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Design, Access & Planning Statement

Project: Proposed erection of 2no. 1.5 storey det. dwellings
Location: Land to rear 22-26 Broad Lane, Moulton, Spalding PE12 6PN
Date: November 2024



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1.0 Introduction

This statement has been prepared in support of a Full Planning Application for the proposed erection of 2no. detached 1.5 storey dwellings, vehicular access, and landscaping, sited within rear garden land behind no's 22, 24 & 26 Broad Lane, Moulton.

The report outlines the process of design and illustrates how the analysis, research and consultation have informed the final design proposals. The statement is intended to provide explanation of the design and should be read in conjunction with the submitted detailed planning drawings.

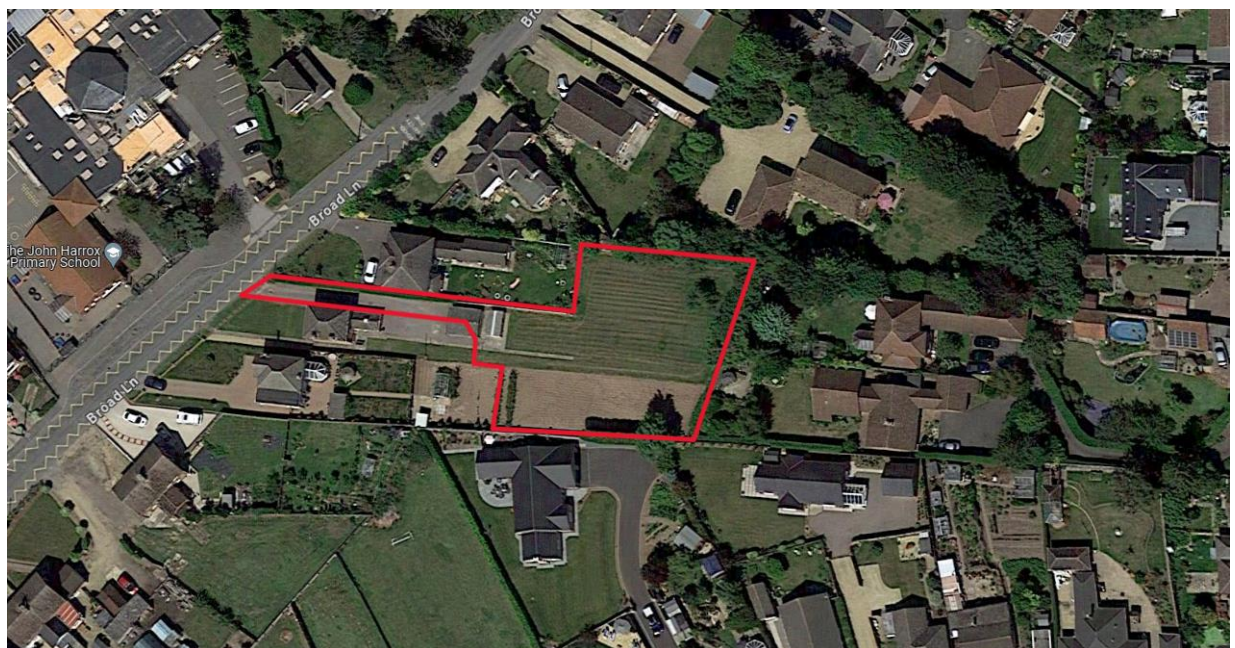
2.0 Existing site in its context

2.1 Location

The application site lies within the village of Moulton, which is classified as a minor service centre. The proposed development enclosure comprises a substantial, concealed back garden plot, sited at the rear of no's 22, 24 & 26 Broad Lane. The plot is generous in size – approximately 1,555m² or 0.38 Acres.

An existing, established 3.975m wide vehicular access serves the host dwelling, No.24.

The village boasts a medical centre & pharmacy, a public house, post office & village shop, butcher, fish & chip shop & hairdressers. In addition, there is a school, community centre, village hall & Moulton Harrox Sports Club which can all be found in the heart of the village.



2.2 Existing landscape & context

Broad Lane is characterised by lineal forms of development, with building frontages generally set back parallel to the highway. The host dwelling (no.24) and residences either side (22 & 26) are an exception; angled approx. 45° to the thoroughfare.

This section of Broad Lane has a particularly open feel, as boundary treatments and landscaping to plot frontages are considerably less noticeable than other leaf-lined stretches of this highway..



The surrounding context identifies a combination of single and 2 storey typologies, promoting a diversity of building forms and scales. There is no dominant architectural language; multiple examples exhibit differing geometrical roof structures such as gable fronted, pitched to front (side gables), hipped to front, and flat roof side projections. The material palette is predominantly red brick under grey or brown tiles, and rendered panels are noticeable to several dwellings.



To the rear of no's 22-26, the plot is bound to the north and east by existing, substantial landscaping incl. established specimen tree screens and hedges, whilst the southern boundary comprises a mixture of mature hedge and a 2m high masonry boundary wall – creating a well-screened private rear garden enclosure (see below).



View looking NE



View looking west, capturing northern tree screen



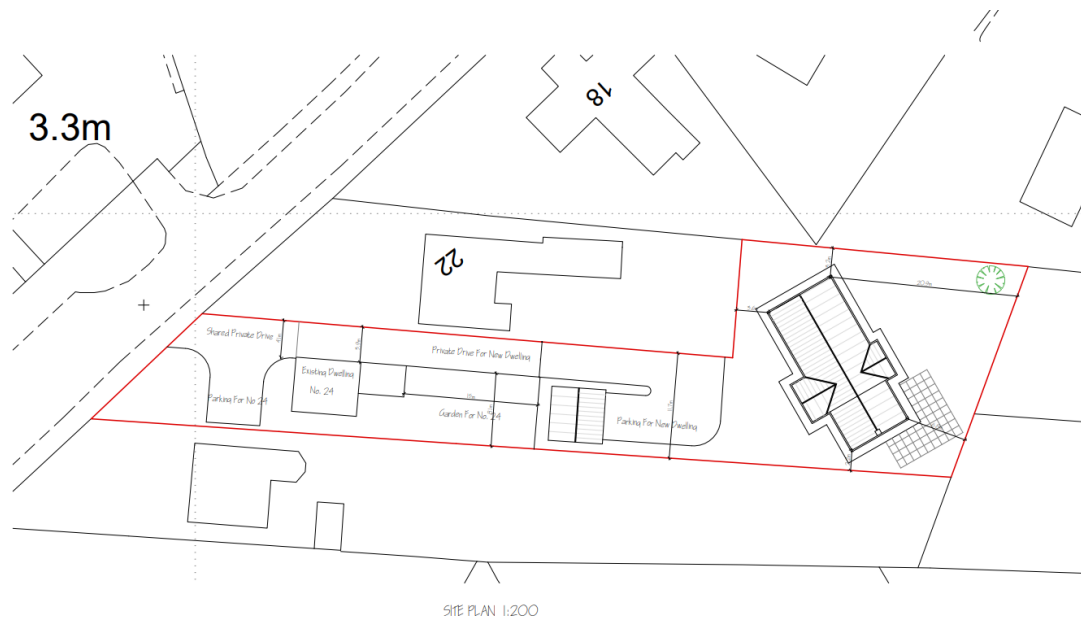
View looking south



View looking SE, capturing hedge & boundary wall

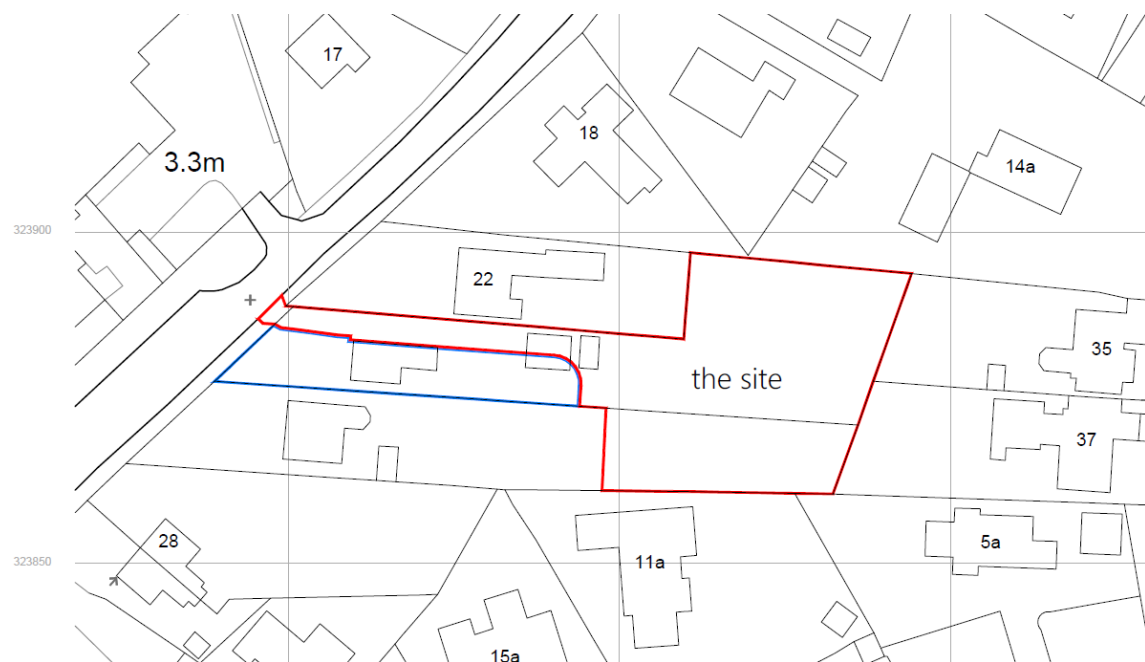
2.3 Principle of development

The proposed application seeks permission to construct 2no. detached 1.5 storey dwellings, with associated access, garaging and landscaping. The principle of development to this location is already established via. an extant planning approval for 1no. detached bungalow to the rear of no's 22 & 24 Broad Lane [planning ref: H13-0406-23]. An extract of the approved site plan is identified below.



The applicant has successfully acquired additional land outside the red line annotated above, creating an opportunity to explore residential development beyond a singular plot.

The proposed red line application to which this submission refers is presented below.



Should planning permission be granted, the overall net gain is 1no. dwelling over & above the extant approval.

3.0 Design

3.1 layout & scale

The layout proposes 2no. detached 1.5 storey dwellings and attached garages, with vehicular & pedestrian access, simply being an extension of the extant hardstanding serving no.24.

A study of the wider area suggests the rear garden serving the host dwelling is disproportionate – justified by the granting of planning permission for a standalone dwelling.



With the applicant acquiring an additional parcel of underused garden land to the rear of no.26, it is considered the enlarged plot, once subdivided, is utilised more efficiently accommodating two dwellings.

Paragraph 135 of the NPPF states that development should create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

The positioning of the proposed dwellings is respectfully considered in relation to the plot sizes available, to ensure the site does not appear overdeveloped.

Policies 2 and 3 of SELLP sets out that residential amenity and the relationship to existing development and land uses is a main consideration when making planning decisions.

Private amenity serving both homes are proportionate and enjoy secluded rear gardens which are not overlooked or create conflict with neighbouring residential uses. Both typologies are sufficiently offset from adjoining boundaries, affording optimum levels of external circulation around the dwellings.

Furthermore, the presence of substantially screened landscaped buffers to the north, east & part south boundaries cloak the development curtilage creating visual & sound attenuating mitigation.

Parking provision for vehicles conforms with Policy 36, in conjunction with Appendix 6: of the SELLP, where it is stated 'houses & flats' (C3) should provide within the curtilage: 2 spaces for dwellings with up to 3 bedrooms, or 3 spaces for dwellings with 4 or more bedrooms.

Subject to how the internal spatial arrangements for the proposed dwellings are utilised (home office, or 4th bedroom) onsite parking provision accords with relevant planning policy.

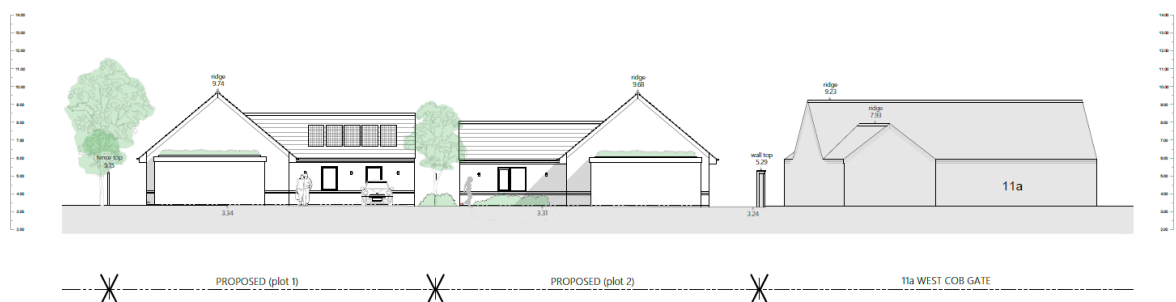
Policy 3 of the SELLP requires development to comprise good design; identifying issues that should be considered when preparing schemes so that development sits comfortably with, and adds positively to, its historically designated or undesignated townscape or landscape surroundings.

This application has been subject to a pre-application enquiry – outlining the applicant's desire to proposed 1.5 storey dwellings.

1½ storey dwellings are homes which carefully incorporate & integrate habitable living accommodation within the roof space of the home. They should not be confused with dormer bungalows – where a projecting element of accommodation protrudes from the roof plane.

The form and mass of the proposed typologies are designed in consideration of its immediate setting, aiming to replicate the scale, massing and detail of the wider context.

A cross-section through the site (see below) informs the massing & scale of the intended 1½ storey dwellings wholly relate to 11a West Cob Gate (adjacent single storey dwelling) without being visually intrusive or prominent, mitigating any negative impact upon the character of the area.



Site section A-A

Adopting a scale representative of the proximal built environment, the potential for overshadowing & overbearing is significantly reduced. It is therefore considered the resultant form, scale and mass is acceptable.

3.2 access

The host dwelling is served by an existing 3.975m wide vehicular access directly from Broad Lane.



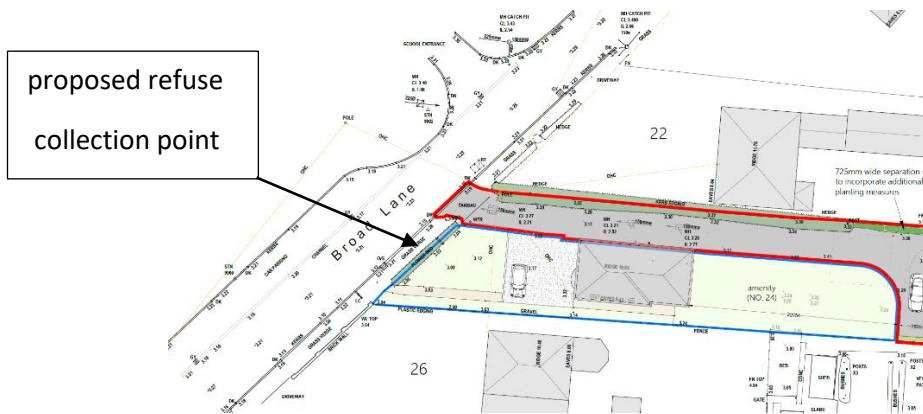
The vehicular / pedestrian ingress/egress point is situated within a School Safety Zone, having an advisory speed limit of 20mph. Yellow zigzag lines indicate that parking in this area is prohibited (see below).



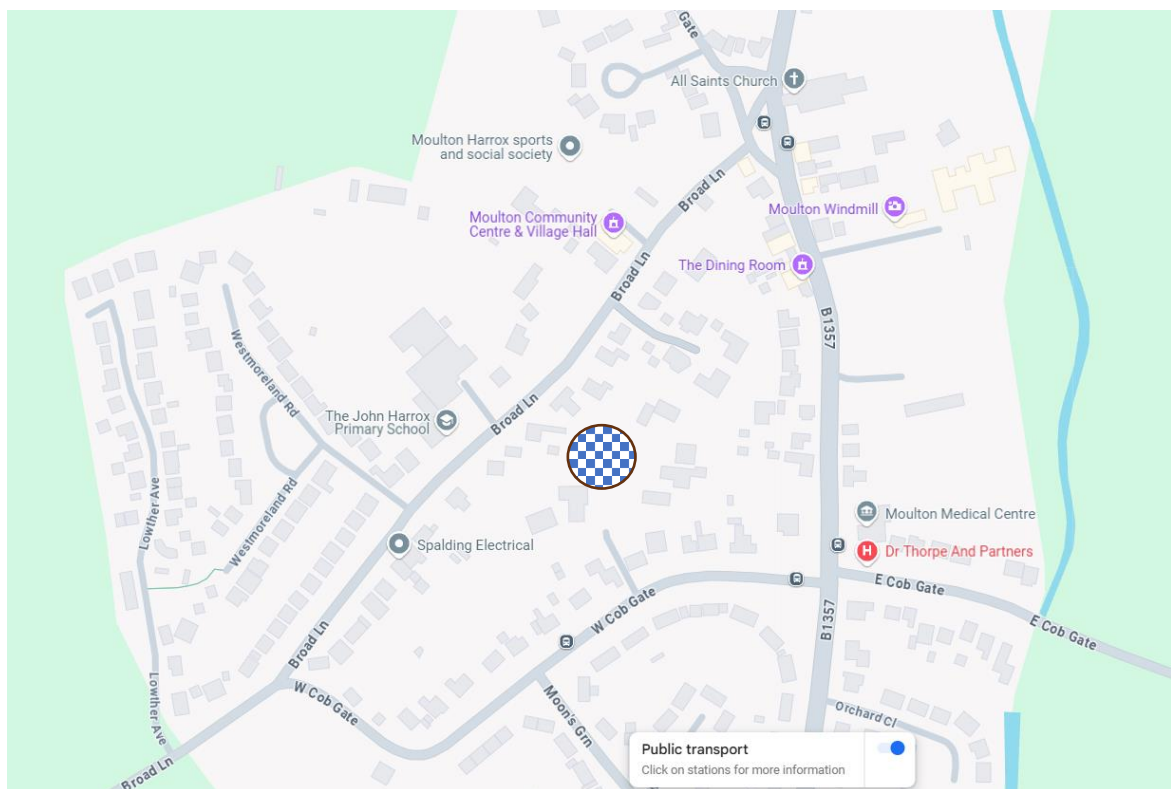
Section 9 of the NPPF is titled 'Promoting sustainable transport'. Within this, Paragraph 115 advises that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

Visibility from the access point is adequate in both directions, ensuring vehicle users benefit from unobstructed sightlines on entry/exit from the driveway.

It is considered, in addition to the advisory reduction in speed limit, ingress/egress is acceptable from a highway safety respect.



In respect of highway matters, Policy 2 details that proposals requiring planning permission for development will be permitted provided that sustainable development considerations are met, specifically in relation to access and vehicle generation. Policy 3 details that development proposals will demonstrate how accessibility by a choice of travel modes including the provision of public transport, public rights of way and cycle ways will be secured, where they are relevant to the proposal. Policy 33 further reinforces the need for developments to be accessible via sustainable modes of transport.



The image above suggests 5 bus stops are within short walking distance of the proposed development. As the plot is located centrally about this public transport network, it is considered the site is suitably located and aligns with Policy 3 and 33 – offering alternative & accessible choices and modes of transport beyond personal car use.

In recognition of sustainable forms of travel, both typologies would be fitted with an EV charging point affixed to the property – encouraging electric car usage.

3.3 appearance / materials

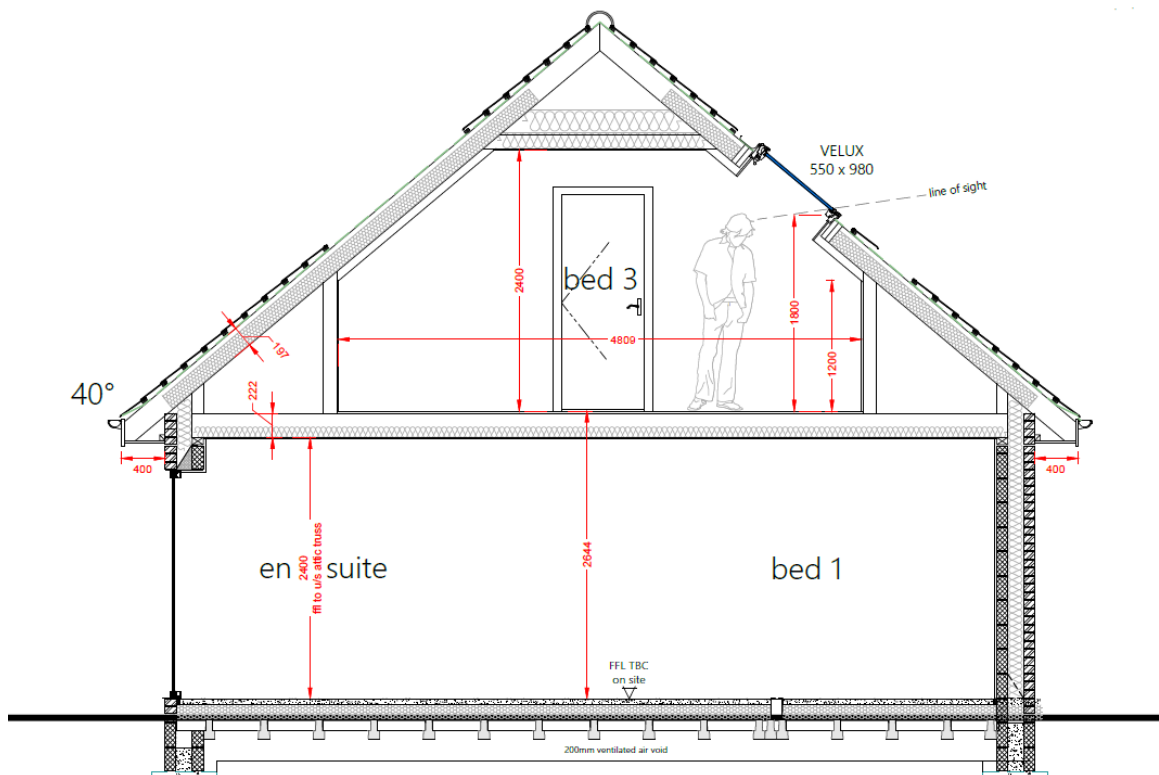
Section 12 of the NPPF, "Achieving well-designed and beautiful places", states that the "creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve" and as such, it is generally accepted that good design plays a key role towards sustainable development.

Policy 3 of the SELLP requires development to comprise good design; identifying issues that should be considered when preparing schemes so that development sits comfortably with, and adds positively to, its historically designated or undesignated townscape or landscape surroundings.

The materials and detailing to the proposed development are to be commensurate with the host dwelling, and typologies within the wider context. Considering the local context is characterised by predominantly red brick under grey / brown roof tiled structures, our choice of material for the scheme reflects this.

Several dwellings in locality have explored accommodation within the roof space, via the use of Velux windows. It is proposed to replicate this feature, and it should be noted installation of high-level Velux windows provide more privacy in a bedroom than a traditional window aperture on an external wall. A high-level roof window also floods a room with up to 50% more natural light as a façade window of the same size. They can also reduce the need for artificial lighting by up to 20% in homes.

Velux windows to habitable rooms within the roof space will be set at 1.8m above FFL to mitigate any overlooking of neighbours, and their private amenity (see section through dwelling below).



4.0 Flood Risk

Section 14 of the NPPF requires development plans to "apply a sequential, risk-based approach to the location of development - taking into account all sources of flood risk and the current and future impacts of climate change - so as to avoid, where possible, flood risk to people and property.

Paragraph 168 of the NPPF states "[the] aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding".

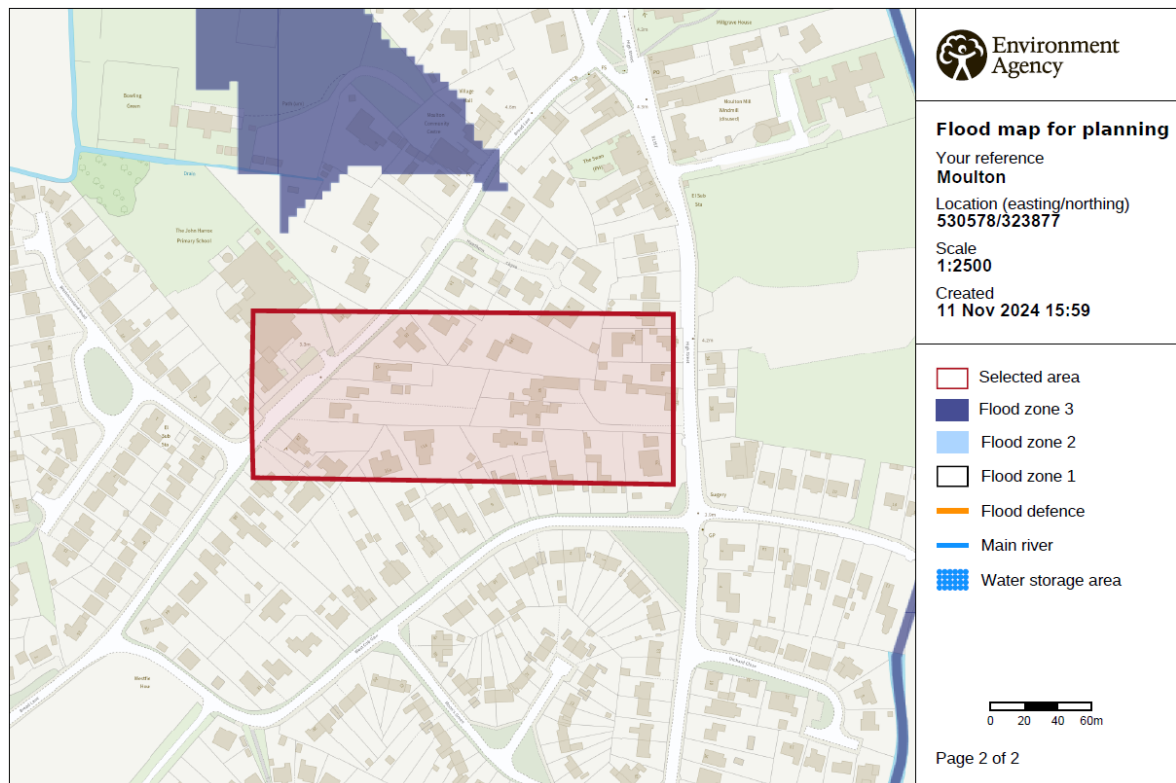


Flood map for planning

Your reference	Location (easting/northing)	Created
Moulton	530578/323877	11 Nov 2024 15:59

Your selected location is in flood zone 1, an area with a low probability of flooding.

4.1 flood risk map



5.0 Biodiversity and Climate Change

Section 14 of the NPPF states that new development should be planned for in ways that: 'avoid increased vulnerability to the range of impacts arising from climate change' with care taken to manage and adapt where development is brought forward in areas which are vulnerable; and that 'can help to reduce greenhouse gas emissions, such as through its location, orientation and design'.

Section 15 of the NPPF promotes the conservation and enhancement of the natural environment. Paragraphs 180 and 185 ensure sites of biodiversity value are protected through the planning system; while Paragraph 186 states that "if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused"

Policies 28 and 31 of the SELLP ensure the preservation and enhancement of the natural environment and that suitable mitigation and adaptation to the climate crisis is in place.

The Environment Act (2021) and subsequent legislation requires all applications above certain thresholds to demonstrate biodiversity net gain of 10%.

A suitably experienced ecologist was appointed by the applicant to map and characterise the habitats using UK Habs V2, along with a condition assessment undertaken for each habitat parcel.

Data has been collected and input into the statutory metric BNG spreadsheet and should be read as part of this application.

6.0 Conclusion

This Design, Access & Planning Statement has been prepared to support a full planning application for a proposed development of 2no. 1.5 storey dwellings, access & landscaping to a parcel of underused garden land.

There are no overlooking, dominance or loss of light concerns arising from the development. The proposed dwellings provide adequately sized garden areas and acceptable levels of internal accommodation.

The resultant development would not have any adverse impact upon neighbouring uses, or create undue harm, overbearing or overshadowing.

Overall, the development is considered to be compliant with the South East Lincolnshire Local Plan, and guidance contained within the NPPF and NPPG.



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