

sharman architecture

OAK BARN. WILLOW DROVE. BOROUGH FEN. PETERBOROUGH. PE6 7QB

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DESIGN STATEMENT WITH REGARD TO 5 STONEGATE. SPALDING. LINCOLNSHIRE. PE11 2PG

SITE DESCRIPTION

The site is situated on an adopted road called Stonegate.

The Street is approximately 400 metres from the town centre and lies towards the Southern edge of the town.

The street comprises mainly of dwellings of early to late twentieth century buildings, varying from 1 to 2 storeys and is a mixture of detached and semi detached units.

The character and form are of a mixed nature with no predominant style.

Characteristic of this period, the dwellings are set back off the road in the majority of areas.

Stonegate in itself is very wide road and most of the buildings provide for off street parking.

The actual on street parking usage appears to be very sparse.

The site is not located within the Conservation Area but is adjacent to it and as can be seen from the minor changes to the building, these would not affect its setting.

The site is (as is the rest of Spalding) at risk of flooding, which is shown on the Environment agency map but the flood defences in place are adequate to counteract any possible future problems.

ACCESS & PARKING

Access to the property is directly off the public footpath through a set of railings.

The frontage is barely 1.8 metres deep and in this case no off street parking is available.

9 cycle parking areas will be provided to the rear of the property to encourage cycling within the vicinity.

Parking can be achieved by on street parking as there are no resident only parking schemes in force.

There is a partial restriction where Stonegate joins Matmore Gate and Alexandra Road which is denoted by double yellow lines to the Girls High School frontage and a single yellow line from here to Matmore Gate on both sides of the road.

This restricts parking from 8am to 9-30am and from 2-30pm to 4pm.

These areas have been shown on the enclosed parking maps and have not been used to account for any spaces that could be used for parking.

A parking survey for the general area was undertaken on the evenings of the 10th to the 12th January 2023 between 7pm and 9pm.

This allows for any residents to arrive home and park their car if they are using the road as a parking space.

The results of the survey in plan and photographic form are enclosed with this application.

A maximum distance of 500 metres has been used for the area surveyed.

As can be seen there is ample parking space within the areas shown.

Thursday the 12th is taken as a typical example of the survey and the results of the number of cars parked together with the available spaces are shown below.

<u>STREET</u>	<u>CARS PARKED</u>	<u>FREE SPACES</u>	<u>COMMENTS</u>
Love Lane	0	26	
Church Street	4	13	Parking & spaces only counted on one side
Holland Road	Not counted	12	Congested Street
Halmer Gate	0	0	Too dangerous to park on this road.
Grange Road	5	25-30	
Stonegate	7	20+	Restricted area not included for spaces
Matmore Gate	3	7	
Alexandra Road	19	26	

The total spaces available for Thursday the 12th January was in excess of 134 in a 500 metre radius.

A radius of 300 metres the spaces available are in excess of 71.

To discuss the context of this application and to put it into a perspective we now discuss below.

The planning application is for a HiMO (House in multiple occupation.) with an occupation of 9 people

Should we have only have used the house for 6 people then an application would not be required and if the thought pattern was followed we could have had 6 people with cars using the street for parking with no restrictions being implemented.

In this case we have 9 people and in theory they could have 9 cars.

Whilst I use the word theory, it has to be discussed as a reality.

In this instance we need to understand as to what level of income and expectation a resident of a HiMO has and in 99% of cases you will find they are at the very low end of the income range and do not own a car and have exceedingly low expectations of owning a house.

In this case we will have 9 occupants who are Pilipino's and are all in this country on a work visa.

They are all employed by my client who sub contracts their skills to Pilgrim Foods.

They are all used as skilled labour and in this case as butchers.

Their age range is from 25 to 40.

They all walk or cycle to work, which if walking takes 20minutes.

To conclude on this point:

None of the occupants have cars and the likelihood of them doing so in the future is very small.

Should any of them be able to buy and own a car then the survey shows that this would be no problem to the parking and traffic within the vicinity.

DESIGN

The Planning Application is for a change of use of a residential property (C3) to a House in Multiple Occupation. HMO (C4 or Sui Generis)

Generally a House in Multiple Occupation can house up to 6 people from separate families but anything over this number attracts the requirement for a Planning Application.

In this application permission is sought for 9 people to use the dwelling.

The people who will use the dwelling are (for want of a better word,) imported labour, from outside off the United Kingdom and in this case their profession is in the Butchering trade.

They are here to work on a 2 to 3 year Visa, which, if the work remains available, can be renewed at the end of those periods.

The reason for using imported labour is because Local People do not have the necessary skills, and the type of work and rates of pay are not attractive to them.

A House in Multiple Occupation is required to have bedrooms, kitchens and bathrooms of certain sizes and layouts.

In this case the design achieves those requirements.

The requirements have been taken from the minimum requirements information list as published by South Holland District Council.

It was checked with the Local Authority if a Dining Area was required.

This is not a requirement.

A communal purpose designed bin area will be provided at the sites entrance (and behind the railings) for the occupants to use.

A secure cycle store comprising of 9 units will be provided to the rear.

A large area of grass and paving is provided to the rear for occupants amenity use.

The changes to the existing dwelling are minimal and are located to the rear and are not seen from the public domain.

To dwelling and its proposed use will not make any impact on the neighbouring amenity values.

Overlooking does not occur to any adjoining dwellings and properties as neither does overshadowing.

Socially & economically

Economically the provision of a labour force is good for a local business on the larger scale and good for the local economy on the smaller scale.

Planning policy

The site is located within the defined settlement of Spalding so development in this location in principle is acceptable.

The development would conform to an acceptable part of the Local Plan and is left to the Planning Officers to judge its suitability.

Involvement & Evaluation

The proposals for this scheme at this stage have not been discussed with the adjoining occupiers or with the Local Planning Authority.

Use

The use of the dwellings will be purely residential.

Layout

The layouts of the changes to the building were determined by the client's requirements and are mainly internal.

Externally only minor changes are required to the fenestration and will not detract from the buildings looks.

Scale

All works are to scale.

Landscaping

All new landscaping (hard and soft) will be to a good quality.

Summary

- The proposals make a positive contribution to the economy of the town.
- The architectural and visual quality of the building remains intact.
- It has been demonstrated that on street parking if required by any of the residents would not pose a problem when considering planning and highways policy