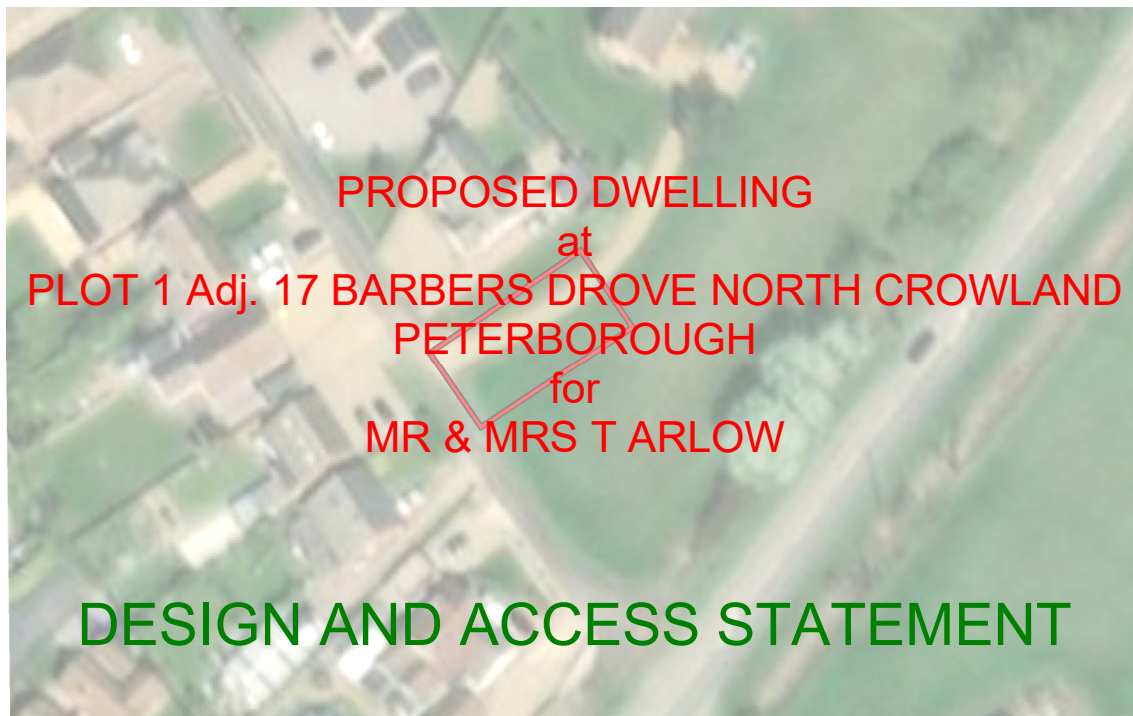




1. BACKGROUND AND PRESENT SITUATION

- 1.1. The site is located at east side of the southern end of Barber's Drove North.
- 1.2. Outline approval for a dwelling has been granted (H02-0564-22). The broad principles of development are therefore already established.

2. SITE ASSESSMENT

- 2.1. The site sits within an established row of single and two storey dwellings along the southern end of Barber's Drove North.
- 2.2. The Northern side of Low Gate is predominately single storey dwellings.
- 2.3. Site levels are flat and horizontal to all intents and purposes, and match the surrounding areas but rises at the front to the road.
- 2.4. The Flood Risk Assessment for the site was covered during the Outline Planning Application and recommendations that were made should be carried in to any approval granted as a result of this application.

2.5. Building periods and "styles" are largely of the late 20th century

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2.6. Building types are all of traditional construction, with a broad mix of brick and roof covering types and colours. Detailing equally is of many different forms including corbelled eaves, boxed eaves, concrete tiled roofs, pvc windows, timber painted windows, timber cills, stone cills etc.

2.7. Boundary treatments vary significantly, including a number of timber fencing styles, and brick walls.

2.8. Landscaping is largely informal and unplanned in an overall sense. No trees of note appear to affect development.

3. EVALUATION

3.1. Opportunities

3.1.1. The opportunities for development in a broad sense has been established as a part of the Outline Approval

3.2. Constraints

3.2.1. The building design and siting are important to a successful outcome, and any issues of potential overlooking and any possible overbearing effect or loss of amenity on neighbouring properties will need to be addressed.

3.2.2. Any residential development proposal should take account of the general character and grain of the established area.

4. DESIGN

4.1. The dwelling itself is of traditionally constructed design with flat concrete tile roofs and good quality stock type facing bricks typical of many dwellings in the Borough. Eaves details comprise projecting facing brickwork, with black pvc rainwater gutters on rise and fall brackets. Verges comprise a double projecting facing brick course, and the foot of each verge terminates in a projecting brick corbel. These details are also intended to reflect the local rural vernacular. Lintels are to have a soldier course, for the same reason, but windows are shown as white pvc in the interests of present day expectations, and also the energy efficiency of the property.

4.2. The site allows for parking, and manoeuvring as shown in this current application planning drawing with permeable block paving.

4.3. The rear gardens will be laid to grass with small paved footpaths partially around each building perimeter leading to a small patio area to the rear.

4.4. To raised floor levels as per the FRA boundary treatments are to have 2000mm feather edged timber fencing with 600mm trellis to proper screening to the rear garden and to neighbours. The nearest neighbour to the west is over 12.5m away, therefore the raised screening will not be over bearing that property. The neighbour to the east, has not been built yet and is subject to the same FRA and finished floor levels, therefore the boundary treatments are as expected.

5. ACCESS AND SUSTAINABILITY

- 5.1. The proposed house is within a sustainable town, with shops, schools, post office church and public house within less than a few minutes' walk. The town also has thriving community facilities.
- 5.2. Access to the site is possible by foot or by vehicle. Disabled visitors can drive or be driven up to the principal entrance.
- 5.3. A bus service operates along Peterborough Road, with bus stops very close to the junction with Barbers Drove North, providing easy access to, Peterborough, Spalding, Boston, Holbeach and beyond. Peterborough has a railway station, so it is not difficult to access the national network by public transport.

6. CONCLUSION

- 6.1. It is considered that the proposed development is suitable for its site and the area generally.
- 6.2. More efficient use will be made of the available land.
- 6.3. In summary, it is contended that the proposal is of benefit not only to the site, but also to this corner of Crowland.