DESIGN & ACCESS STATEMENT

For

PROPOSED RESIDENTIAL DEVELOPMENT

On

LAND ADJACENT
33 KNIGHT STREET
PINCHBECK
SPALDING
LINCOLNSHIRE
PE11 3RA

For

MONOGRAMS RENTALS LIMITED

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REVISED PLANNING APPLICATION ISSUE
REV A (22.07.14)
REV B (20.05.15)

Site observation and analysis

Location

The site is located in the centre of the village of Pinchbeck on the north side of Knight Street. The site extends to approximately 217m^2 in area. The location is identified on drawing A1062-01 which forms part of the application.

Site description

The site is currently occupied by a gravelled yard area with a single storey block of residential garages to the rear. The garages are understood to be underused and are showing signs of deterioration.

Vehicle and pedestrian access and egress from the site occurs on the south boundary direct from Knight Street.

Site boundaries

As previously stated, the south boundary is formed by Knight Street which runs directly through the village centre. This boundary is largely open to the pavement. The west boundary is defined by timber fencing beyond which there is a public footpath (Gallery Walk) and then residential dwellings (the nearest being bungalows and chalet bungalows). The north boundary is defined by a fence beyond which there is considerable planting in the residential garden of the dwelling to the north. The east boundary is defined by a two storey block of apartments.

Neighbouring Development

As stated above, outside of the site's boundaries development in this area comprises residential dwellings. Opposite the site on the south side there are a small number of shops and an education centre. This is very much the centre of the village where dwellings and retail units exist side by side.

Site history

The long-term history of the site is unknown though it is suspected that its village centre position will mean that it is likely to have seen previous development of some type. The apartment block immediately to the east has a date stone showing 1931. The site currently has garages on it, though clearly these will be later than the apartments adjacent. Development along Knight Street varies considerably with much of it being from the 20th Century. It is not an area of great architectural consistency and much of the 'building stock' in the vicinity of the site is of relatively low grade. The site lies immediately inside the boundary of the conservation area though the positioning of the line would not appear to have been influenced by the garages that currently occupy the site.

Existing access arrangements

The site has, in the distant past been used for parking in association with the garage, this has however now largely ceased and as a result the site is under-used. A preliminary car survey has been undertaken on the site by the applicant with vehicle activity being monitored over a period of time, on random days and at different times of day to assess vehicle

movements on the site. Appendix 1 shows photographs of the site and vehicle activity with times and dates logged, clearly use is minimal.

Access to the site is for pedestrians and small, private vehicles only (i.e. cars). Knight Street is a two directional road with a 30mph speed limit. There are double yellow lines along its north side, directly across the full south boundary of the proposed development site. Visibility along Knight Street both east and west from the site is good.

Streetscape / planting

Planting along Knight Street in this area of the village is not particularly significant. The main trees in the area lie immediately to the north of the site within the garden of the adjacent property. These are mature Silver Birch and discussions with SHDC's tree officer have concluded that they have a limited life remaining and can be removed by the owner if and when required (they are not protected in any way). Permission for their removal was granted on 21.05.2013 under SHDC reference H14-0324-13.

Amenities

The site sits in the centre of the village of Pinchbeck. Pinchbeck has a good range of services and facilities within easy walking distance. The town of Spalding lies approximately 3 miles away. There is a bus stop on Knight Street within metres of the site from which public transport is available to Spalding. The site is therefore in a good, 'sustainable' location.

Views into, through and out of the site

Views in to and through the site from Knight Street are largely limited by the fence on the north boundary and the significant planting immediately beyond. The site is largely enclosed by buildings on the east and west side, hence views are restricted to between 5 and 10m. Views out from the site to the south are across Knight Street to the education centre. Development on this site would not obstruct, either totally or partially, any views or vistas of significance.

Context - Physical

Development on the site comprises a single storey garage block. This was constructed in the 20th Century though the exact date is not known. The external walls are finished in brick and the roof is of the shallow pitched variety. The building is of relatively low quality in construction terms and is of no value either historically or architecturally. The remainder of the site is undeveloped, with ground finishes including concrete and gravel. The area to the south side of the site is undeveloped.

Context - Social

The site has previously been developed to provide residential garages (now largely unused). It is privately owned and managed. It is unlikely that the site would be the focus of aspirations for local people in respect of anything other than perhaps private residential accommodation.

Context – Economic

The site in its current form has no real economic consequence since it is largely underused. It has no real prospect in terms of employment etc.

In summary, the site comprises a block of under-used residential garages and undeveloped land surrounded by residential dwellings in the centre of the village of Pinchbeck.

Site Evaluation

Details of the site and general context have been recorded and analysed within the site observation and analysis above. From those findings the following key statements are identified.

1. The site is under-used and presents a genuine development opportunity that can contribute to the village centre. The size of the site is sufficient to accommodate a dwelling of modest dimensions. Provided the dwelling is appropriately located and designed it can be accommodated on the site without detriment to the existing building or neighbours.

2. Access to the site is adequate and will remain so for any development now considered. It is believed that the existing access is suitable and no modifications will be required to it. General long-term knowledge of the site suggests that its loss will not present a parking shortage and this appears to be backed up by the survey results recorded. It is therefore considered that the development of the site could take place without any resulting parking issues resulting (parking for 31/33 will be improved by demolishing the south boundary wall).

3. The existing garages are of no architectural or historic value and their demolition will actually be of benefit to the street-scene generally. Development of the site will effectively 'tidy up' the site.

4. Any new dwelling on the site would need to respect its neighbours. The flats to the east are a full two storeys in height but all other adjacent development is single storey or chalet type. It would be appropriate for any new development proposed to be of single storey or one and a half storey construction.

5. Investigations in respect of the trees on the adjoining land to the north have indicated that they have a limited lifespan and are not legally protected. A structural engineer has been engaged to advise on these and proposes the use of specialist foundations that will allow most of the trees to remain.

6. The site is 'sustainable' as it has excellent access to the village amenities as well as to the local bus stop. It would provide an excellent base for someone living and working in or near the village.

Development Plan policies

The proposed development would therefore appear to be in line with current SHDC Planning Policy in that:

1. It seeks to redevelop a previously used site.

2. It seeks to construct a residential dwelling within one of the main village centres of the district.

3. The site is sustainable in all respects.

4. The construction of a one and a half storey dwelling will have no negative impact upon the amenity of its neighbours or the village more widely.

5. It seeks to develop an 'infill' plot.

6. The design and size of the building is such that it is contextually sensitive.

Design Statement

The following section demonstrates how the conceptual approach has taken account of the identified physical, social and economic context set against development plan policies for design.

Use

The site stands in an area where both residential and retail uses are common. The site has previously been used in connection with residential development and it is considered that the development of a dwelling on this site would be contextually appropriate for these reasons.

Amount

It is proposed that a single, one and a half storey dwelling of modest dimensions be constructed on the site. It is believed that the site can accommodate this whilst still retaining a reasonable yard and garden area and without encroaching on its neighbours. In terms of development this would not take up much more land area than the garage block proposed for demolition.

Layout

It is proposed that the dwelling be positioned to the north side of the site with its access being the existing one from Knight Street. This would mean that the dwelling sits between adjacent buildings and does not stand forward of any 'Building line'. Rooms within the dwelling are arranged to allow each to enjoy natural light and ventilation wherever possible.

Scale

Although the flats to the east are a full two storeys in height it is considered that a more subservient one and a half storey scale development would be more appropriate for this site. This is because the dwellings immediately to the west and north-west are either bungalows or chalet bungalows. The proposed building will provide an appropriate scaling of the street scene; no 33 full two storey height, the application site of one and a half storey height and no. 35 being a bungalow.

Landscaping

No special arrangements for landscaping are proposed as the occupiers of private dwellings invariably undertake their own gardening. Space is however provided around the building for grass and planting. This will be in-keeping with other properties along Knight Street.

Appearance

The proposed dwelling has been designed to replicate a traditional garage building with simple accommodation within the roof above. The dwelling is detailed to harmonize with number 31/33 but remain subservient to it in both dimensions and visual weight. The south

elevation is to have a strong symmetrical appearance with 4 no garages doors to the ground floor and 2 dormer windows and 2 lower level eaves windows to the first floor. The dwelling is one and a half storey in height. It is believed that the proposed appearance will be contextually sympathetic.

Planning History:

An application was submitted and refused for a new single storey dwelling on 14.01.15 (application ref H14-0061-14).
The revised proposal which forms this application has been issued to, discussed at length and amended in line with comments received from Julie Anne Middleditch.
The scheme has also been reviewed by Jon Sharpe at LCC Highways and comments received have been implemented on the supporting documents.

Access Statement:

The site is located right in the village centre and is very well positioned for access to the shops and amenities either on foot, cycle or in a wheelchair. The bus stop is within a few metres allowing access to the public transport network.

The dwelling itself will, where possible, be designed to accord with Approved Document M of the Building Regulations providing suitable approach and access by disabled people. The interior has been designed to have an accessible toilet and reception room on the ground floor level.

Demolition Statement:

The proposal requires the total demolition of the garage block. This is however of no architectural or historic value and its loss would therefore be of no detriment. In addition the proposal involves the demolition of the low brick wall between numbers 31/33 and 27/29 Knight Street and the road. Again this is of no historic or architectural value.

Sustainable Construction Statement:

It is likely that the raw materials from the garage would be retained on site and crushed to form a hardcore sub-base for the proposed dwelling or drive. The impact of the demolition would therefore be minimized. The new building would be designed to at least meet the thermal efficiency standards prescribed by Part L of the Building Regulations. Further 'energy efficient' measures will be considered as the detailed design develops.

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Conclusion:

It is concluded that the construction of a one and a half storey dwelling on this site would offer the following benefits:

1. It would provide accommodation for a local person / persons.
2. It would provide a village centre dwelling with excellent access to both the local amenities and the public transport network.
3. Its occupants would be very likely to use the local shops and facilities and hence would contribute to the village economy.

4. It would remove a poor grade garage block that is somewhat of an eyesore.
5. It would recycle a previously develop site.
6. It would fill a gap in the streetscene without being of detriment to any of its neighbours.

APPENDIX 1

Car parking survey and photographs.