



DESIGN AND ACCESS STATEMENT

CONVERSION OF EXISTING BARNs TO FORM 1 X 3-BED DWELLING INVOLVING ERECTION OF LINK EXTENSION, FIRST FLOOR REAR EXTENSION AND BALCONY AND THE ERECTION OF A DETACHED DOUBLE GARAGE

AT

**OLD DAIRY
HARFORD GATE
GEDNEY BROADGATE
PE12 0DF**

FOR

MR R SOLWAY

Job No. SE-1737

January 2021

1.0 INTRODUCTION

This statement supports the full planning application for the conversion of the existing barns to form a 3-bed dwelling, involving the erection of a link extension, first-floor rear extension and balcony and the erection of a double garage. The application site is located at the Old Dairy, Harford Gate, Gedney Broadgate.

2.0 CONTEXT & PROPOSAL

2.1 SITE CONTEXT

The application site is within a countryside location, with agricultural fields to the west and south. The site is located on the western side of Harford Gate, approximately 135m south of the Harford Gate/Broadgate/Hunsgate junction.

The application site comprises of two agricultural buildings. There is a single-storey barn positioned along the site frontage and a 2-storey barn set further back within the site. Both of the barns are traditional brick built structures however they both have modern roof coverings. The barn to the front is particularly attractive and appears to be more historic. There is evidence of previous openings within the barn as can be seen in some of the brick detailing.

The site is laid to grass and there is landscaping located along the periphery. Access to the site is currently shared with the neighbouring farmstead to the north.

The site is located outside of any defined settlement boundary and is within Flood Zone 3 of the Environment Agency Flood Maps for Planning. The site is outside of any hazard area as set out in the Strategic Flood Risk Assessment for the District

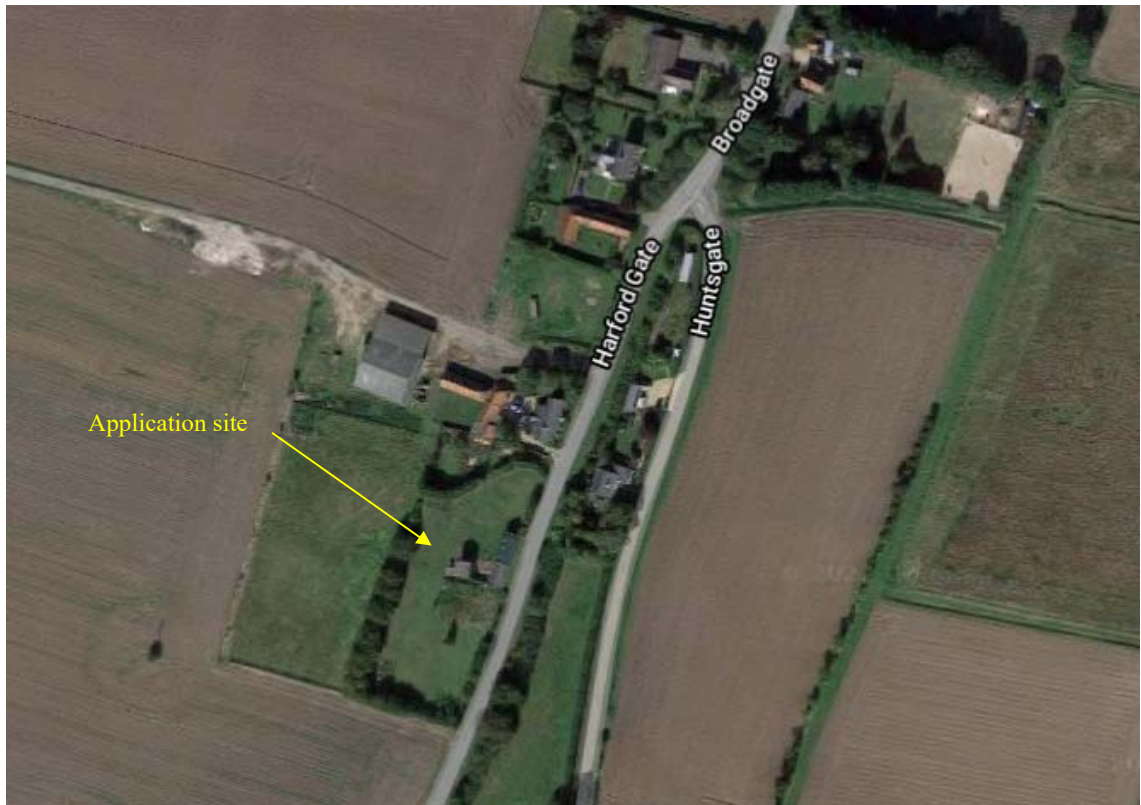


Figure 1: Aerial photograph
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2.2 PLANNING HISTORY

None

2.3 PROPOSAL

The application seeks full planning permission for the conversion of the existing barns on site to form a 3-bed dwelling. It is proposed to connect the barns by means of a single-storey link extension and there will be a first-floor extension to the rear to accommodate an en-suite and balcony. New openings will be added to provide natural light to the habitable rooms.

The link extension will be finished in cladding, the first floor extension finished in brick to match the existing building and the existing corrugated roof will be replaced with tiles.

A new access is proposed to the south of the dwelling, this will lead to the new garage and parking and turning areas. There are no proposed changes to the existing landscaping.

2.4 PRINCIPLE

Policy 23 of the Local Plan allows for the conversion of existing buildings which are located outside of defined settlement boundaries to residential use provided that a series of criteria are met as follows:

1. The building is structurally sound and capable of conversion without the need or significant extension, alteration or rebuilding;
2. The building is of architectural or historic merit or makes a positive contribution to the landscape character to justify the conversion or ensure retention;
3. The proposal is in keeping with its surroundings;
4. The design is sympathetic to the character and appearance of the building in terms of architectural detailing and materials of construction; and
5. The development leads to an enhancement of the immediate setting of the building.

The application is accompanied by a structural survey which demonstrates that the buildings are structurally sound and capable of conversion. The buildings, particularly the barn to the front, are of architectural merit. Its quality presence on the road frontage results in it having a significant and valuable presence on the street scene, making it wholly worthy of retention. The proposal therefore complies with parts 1 and 2 of Policy 23.

The works proposed involve a link extension and a first-floor rear extension. They are modest additions to the original buildings and will not detract from the character or appearance of their hosts. The link is specifically designed to appear different to the brick built structures in order to

show the historical evolution of the development and so as not to compete with the character and appearance of the original buildings. Other materials will match where relevant and the new fenestration will be finished in timber which would be historically appropriate to the building. As a result the proposal would be in keeping with the character and appearance of the original buildings and would be sympathetic to the surrounding area. The development therefore complies with parts 3 and 4 of Policy 23.

As part of the conversion works, the existing corrugated metal sheet roofing will be replaced with roof tiles. The tiles will be more appropriate to the character of the barns, one of which is in a prominent position on the street scene. It is submitted that the new roof will be an enhancement to the existing buildings and to their immediate setting thereby complying with part 5 of Policy 23.

The above demonstrates that the conversion element of the proposal complies with the criteria set out in Policy 23 and therefore the conversion of the barns is acceptable in principle.

The detached double garage will serve the proposed conversion and is therefore consistent with the residential use of the site, thereby also being acceptable in principle.

2.5 FLOOD RISK

Section 14 of the NPPF requires a sequential approach by directing development into areas at lower risk of flooding before land at higher risk of flooding is considered. This is known as the Sequential Test.

The proposal is for the conversion of existing buildings to form a dwellinghouse and as such there are no alternative locations available to accommodate this particular development. The Sequential Test is therefore passed.

Upon passing the Sequential Test, Section 14 of the NPPF and Policy LP14 of the Local Plan require the Exception Test to be passed. This comprises of two parts which include a) that the development would provide wider sustainability benefits to the community that outweigh flood risk and b) that the development will be safe for its lifetime without increasing flood risk elsewhere.

The proposal constitutes the conversion of an existing building which is considered to be worthy of retention due to its architectural merit and its positive contribution to the street scene. The conversion of the building will allow for its long term retention which would be to the benefit of the wider community as it would maintain the character and quality of the street scene. Part a) of the Exception Test is therefore met.

The application is accompanied by a flood risk assessment which demonstrates that the site is technically safe from flooding without increasing risk elsewhere. Part b) of the Exception Test is therefore met.

It can therefore be concluded that the proposal is acceptable in terms of flood risk.

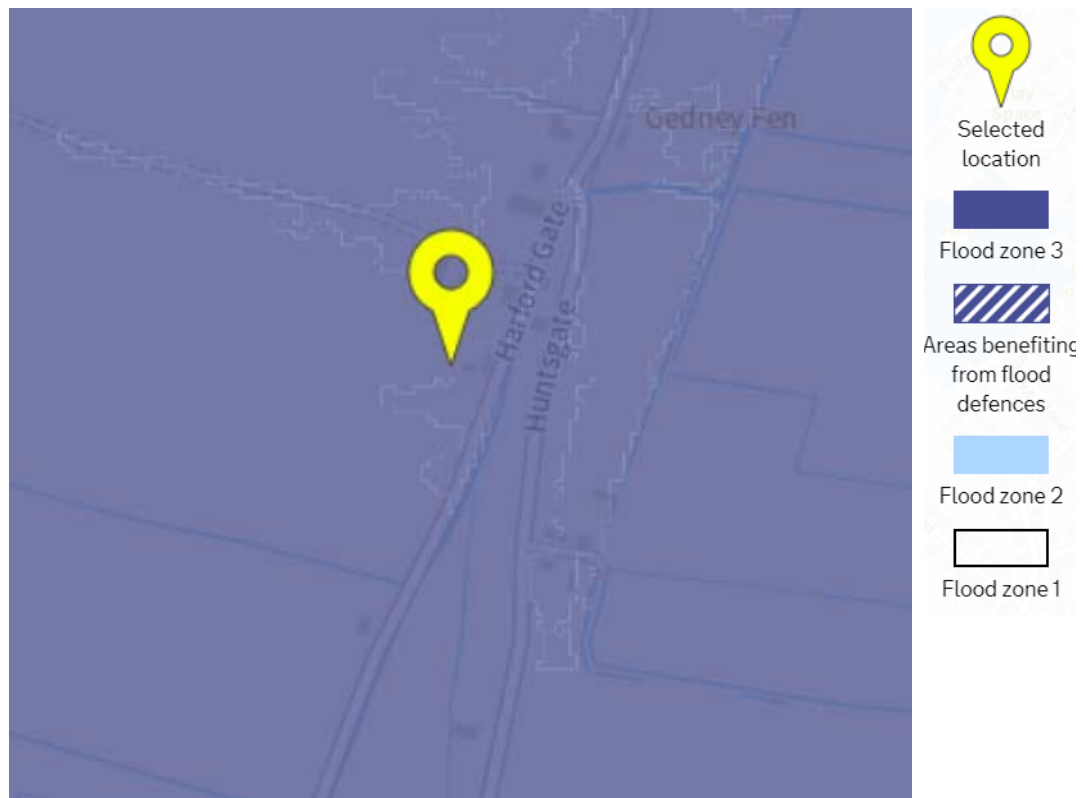


Figure 2: Extract from Environment Agency Flood Maps for Planning

3.0 DESIGN

3.1 USE, AMOUNT, LAYOUT SCALE AND APPEARANCE

The proposed use of the site will be residential, which is acceptable in terms of Policy 23. The development will result in a 3-bed dwelling and detached double garage. The buildings naturally lend themselves to conversion into a 3-bed unit without much adaption or alteration. The result of the works will be that the character and appearance of the original buildings will not be harmed.

The layout of the site will remain largely as existing, with the dwelling located towards the front and the garden space to the sides and rear. The garage will be positioned to the south of the dwelling, in front of the new access. The garden area will be private due to the existing boundary landscaping.

Due to the distance to the nearest other residential properties, there will be no overlooking or overshadowing of neighbouring private amenity areas.

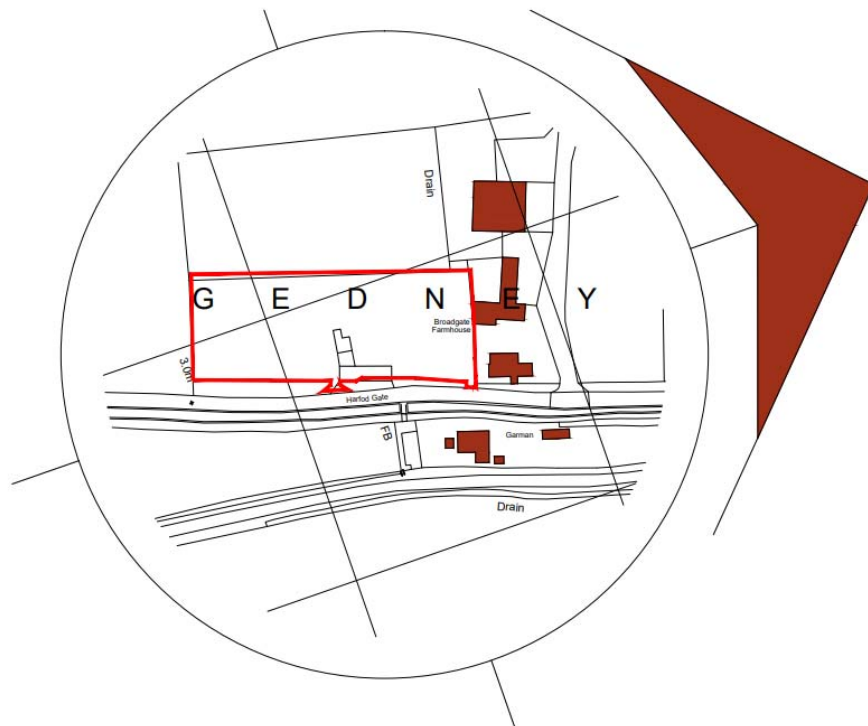


Figure 3: Location Plan

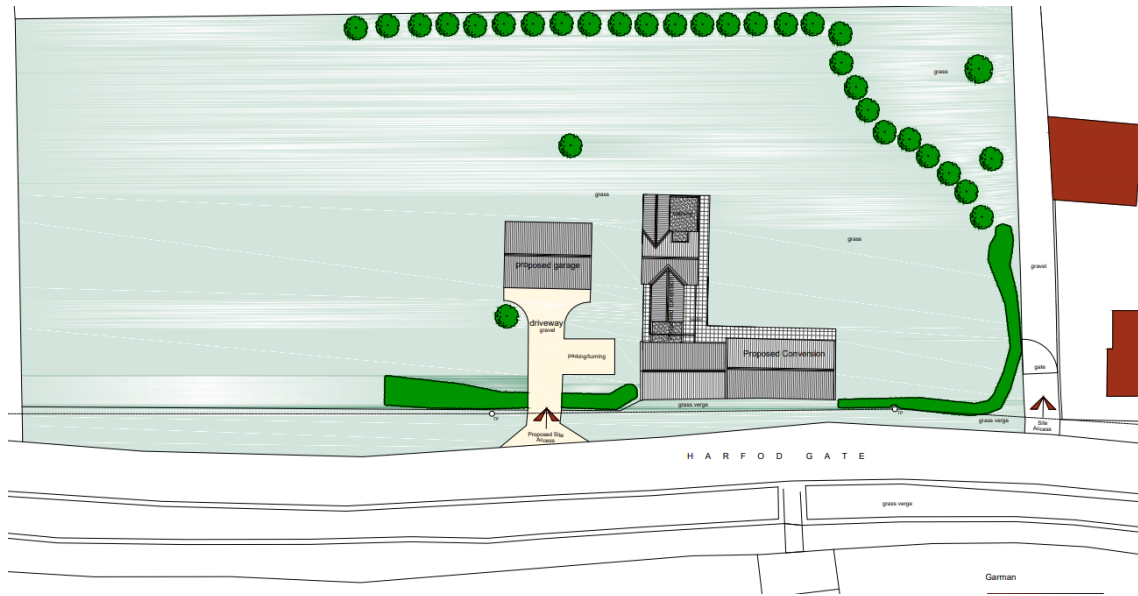


Figure 4: Site Plan

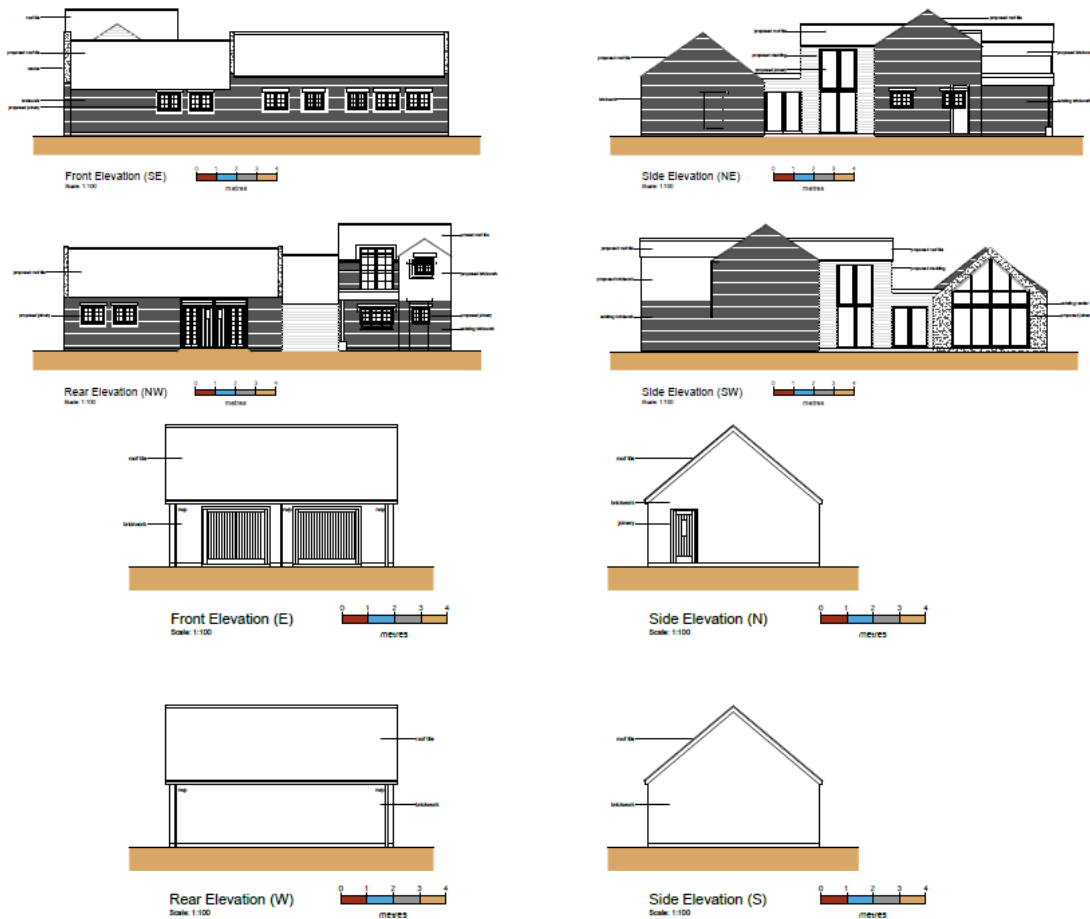


Figure 5: Elevations

3.2 LANDSCAPING

There are no proposed changes to the landscaping within the site. The existing landscaping on the site boundaries will be retained except for where required for access purposes.

4.0 ACCESS

4.1 LOCATION

Section 09 of the NPPF promotes sustainable transport. The application site is located outside of any defined settlement where there will be a reliance on the use of private motor vehicles. However, South Holland is recognised as a rural District and therefore the use of private modes of transport is inevitable. Furthermore agricultural buildings are typically located outside of settlement boundaries and as such there is an expectation that the conversion of these buildings will unfortunately result in future residents not being able to benefit from public transport.

4.2 SITE ACCESS

A new access is proposed to the south of the existing buildings which will allow for future residents to have an access which is independent from the farmstead to the north. This will be an improvement in highway safety terms as it will reduce the potential for conflict between farm traffic and the application site.

The proposal will benefit from a double garage and two outdoor parking spaces as well as an area for turning. This will allow for vehicles to enter and exit the site in forward gear.