure) (Amendment) Order 2010 and Town and Country Planning (Development Management Procedure) (Amendment) Order 2015.

2.0 SITE ASSESSMENT & LOCATION

- 2.1 The site accommodates the Lyndale Boarding Cattery was trading for numerous years but has now ceased trading.
- 2.2 The site is located North of Desford off Lindridge Lane.
- 2.3 Desford is situated in the eastern part of the Borough at the intersection of roads linking Kirby Muxloe, Newbold Verdon, Thornton and Thurlaston.
- 2.4 The site has an area of approximately 1.16 Acres and is approximately 700m from Desford Village Centre.
- 2.5 The site is located opposite Tropical Birdland and dwellings occupy the land on both sides of Lindridge Lane to the southwest and to the north is Lyndale are farm buildings and redundant old sewerage works.
- 2.6 There is a Dense line and groups of mature trees and bushes on the west side of the site that separates the site from Lindridge Lane and further a group of mature trees along the Southern boundary, which screens the site from Lindridge Lane. Along the Eastern Boundary there is an existing ditch, barbwire fence and hedgerows overlooking open fields with the existing outbuildings of the Cattery aligned along the East of the site. Lyndale itself is located North of the site within an equally sized plot of land totaling circa 1 acre within its own private mature gardens, Detached Garage and Outbuildings, which is also well screened with mature tree lines on the Northern and Western boundaries from Lindridge Lane.

2.7 The site falls adjacent and defined settlement boundary of Desford.

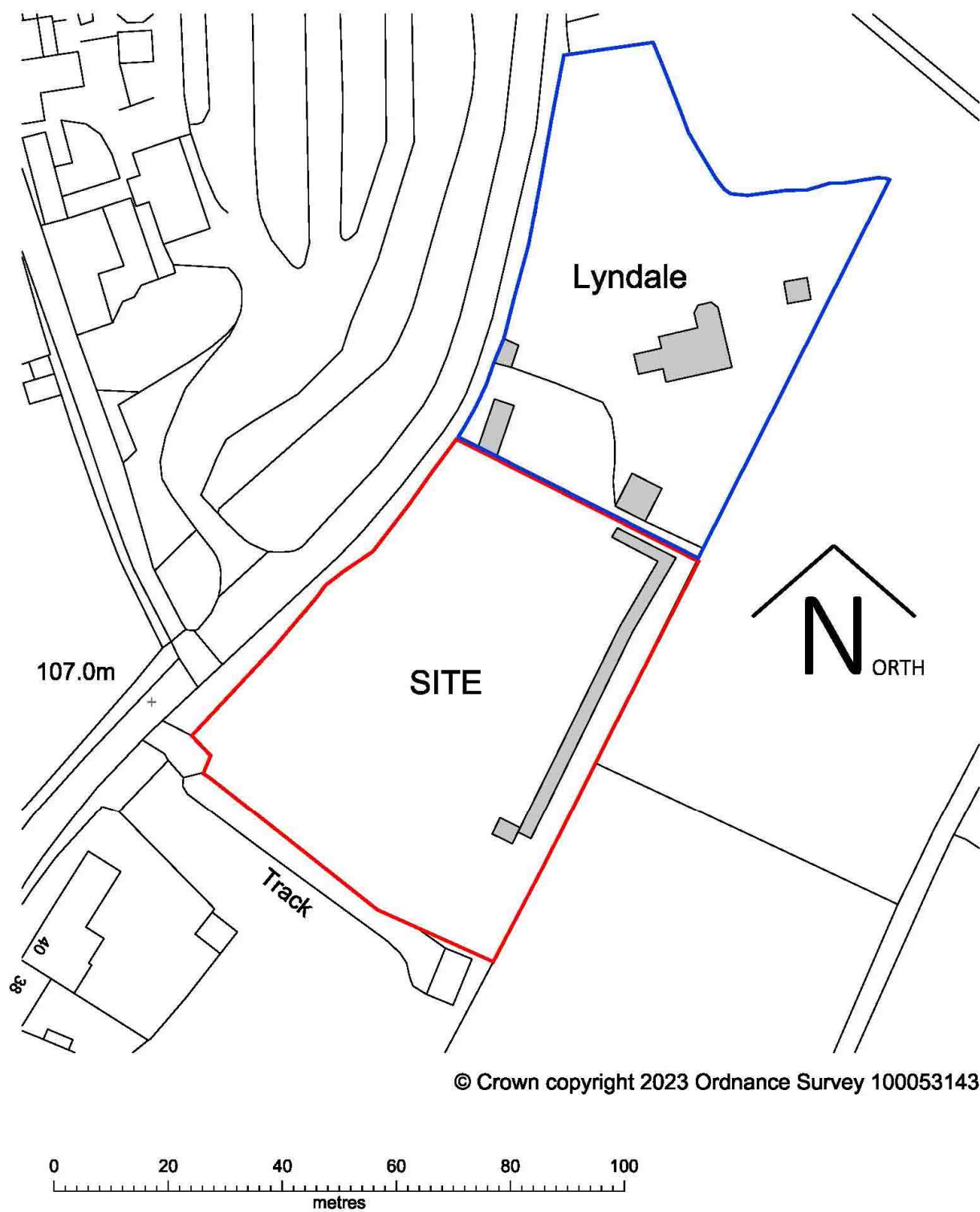


Fig 1. Site Location Plan defining Site Boundary



Fig 2. Site Location Plan – 3D (Source Google Earth)

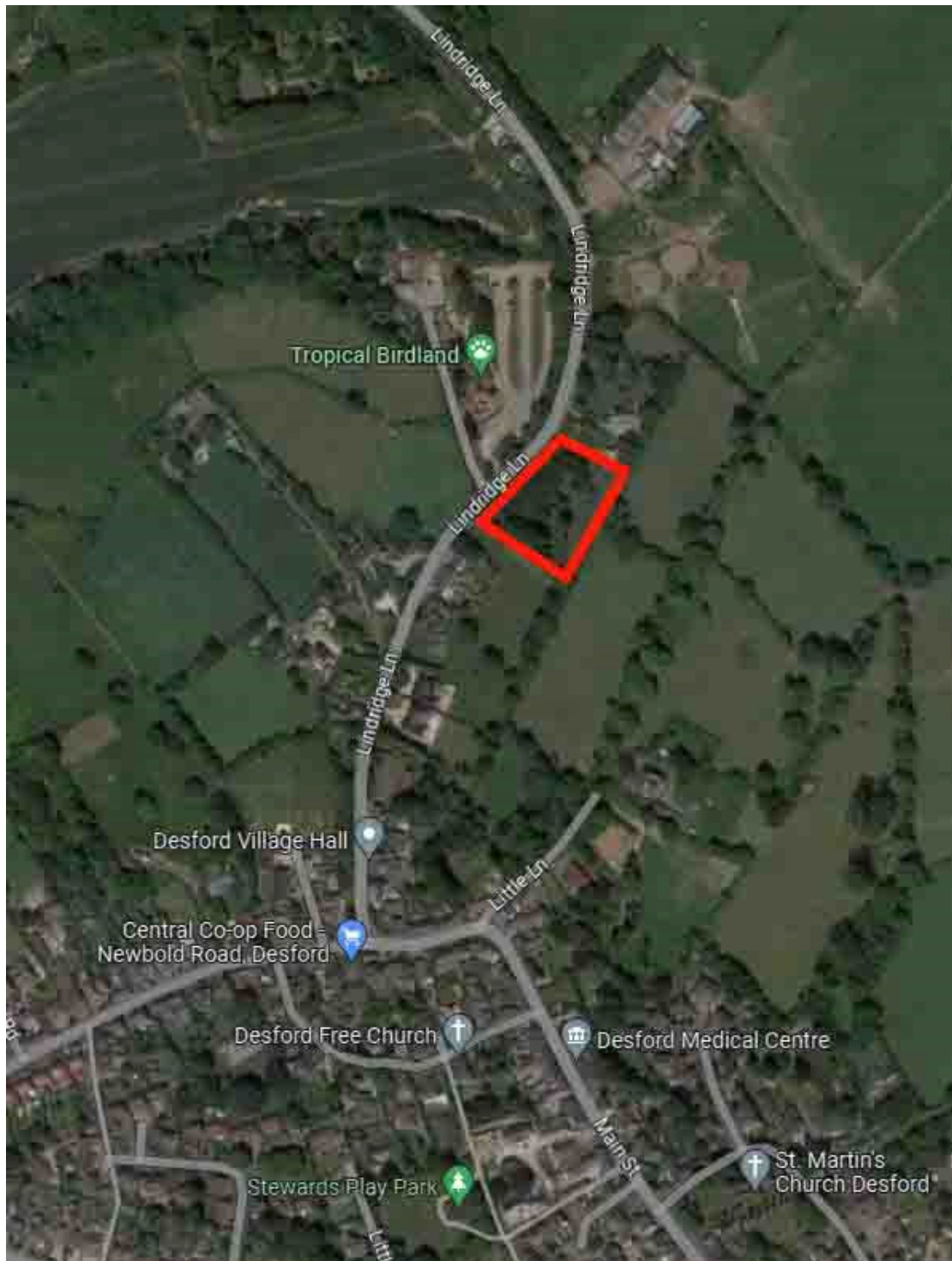


Fig 3. Area Map – (Source Google Maps)



Fig 4. Site Picture – South West View from Lindridge Lane



Fig 5. Site Picture – South East View from Lindridge Lane



Fig 6. Site Picture – South View from Lyndale



Fig 7. Site Picture – North View showing remaining Cattery Outbuilding structures



Fig 8. Site Picture – Eastern View showing remaining Cattery
Outbuilding structures in front of boundary and tree lines around the site



Fig 9. Site Picture – Remaining Cattery Outbuilding structures

3.0 PLANNING HISTORY

- 3.1 22/00569/OUT: Outline application for proposed erection of 4 No. dwellings with associated Garages (All Matters Reserved except for access) - **Withdrawn**
- 3.2 79/02255/4M: Erection of boarding chalets, cat runs and stores - **Permitted**
- 3.3 82/00837/4: The Council approved the erection of a stable block on the site **Permitted**

4.0 PLANNING POLICY

Core Strategy (2009)

Policy 7: Key Rural Centres

Policy 11: Key Rural Centres Stand Alone

Policy 16: Housing Density, Mix and Design

Site Allocations and Development Management Policies DPD (2016):

Policy DM1: Presumption in Favour of Sustainable Development

Policy DM3: Infrastructure and Delivery

Policy DM4: Safeguarding the Countryside and Settlement Separation

Policy DM6: Enhancement of Biodiversity and Geological Interest

Policy DM7: Preventing Pollution and Flooding

Policy DM10: Development and Design

Policy DM17: Highways and Transportation

Policy DM18: Vehicle Parking Standards

National Planning Policies and Guidance:

National Planning Policy Framework (NPPF) (2019)

Planning Practice Guidance (PPG)

National Design Guide (2019)

Other relevant guidance:

Good Design Guide (2020)

Landscape Character Assessment (2017)

Leicestershire Highways Design Guide

Desford Neighbourhood Plan 2020

- 4.1 The Planning and Compulsory Purchase Act 2004 in respect of planning applications (Section 38(6)) outlines:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise"

This Planning Statement, therefore, considers the application proposals in light of the relevant planning policy context and any other relevant material considerations.

Applications for planning permission are to be determined in accordance with the Development Plan unless material considerations indicate otherwise. This statement will evaluate the consistency of the proposed development with the relevant planning policies of the Development Plan, National Policy contained within the National Planning Policy Framework and other material considerations.

- 4.2 This requirement is emphasised in the NPPF that was updated in February 2019, following the first revision in July 2018 (Paragraphs 2 and 11). This reconfirms that it is itself a material consideration in the determination of planning applications. The NPPF is underpinned by the presumption in favour of sustainable development.
- 4.3 The adopted Development Plan for Hinckley and Bosworth comprises the Core Strategy (CS) DPD adopted December 2009 and the Site Allocations and Development Management Policies (SADMP) DPD adopted July 2016. Both documents seek to guide and manage development within the Borough for the period 2006 to 2026.

5.0 DEVELEOMT PLAN

- 5.1 The Development Plan comprises the Site Allocations and Development Management Policies DPD (SADMP), Core Strategy Development Plan Document (CS) and in 2021 the Parish Council made the Desford Neighbourhood Plan (NDP) that was adopted.
- 5.2 The CS outlines locations for proposed housing development and Other requirements such as employment, retail and transport development.
- 5.3 The SADMP allocates land to deliver the development requirements outlined in the CS covering Housing, Employment, Green spaces, Recreation and Community and Leisure uses. It also includes development management policies that apply across the Borough and will be used when determining planning applications.
- 5.4 The NDP and its policies are used in the assessing planning applications in the neighbourhood area but its policies cannot promote less development than in the Local Plan or compromise its strategic policies.

6.0 CORE STRETGY

- 6.1 The CS was adopted in 2009 to address the issues facing the Borough, which consist of 13 Spatial Objectives and the below outlines the objectives that relate to the site:

- Spatial Objective 5, Housing for Everyone:

Housing for Everyone To ensure sufficient housing is provided to meet the requirements of the East Midlands Regional Plan to enable all residents of the borough to have access to a suitable home which they can afford in a range of sustainable locations, tenures and house types. The focus of development will be in and around the Hinckley urban area, with more limited development in the rural areas to meet local needs. All housing will be high quality, locally distinctive, sustainable developments.

- Spatial Objective 9, Identity, Distinctiveness and Quality of Design:

Ensures development contributes to the local distinctiveness of the Borough and enhances both settlement identity and the environment through the quality of sustainable design. Design and other measures will be used to develop strong community identities and neighbourhood pride.

- Spatial Objective 11, Built Environment and Townscape Character:

To safeguard, enhance and, where necessary, regenerate the Borough's distinctive built environment, including its wider setting, particularly that associated with Conservation Areas, Listed Buildings and historic industries.

- Spatial Objective 13, Transportation and Need to Travel:

To reduce the high reliance on car travel in the Borough and to increase the opportunities for other forms of transport by focusing most of the development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.

- 6.2 The policies of the CS has more emphasis towards other areas of the Borough, however as Desford is designated as a Key Rural Centre relating to Leicester (KRC) in accordance with Policy 8 it is then applicable.
- 6.3 Within the CS there are several policies that guide development within Settlement boundaries defined by the CS Policies Map but none that would restrict windfall development of previously developed land in the countryside.
- 6.4 Policy 16 of the CS outlines Housing Density, Mix and Design, which only guides development proposals providing 10 or more dwellings which is not directly relevant but Policy 17 outlining Rural needs, guides housing development in KRCs, Rural villages and Rural Hamlets, and small-scale housing development adjacent to settlement boundaries that meet a local need which is relevant to the site on Lindridge Lane.
- 6.5 It has been acknowledged by the Council that the requirement for housing cannot all be provided within settlement boundaries and that the development of land adjacent to the settlement boundaries will be necessary to improve the Council's inadequate housing land supply, which is relevant to Lindridge Lane.

7.0 SADMP POLICY

- 7.1 The Site allocations and development Management Policy (SADMP) DM1 of the SADMP 'Places a presumption in favour of sustainable development', essentially it replicates Framework policy and is particularly relevant in this case as the Council does not have a 5-year housing land supply.

Local planning authorities should plan positively for new development, and approve all individual proposals wherever possible.

The Site allocations and development Management Policy (SADMP) Policy DM4, 'Safeguarding the Countryside and Settlement Separation' seeks to protect the countryside's intrinsic value, its open and landscape character and to ensure that development would not undermine both the physical and perceived separation between settlements.

Policy DM4 sets out 5 criteria points, (a) to (e) against which the sustainability level of development will be ascertained. The development shall be sustainable if either criterion is met and does not conflict with five more criteria (i) through (v).

The proposal does not accord with the forms of development set out in (a) through to (e). It conflicts with Policy DM4 in principle by introducing residential development outside a defined settlement boundary and within the countryside, however there is merit in respect of criteria (i) through (v) as set out below:

(i) The intrinsic value, beauty, open character and landscape character of the countryside:

'The development will not be supported if it has a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside'

The site as described in the Habitat Scoping Survey submitted as part of the application:

'The land consisted of short mown grass with an L-shaped plantation woodland to the west and south of the site. A sparsely, and relatively recently, planted plantation of trees occupied the centre of the site on a lawned area'.

The site comprises of a plantation woodland and Improved grassland, and a boundary ditch and the site does boast character but as described it is of low value.

Within the Hinckley and Bosworth Landscape Character Assessment, according to the Landscape Sensitivity Assessment (part 1), Desford has a medium sensitivity to residential development. However, it is noted that much of its character is derived from land to the south of the village.

The application site is North of the village which is not within the Assessment Area.

The development would not harm any intrinsic value, beauty, open character and landscape character of the countryside, and there is no conflict with criteria (i) through (v) of Policy DM4.

(ii) The open character between settlements:

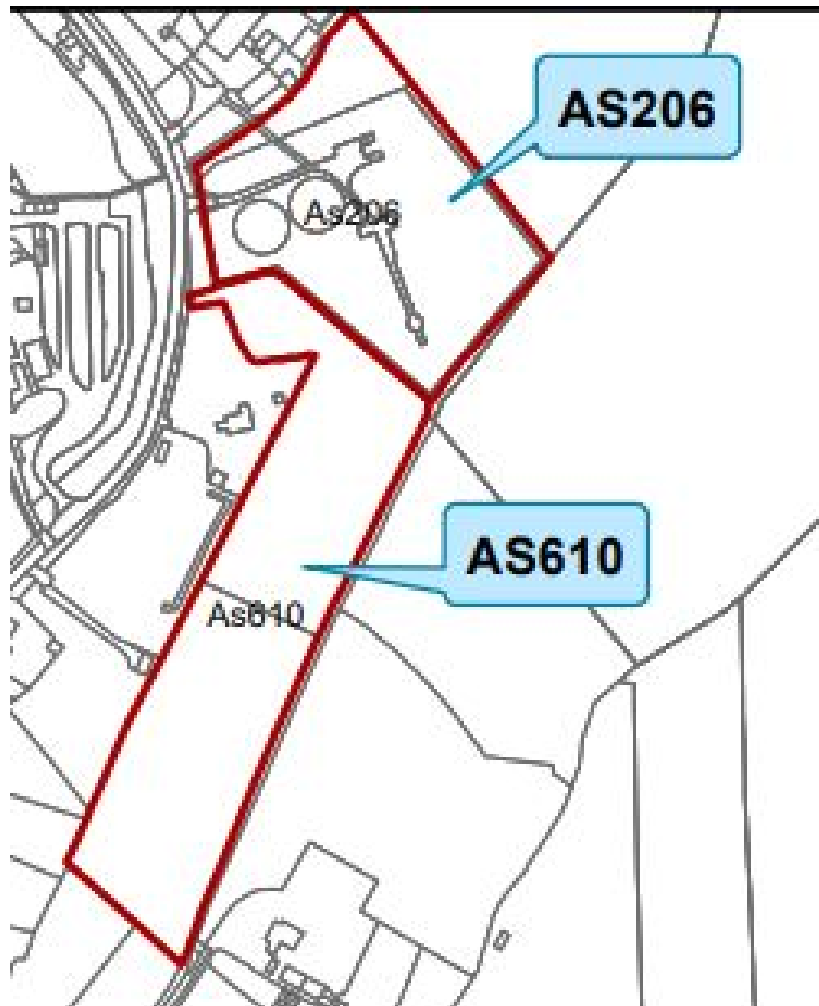
'Development that undermines the physical and perceived separation and open character between settlements will not be supported'

The settlement boundary runs up to the site boundary which omits the openness of character between settlements.

There is an established ribbon development to the north of the site with respect to the existing dwellings along Lindridge Lane of which there has been additional housing added over the years that is within and out of the Settlement Boundary.

There is also the Tropical Bird Garden, Lyndale itself, The Spinneys, the redundant sewage works and farm buildings that should be taken into consideration as an established ribbon of development.

The Council has assessed land to the North and east of the site as suitable for housing development as per below extract image obtained from The Strategic Housing and Economic Land Availability Assessment (SHELAA):



(iii) Ribbon development:

'Development will not be supported where it creates or exacerbates ribbon development'

The site is considered to be previously developed land by use of the existing structures on site used for the Catteries and already contributes to the ribbon development heading north from Desford along Lindridge Lane.

The volume of proposed dwellings would likely outweigh the existing structures on site but we feel it would be a useful exercise to demonstrate survey findings for the floor areas of existing structures as outlined below.

The following survey measurements of existing structures on site were evaluated starting with the most Southern Cattery structure working its way towards Lyndale:

1. 3.3m x 3.8m = 12.54m²
2. 3.3m x 5.6m = 18.48m²
3. 3.5m x 9.5m = 33.25m²
4. 3.5m x 9.0m = 31.50m²
5. 3.5m x 7.5m = 26.25m²
6. 3.5m x 5.2m = 18.20m²
7. 3.5m x 4.2m = 14.70m²
8. 3.5m x 3.2m = 14.70m²
9. 2.4m x 12.4m = 30.00m²

Total floor area = 231.12m²

The land area of existing development for the cattery buildings at Lyndale should be seen as a significant amount as the existing footprint of the Catteries could easily equal the footprints of 4 medium sized detached houses on the same area, so on that basis the site should be supported as in favour of previously developed or brownfield land.

(iv) Green Wedge and (v) National Forest:

'If the development is within a Green Wedge, it must protect its role and function in line with CS Policies 6 and 9'

The site is neither within a Green Wedge nor the National Forest and the criteria (iv) and (v) are irrelevant.

8.0 HOUSING SUPPLY AND IN FAVOUR OF SUSTAINABLE DEVELOPMENT (NPPF):

- 8.1 Hinckley and Bosworth Brough Council (HBBC) cannot demonstrate a 5-year supply of deliverable housing, the shortfall is significant and housing delivery is reducing.

Paragraph 15 of the National Planning Policy Framework (NPPF) highlights the requirement for the planning system to be genuinely plan-led, and that:

"succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings"

Paragraph 33 of the NPPF also specifies that policies in Local Plans and spatial development strategies should be reviewed to assess whether they need updating at least once every 5 years in order to determine if they need updating to account in changing circumstances. Reviews should be completed within 5 years from adoption of the plan. An earlier review would be required if local housing need is expected to change significantly in the short term.

The key detail within the NPPF is the presumption in favour of sustainable development that seeks to ensure that sustainable development is pursued in a positive way (paragraph 10). Paragraph 11 of the NPPF defines the presumption of sustainable development. It states that where Local Plans and policies are out-of-date, then the 'tilted balance' as set out in part (d) applies.

The adopted policies in HBBC's CS were prepared and adopted prior to the publication of the 2012 NPPF and in the context of now superseded national guidance and regional policy. Therefore, the CS is over 5-years old; it is not prepared in accordance with the NPPF's approach to the determination of a sound housing requirement that reflects the objectively assessed need ('OAN') in order to boost the supply of housing; and is based upon an out-of-date evidence base.

HBBC's CS does not reflect the focus on the boost of housing delivery that is central to the NPPF i.e. paragraph 11 states that:

"strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met with neighbouring areas".

Consequently, HBBC's CS cannot be considered to a NPPF compliant plan and is significantly out-date.

Although the SADMP was adopted post-NPPF, it reflects the spatial strategy and housing delivery set out within the CS, over the same plan period. It considers that all development should be located within the settlement boundary and concludes that all land beyond the settlement boundary is countryside which is safeguarded from unsustainable development under Policy DM4. As this proposed development lies outside the current settlement boundary of Desford, it does not accord with Policy DM4. However, the policy relies upon an out-of-date housing requirement and as such, renders the limits to development within settlement boundaries also out-of-date

The most important policies underpinning the determination of the application to be DM1 and DM4 of the SADMP. Like paragraph 11(d)(ii) of the Framework, Policy DM1 places a presumption in favour of sustainable development.

Under these circumstances, the NPPF sets out, in paragraph 11d) that, for decision makers: “where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (8), 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.*
- 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”*

Footnote 8 in the NPPF states that the application of this approach:

“includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years”.

Paragraph 60 of the NPPF sets out that:

“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”.

Paragraph 77 of the NPPF sets out that:

“To maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission. Where the Housing Delivery Test indicates that delivery has fallen below 95% of the local planning authority’s housing requirement over the previous three years, the authority should prepare an action plan in line with national planning guidance, to assess the causes of under delivery and identify actions to increase delivery in future years.”

The 2021/22 housing land monitoring statement requires an action plan to be produced to set out how the Council will deal with under delivery in light of achieving 86% on the Housing Delivery Test (HDT).

Development on this site would contribute to the housing land supply and consideration should be given to para 77 of the NPPF which states:

“To help ensure that proposals for housing development are implemented in a timely manner, local planning authorities should consider imposing a planning condition providing that development must begin within a timescale shorter than the relevant default period, where this would expedite the development without threatening its deliverability or viability”

Therefore, currently the ‘tilted’ balance in paragraph 11(d) of the NPPF applies and planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

9.0 POLICY DM6, ENHANCEMENT OF BIODIVERSITY AND GEOLOGICAL INTEREST

- 9.1 As part of the application a Scoping Survey has been prepared by Pear Tree Ecology to identify and evaluate the ecological value of the site.

This policy is particularly relevant to major developments unlike the application site which is a small scale development, but demonstrating the applicants commitment to main a high level of Bio-diversity for the site.

The development provides opportunities for the ecological improvement of the site through habitat creation and enhancements for fauna and flora.

The National Planning Policy Framework states at paragraph 109:

“The planning system should contribute to and enhance the natural and local environment by: minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government’s commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures....”

It is evident that the proposal will not conflict with the aims and objectives of Policy DM6.

10.0 POLICY DM7, PREVENTION OF POLLUTION AND FLOODING POLICY

- 10.1 The proposed development can be satisfactorily connected to the surface and foul water sewers to preserve water quality and ecology. All supporting details along with designs incorporating sustainable drainage principles would be submitted as a Reserved Matters application.

The site is in Flood Risk Zone 1 with a low probability of flooding from rivers and the sea.

Due to the nature of the Cattery business there are no current hazardous substances stored on-site that would impact on potential land pollution, and the future use of the site as Residential would equally be no risk from pollution.

In regards to lighting pollution, the scheme's lighting can be addressed at the reserved matters stage to ensure it is not obtrusive.

Due to the site location and being of residential use, the site will not lead to noise or vibrations that impact on local residents and amenities.

With regards to poor air quality, again there would be no impact on local residents and amenities.

It is evident that the proposal will not conflict with the aims and objectives of Policy DM7.

11.0 POLICY DM10, DEVELOPMENT AND DESIGN

11.1 Policy DM10 sets out a 9 point criteria from (a) to (i):

- a) It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion;
- b) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site;
- c) It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;
- d) The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally;
- e) It incorporates a high standard of landscaping where this would add to the quality of the design and siting;
- f) It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;
- g) Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;
- h) An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority. Schemes should incorporate wildlife areas, ponds, swales and permeable paving where appropriate;

i) It maximises natural surveillance and incorporates the principles of Secured by Design and has considered the incorporation of fire safety measures.

11.2 Addressing the DM10 Policy against the proposed site:

In regards to point (a) of the criteria there would be no significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality, noise, vibration and visual intrusion that would arise from the development of the land, and such details to mitigate would be dealt with under a Reserved Matters Planning application.

In regards to point (b) the existing buffer of trees to the South and West boundaries provide a good amount of screening and control between the proposed site and The Tropical bird Land Use and therefore the amenity of occupiers of the proposed development would not be adversely affected by such activities.

Lyndale Boarding Cattery has ceased to operate, so there will be no direct impact from the current land use equally.

In regards to point (c) would naturally complement and enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features, which is already established with Residential Development along Lindridge Lane up to Desford Village boasting various dwelling styles of architectural interest.

We believe a high quality design of Residential Housing can be proposed by working with the Planning Authority

In regards to point (d) and materials, they would be in keeping with local area and would be dealt with under a Reserved Matters Planning application and agreeing the final pallet of materials with the Planning Authority.

In regards to point (e) and a high standard of landscaping, this would be enhanced with additional planting as well as retaining much of the existing trees and bushes on site, which would be dealt with under a Reserved Matters Planning application.

In regards to point (f) and opportunities for the conservation of energy the dwellings could benefit from Solar Panels or Air Source Heat pumps as example and to reduce the Carbon Footprint and promote sustainable measures, which would be dealt with under a Reserved Matters Planning application.

In regards to point (g) and low emission vehicles, electric vehicle charging points would be incorporated into the designs, which would be dealt with under a Reserved Matters Planning application.

In regards to point (h) and Sustainable Drainage, Sustainable Drainage solutions would be considered as part of the design which could be by means of permeable surfaces as example and prevent water run-off to existing road infrastructure and surrounding boundaries, which would be dealt with under a Reserved Matters Planning application.

In regards to point (i) and principles of Secured by Design the final agreed layout and site design would promote natural surveillance, and there security and fire safety measures to accord with the Building regulation Standards.

Through a carefully designed site and pro-actively working with the Planning authority the aims and objectives of Policy DM10 can be delivered through good design.

12.0 Policy DM17, Highways and Transportation

12.1 DM17 is a policy supportive of proposals that meet its five criteria (a) through (e):

- a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;
- b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;
- c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;
- d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximized;
- e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development.

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority.

- 12.2 The application is supported by a comprehensive Transport Technical Note prepared by Ardent Consulting Engineers, which outlines the existing and proposed highway layout, and the site's sustainability of location for car and cycle parking and servicing arrangements.

The proposal will promote the use of non-car modes such as walking, cycling and public transport given the sustainable location of the site. Electric Car charging points would be incorporated into the designs to promote a greener journey for the end user. Ardent Concludes:

The proposed development will generate a small increase in demand for travel by non-car modes such as walking, cycling, and public transport, which could be satisfactorily accommodated by the existing infrastructure.

Crashmaps for the locality revealed no existing highway safety concerns as no incidents were recorded within the local highway network, Ardent concludes:

Inspection of the 'CrashMap' website (www.crashmap.co.uk) for the surrounding area has revealed that there are no existing highway safety concerns in the vicinity of the site as no incidents were recorded within the local surrounding highway network. It can be concluded that the additional traffic movements associated with the proposed development should not lead to any increased risk of collisions.

The supporting Transport Technical Note demonstrates that there would be a 'negligible' increase in vehicle trips, Ardent concludes:

This report provides a review of the person trip generation by all modes for the proposed developments, based on Census and suitable TRICS data. It demonstrates that there would be a negligible increase in vehicle trips. As a result, the proposals associated with the development would not result in any adverse impacts on the surrounding highway network, and no mitigating improvements should be required.

The proposals would not result in any adverse impacts on the surrounding highway network.

It is evident that the Highway proposals will not conflict with Paragraph 111 of the Framework which outlines:

'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'.

13.0 POLICY DM18, VEHICLE PARKING STANDARDS

- 13.1 Vehicle parking standards for the proposed dwellings are outlined in Ardent's Transport Technical Note and an appropriate parking provision can be safely accommodated within the final designs to meet Policy DM18, which would be dealt with under a Reserved Matters Planning application.

14.0 NEIGHBOURHOOD PLAN POLICY (NDP)

- 14.1 The NDP acknowledges it cannot promote less development than in the Local Plan or obstruct its strategic policies.

Policy H1 in respect of Settlement Boundaries supports development proposals within settlement boundaries but does not restrict development outside of settlement boundaries it should be noted.

The NDP acknowledges that there are no brownfield sites within the parish for house building and future developments in Desford would have to be outside the settlement boundary, this therefore putting pressure on the Development Boundary and Greenbelt Land, which is already being established and built on in the Boroughs of Hinckley and Bosworth.

As already outlined in this statement the Council cannot demonstrate a five-year housing land supply and a site that is adjacent to the Settlement Boundary of Desford should be considered as a positive contribution to the housing supply.

15.0 DESIGN

15.1 The vision for the site above all is to illustrate that it sits appropriately within its setting and taking account of existing Landscaping features and Bio-diversity.

15.2 Use:

The previous use of the site was for Lyndale Boarding Cattery that had many Cattery structures on the site to support the business and the proposed use would be for Residential.

15.3 Amount:

The indicative proposal for the site clearly accommodates 4 No. detached dwellings with associated Parking, Garages and amenity gardens / to the front and rear of the Plots.

It was the client's intention to Not Over-Develop the site given the that the site has an area of circa 1 Acre, which could accommodate a high density of development

Refer to drawing Ref. AVD-776-LLD-PL01 as submitted with the Planning application and as per below in Fig. 10.

15.4 Layout:

A new access would be proposed from the Lindridge Lane with a shared drive providing access to the dwellinghouses and allowing for turning of vehicles within the site.

As shown on the indicative layout the dwellinghouses would be proposed central to the site to give a good sense of balance in order to retain the tree and bushes buffers to the South and West boundaries and at the same time providing good open space to the front of the dwellings and to the rear overlooking the fields to the West boundary where there is also a number of trees and bushes along the boundary.

The existing buffer of trees to the South and West boundaries provides a high level of screening of the development from Lindridge Lane.



Fig. 10. Proposed Site Layout

15.5 Appearance:

The appearance and Urban character of the dwellings within in its setting would be of a high quality design to complement its environment and surroundings to accord with the Council's adopted Design guides and Character assessments, which would be dealt with by means of a Reserved Matters application.

15.6 Landscaping:

Additional planting would be proposed to enhance and complement the existing Bio-diversity of the site, which would be dealt with by means of a Reserved Matters application.

15.7 Access:

Vehicular access will be in accordance with Leicestershire County Council's Leicestershire Highway Design Guide (2022) and assessed with vehicle tracking, and would be dealt with by means of a Reserved Matters application.

The proposed access has been demonstrated that visibility is achieved clearly in both directions in land of ownership by the applicant or in public highway land.

The proposals include a pedestrian link from the site to the existing footpath on Lindridge Lane, including dropped kerb pedestrian crossings with tactile paving.

The Transport Technical Note clarifies servicing arrangements for the site and Crash maps confirm that there are no existing highway concerns in the vicinity of the site, therefore the proposed development would not lead to an increased risk of collisions.

The supporting Transport Technical Note as prepared by Ardent Consulting Engineers has demonstrated the proposed development will generate a small increase in demand for travel by non-car modes such as walking, cycling, and public transport, which could be satisfactorily accommodated by the existing infrastructure, therefore making the site a sustainable location.

The supporting drawing submitted with this application Ref. 2202690-001 and The Transport Technical Note Ref. 2202690-01 of the Transport Technical Note clearly demonstrates how priority-controlled site access and turning within the site can be achieved.

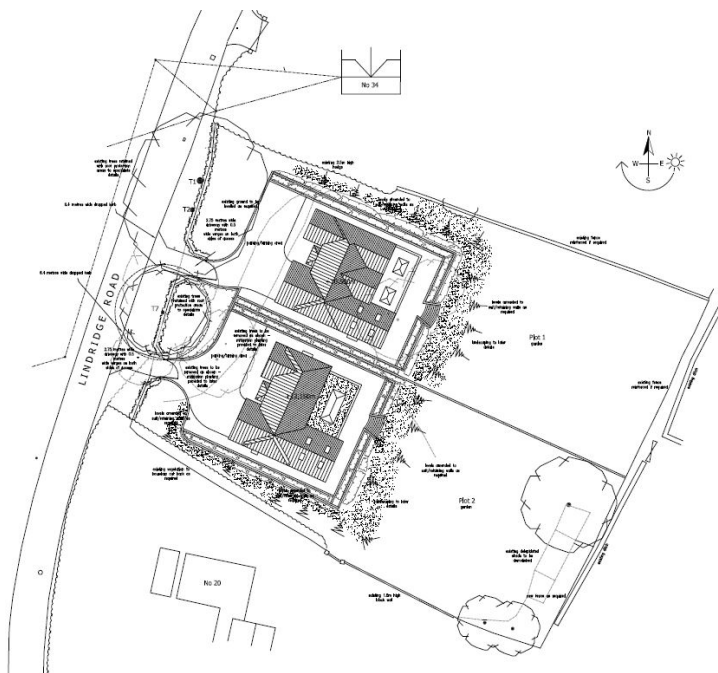
16.0 DEVELOPMENT EXAMPLE OUTSIDE THE SETTLEMENT BOUNDARY

- 16.1 An example of development outside the Settlement Boundary and within the Countryside was approved application Ref. 16/00049/FUL, Planning permission for the erection of two detached dwellings and associated access on land between Nos. 20 and 34 Lindridge Lane, Desford.
- 16.2 Please see following plans identifying the Settlement, Location Plan and Proposed Site Plan:

Please note the Settlement Boundary Plan is out of date as now includes Land South to rear of No. 36 and 40 Lindridge Lane.



Fig. 11. Settlement Boundary Plan



- 16.3 This is an example of land being developed outside the Settlement Boundary, which is further being done so across the Boroughs of Hinckley and Bosworth, and more so in close proximity to the application site on Lindridge Lane.
- 16.4 It is worth noting this is adding to the Ribbon Development of the land, which was not an issue at the time of issuing a decision.

Ribbon Development is outlined under Policy DM4 Point (iii) and addressed previously in this statement.

17.0 JUSTIFICATION FOR WITHDRAWING OF OUTLINE PLANNING APPLICATION REF. 22/00569/OUT

- 17.1 The justification for withdrawing of the previous Outline Planning application Ref. 22/00569/OUT was due to the application site being outside the Settlement Boundary being the primary issue but following dialogue with the Planning Officer 'Amanda Haisman' suggested we should re-submit the Planning application in May 2023 as the Neighbourhood Plan would be 2 years old.
- 17.2 Taking account of the shortfall in housing supply in Hinckley and Bosworth and the Neighbourhood Plan being 2 years old, there maybe an opportunity for the site to be considered for Development and add to the shortage of housing numbers.
- 17.3 It should be noted that during the Consultation of the Planning application, there were No Objections from Consultees:

Parish Council - No objection

Highways - Access approved with Conditions

Ecological - No objection with Conditions

HBBC Drainage - No objection with Conditions

LCC Archaeology - No objection with Conditions

HBBC Waste - No objection with Conditions

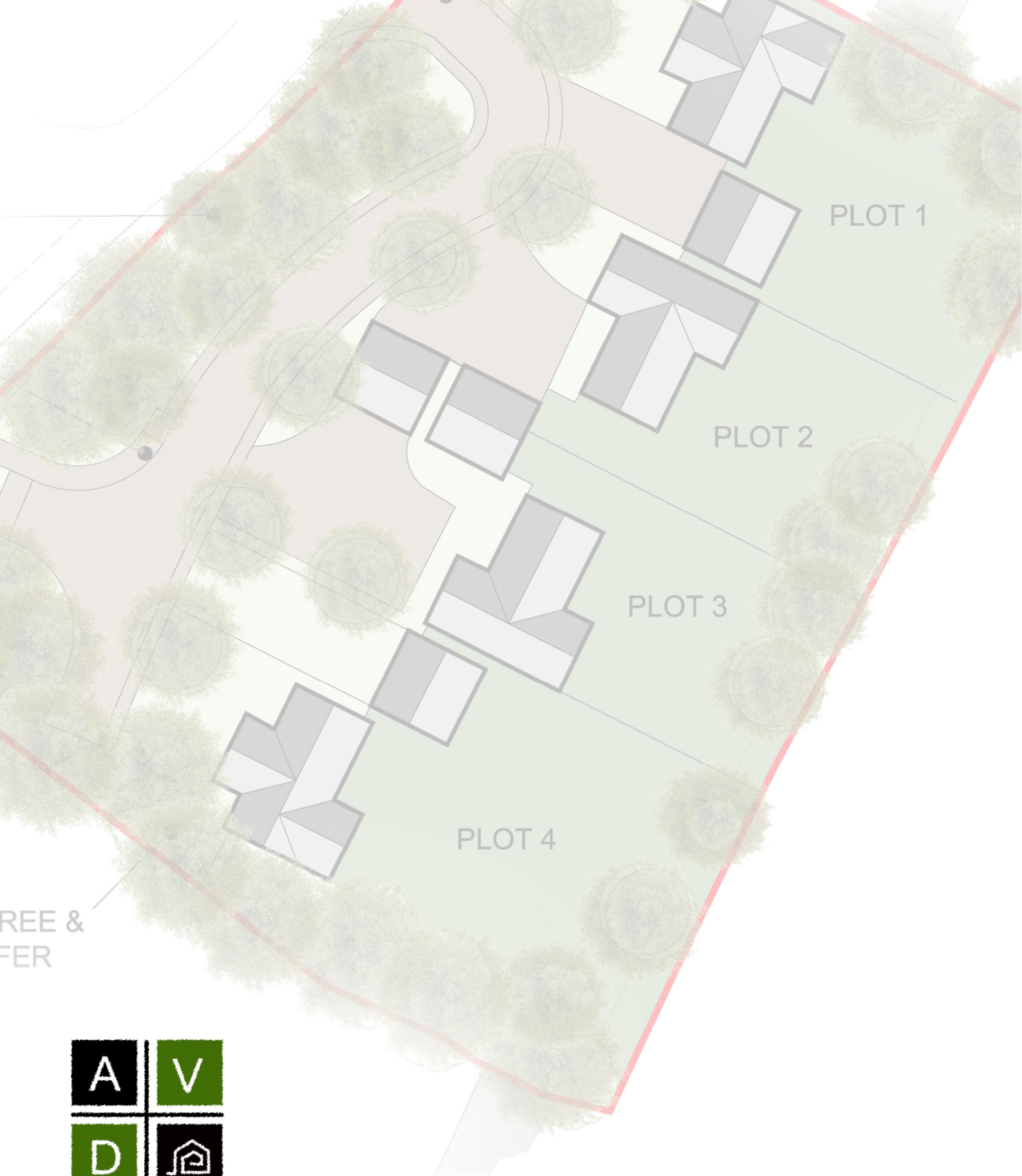
HBBC Environmental Services Pollution - No objection with Conditions

18.0 PARISH COUNCIL OPEN DAY

- 18.1 On Saturday 22nd April 2023 Desford Parish Council held an Open Day in respect of the Desford Neighbourhood Plan to engage local Parishioners on topics such as Settlement Boundaries, Housing and Design, Open Spaces and Community Facilities for example.
- 18.2 The Open Day was attended by the applicant and the feedback from the Parish Council members were in support of the application site being Developed for Housing, which would be a good contribution to the Housing numbers.
- 18.3 It was advised by the Parish Council at the meeting, if the application site was recommended by the applicant in 2019 it would have been added into the Desford Settlement Boundary and the Neighbourhood Plan.

19.0 CONCLUSION

- 19.1 It is not in the applicant's interest to Over Develop the site like many other Developers are doing so in Desford and other areas of the Borough.
- 19.2 Maintaining a good balance of quality designed housing within the landscape and at the same time respecting the natural environment is key.
- 19.3 It is understood that the site does not fall within the Settlement Boundary but is directly adjacent to the site, which will need to be reviewed accordingly by the Planning Authority on the re-submission of the application, which we trust can be reviewed in a positive light.
- 19.4 We would seek to work in a positive manner with Hinckley Planning Authority in delivering the best design solutions for the site, whether this be of Barn style dwelling forms, dwellings that could be potentially Carbon Neutral or dwellings that are of outstanding architecture that reflects the natural landscape and surroundings as example.
- 19.5 We therefore request that Planning Permission should be formally granted.



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