



**SansomHamilton**  
Chartered Surveyors & Property Consultants

**PLANNING STATEMENT**

**PROPOSED SELF BUILD DWELLING**

**PECKLETON LANE**

**DESFORD**



**MR & MRS G PRIESTNALL**

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## **1. PROPOSAL**

The proposal is to provide a self-build dwelling within an infill area of land off Peckleton Lane Desford.

Currently the land is used for parking and has two elderly garages which are unused by the tenants of the adjoining properties which are in the ownership of the applicants. The application seeks to provide more usable parking spaces as well as providing a well designed dwelling on the garden land.

## **2. PLANNING POLICY FRAMEWORK**

### **2.1 Local Planning Policy**

- 2.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (the Act) requires “applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise”.
- 2.1.2 The statutory Development Plan against which this application should be determined comprises of the Hinckley and Bosworth Borough Council Core Strategy (2009) and the Site Allocations and Development Management Policies (2016). The Hinckley and Bosworth Local Plan 2020-41 has required further Regulation 18 consultation following the emergence of evidence suggesting that the spatial strategy that was consulted on was no longer deliverable, alongside significant updates to the NPPF which have not been fully considered. Therefore, the emerging Local Plan is given no weight at present.

It is considered that Hinckley and Bosworth are unlikely to be able to demonstrate a 5 year housing land supply as required by the NPPF.

### **2.2 Hinckley & Bosworth Core Strategy**

The relevant policies are:

- 2.2.1 Policy 7 confirms that the Council will support housing development within settlement boundaries of the Key Rural Centres of which Desford is one.
- 2.2.2 Policy 8 recognises the relationship to Leicester and Desford is a village that is expected to provide some additional housing.
- 2.2.3 Policy 24 expects new development in Key Rural Centres to meet sustainable targets within the Building a Greener Future policy.

### **2.3 Site Allocations and Development Management Policies DPD**

- 2.3.1 Policy DM1: Presumption in Favour of Sustainable Development states that planning applications that accord with the policies in the Local Plan will be approved without delay, and where there are no policies relevant to the application or the relevant policies are out of date at the time of making a decision, then the Borough will grant permission.

- 2.3.2 Policy DM6: Enhancement of Biodiversity and Geological Interest states that development should conserve and enhance features of nature conservation and geological value.
- 2.3.3 Policy DM10: Development and Design provides criterion which proposals are assessed against with development being permitted provided that the requirements of the policy are met. These are:
- A) it would not have an adverse impact on the privacy and amenity of neighbours
  - B) It would provide a good standard of environment for future occupiers
  - C) It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features
  - D) Appropriate materials are used
  - 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
  - G) Where feasible, electric or low emission vehicles are catered for (charging points etc)
  - 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.
- 2.3.4 Policy DM17 seeks to ensure there is convenient and safe access for walking and cycling to services and facilities, and which demonstrate that there is not a significant adverse impact on highway safety. Development should be located where the need to travel will be minimised and sustainable transport modes can be maximised.
- 2.3.5 Policy DM18 Vehicle Parking Standards clarifies that all proposals for new development will be required to have an appropriate level of parking justified by the location, type of housing and other modes of transport available.

## **2.4 Good Design Guide Supplementary Planning Document (2019)**

The Good Design Guide offers guidance on what Hickley and Bosworth Borough Council expect in terms of design of schemes to create sustainable developments. The Guide makes it clear that new residential development should appreciate the context by understanding the site's features, having a clear vision and detailing private amenity space, relationship with existing buildings, space standards, boundary treatments and design quality.

## **2.5 National Planning Policy Framework (2024)**

The National Planning Policy Framework (NPPF) provides overarching guidelines for the planning system, and the purpose of planning is to help achieve sustainable development.

- 2.5.1 Paragraph 11 of the Framework states “plans and decisions should apply a presumption in favour of sustainable development”.

- 2.5.2 Paragraph 39 states that local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.
- 2.5.3 Paragraph 61 states that to support the Government's objective to significantly boost the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed and that land with permission is developed without unnecessary delay.
- 2.5.4 Paragraph 63 states that size, type and tenure of housing needed for different groups in the community should be assessed including those who require families with children, older people and people with disabilities.
- 2.5.5 Paragraph 73 emphasise the important contribution that small and medium sized sites can make to meeting the housing requirement of an area due to the build out being relatively quick.
- 2.5.6 Paragraph 78 explains that local planning authorities should identify and update annually a supply of deliverable sites sufficient to provide a five-year supply. The supply should be demonstrated against either the housing requirement set out in adopted strategic policies, or against the local housing need where the strategic policies are more than five years old.
- 2.5.7 Section 9 addresses the need to promote sustainable transport. Paragraph 116 states development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or residual cumulative impact on the road network. Paragraph 117 goes on to ensure that highway design should prioritise pedestrian and cycle movements both within the scheme and neighbouring areas.
- 2.5.8 Paragraph 129 states that 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;
  - b) local market conditions and viability;
  - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
  - 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.
- 2.5.9 Paragraphs 131 – 141 covers achieving well designed places through the creation of high quality, beautiful and sustainable buildings. This includes landscaping details and trees which make an important contribution to character.

### **3. PLANNING JUSTIFICATION**

Both the National Planning Policy Framework (NPPF) and Policy DM1 of the Site Allocation and Development Management Policies Development Plan (SADMP) set out a presumption in favour of sustainable development.

- 3.1 Policy 7 of the Core Strategy confirms that Desford is a Key Rural Centre where policies support appropriate residential development. The site location is within the village centre and well placed to access services and transport links.
- 3.2 Policy 8 of the Core Strategy confirms that Desford is a Key Rural Centre relating to Leicester.
- 3.3 Policy DM10 provides a framework on which an application is assessed, and it is considered that the proposal meets these requirements as detailed within the Design and access Statement.

It is considered that Hickley & Bosworth Borough Council cannot demonstrate a 5-year housing supply at present.

The proposal represents an opportunity for a local person to create a home for their retirement therefore freeing up there existing home for a family within the locality.

### **4. CONCLUSION**

In respect of both Local Plan Policy and the wider National Planning Policy Framework it is considered that the site meets the requirement of these policies and achieves a high-quality design within this sustainable location.