



DESIGN AND ACCESS STATEMENT

ERECTION OF 2, 3-BED DWELLINGS

AT

HALMER GRANGE
GRANGE DRIVE
SPALDING

FOR

MARKET HOMES LTD

Job No. SE-1686

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1.0 INTRODUCTION

This Design and Access Statement supports the full planning application for the erection of 2 x 3-storey 3-bed dwellings, at Halmer Grange, Grange Drive, Spalding.

2.0 CONTEXT & PROPOSAL

2.1 SITE CONTEXT

The application site is located within the built-up settlement of Spalding. It comprises of a parcel of scrub land positioned to the immediate east of the block of flats known as Halmer Grange.

To the east of the site is the residential development along Exeter Drive, to the north is the residential development along Grange Drive and to the south is Spalding High School.

The site lies within Flood Zone 3 of the Environment Agency Flood Maps for Planning.



Figure 1: Aerial photograph

2.2 HISTORY

H16-1107-18 – Erection of three dwellings – Refused;

H16-1023-16 – Residential development (6 dwellings) – Refused, Appeal dismissed;

H16-0583-16 – Residential development (6 dwellings) – Refused.

The previous applications have been refused for residential development on this site. The latest application was refused because (1) it would cause noise and disturbance on neighbouring occupiers by reasons of increased vehicular and pedestrian movements and that plots 2 and 3 would have a poor outlook; (2) the proposed flat roof design would be out of keeping with the surroundings; and (3) the site is located in a 'Danger for All' flood hazard within the Strategic Flood Risk Assessment and there are other reasonably available sites which are sequentially preferable which could accommodate the proposed development.

Following the refusal of H16-1107-18 a revised scheme was drawn and a pre-application enquiry was submitted under reference PE-00344-21. The advice given was that the principle of the development was acceptable. It however advised that due to the flood risk issues there must be no habitable accommodation on the ground floor which in turn would have cost and design implications. Furthermore, the advice highlighted that the previous reasons for refusal included the impact on neighbouring amenity due to the required scale and increased noise disturbance from vehicular/pedestrian movements which would still apply to the proposal.

2.3 PROPOSAL

The proposal seeks to erect 2 x 3-storey 3-bed dwellings. The dwellings will be arranged in a linear manner to form a continuation of the existing flat development to the west and will face northwards. The dwellings will have dual pitched roofs with gables on the sides and both will have a gabled rear projection. All first floor windows serving habitable rooms will face front and back within the site.

The proposal will share the access and internal roadway with the flats which will lead to their own shared driveway and parking area, positioned beyond the approved turning head for the flat development. Each plot will have three parking spaces and a large rear garden area. The existing trees on the north and south boundaries of the site will be retained.

2.4 PRINCIPLE

The site lies within the built-up settlement of Spalding which is within a primary location in terms of the settlement hierarchy. The proposal is positioned within a secondary location within the street scene however the nature of this type of development has already been established by reasons of

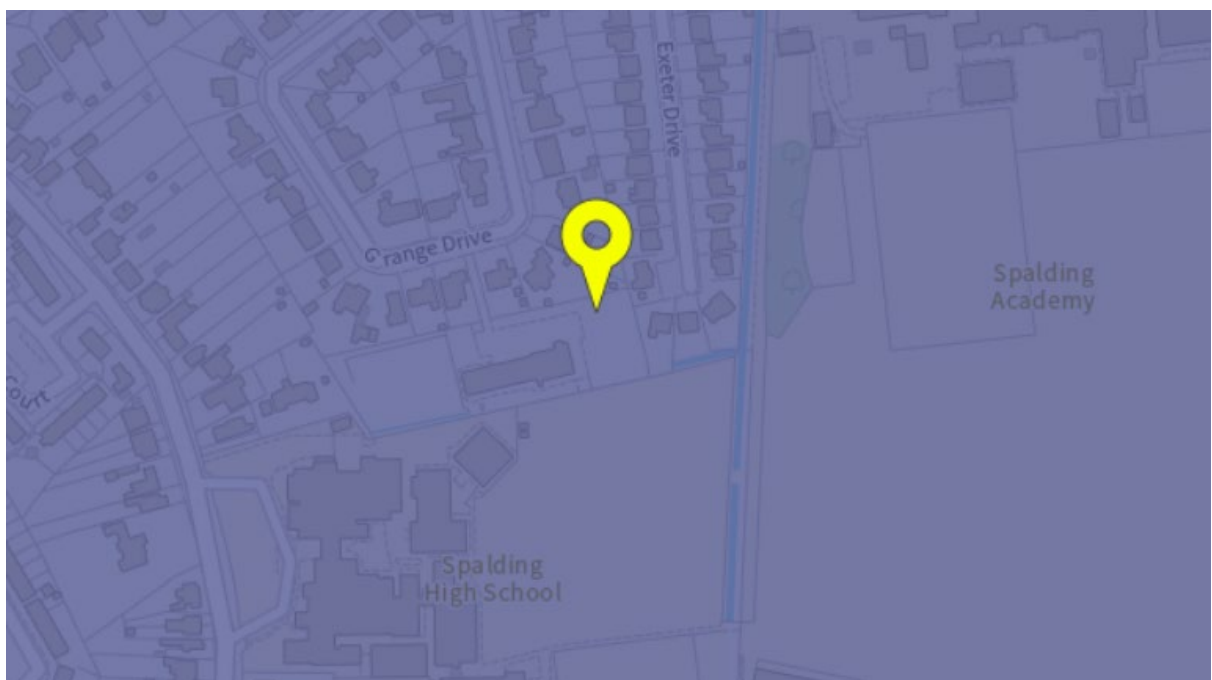
the existing flat development to the west. In any case the locational aspect of the proposal has never been considered as a reason for refusal, nor raised as a concern in the pre-application advice. The principle of the development is therefore acceptable.

2.5 FLOOD RISK

Section 14 of the NPPF requires a sequential approach, directing new development to land at lowest risk of flooding in the first instance unless it can be demonstrated that no land is available to accommodate the proposal. The application site is located within Flood Zone 3 however the Environment Agency Flood Maps show that the whole of Spalding is within Flood Zone 3 (see images below) and as such there are no alternative sites available which could accommodate the development. It is therefore submitted that the Sequential Test as per the Environment Agency Maps is passed.

After passing the Sequential Test, the NPPF requires demonstration that the Exception Test is passed. It requires that new development (a) provides greater community benefits which outweigh flood risk, and (b) is technically safe from flooding without increasing the risk elsewhere.

With regards to part (a) of the Exception Test, the proposal will result in new residential development within a highly sustainable location and it can be constructed using sustainable construction techniques, including renewable energy sources as appropriate. It therefore passes part (a). The application is accompanied by a flood risk assessment which demonstrates that the site and surroundings will be technically safe from flooding following the development as such (b) of the Exception Test is also passed.



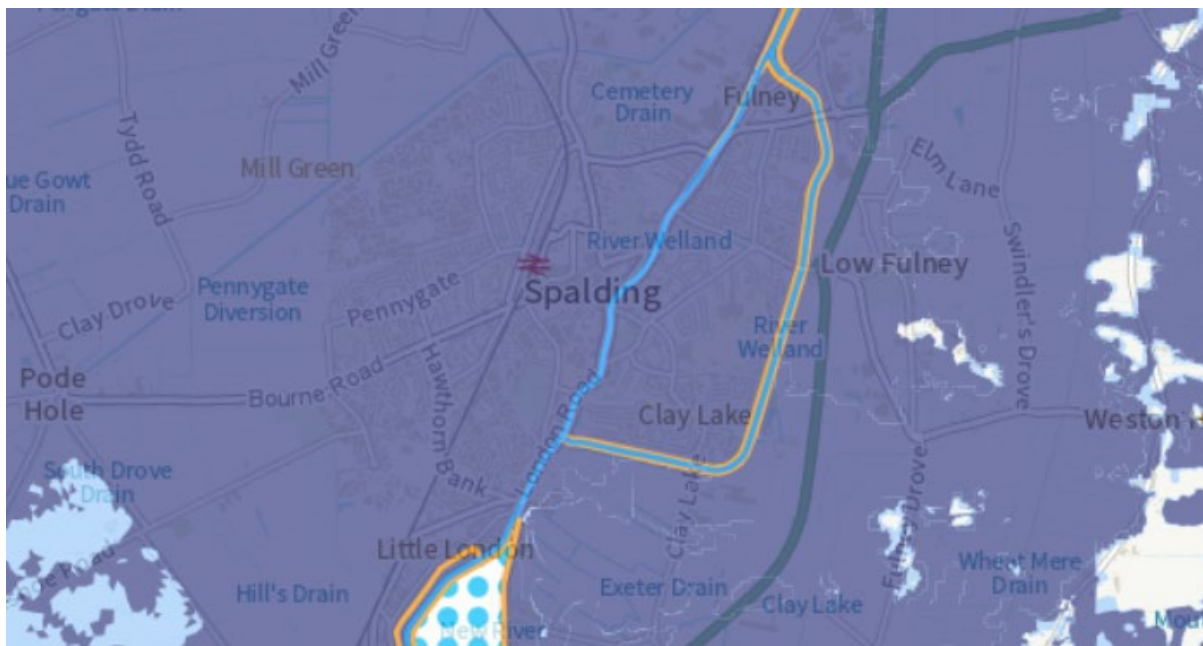


Figure 2: Extracts from Environment Agency Flood Maps for Planning

The previous application refused the proposal on the grounds that the site is located in a 'Danger for All' area as set out in the Strategic Flood Risk Assessment (SFRA) for the area and that there were alternative sites available at lower risk of flooding as set out in the SFRA. However, the decision which included this reason for refusal (H16-1107-18) was made in December 2018 which was four months prior to the adoption of the South East Lincs Local Plan (March 2019).

The adopted Local Plan contains Policy 4 which states that development can be located within areas at risk of flooding, as per the Environment Agency Maps and the SFRA, provided the Sequential test is passed and other technical assessments demonstrate that the proposal is safe from flooding.

The proposal is located within a highly sustainable location and it makes efficient and effective use of land. The development will tidy up and bring into use an untidy and unsightly piece of land which was formerly attached to the neighbouring block of flats. It now has no specific use and is prone to antisocial behaviour. The proposal will therefore be to the benefit of the surrounding area in terms of visual amenities and fear and risk of crime. As the proposal is for the redevelopment of a specific piece of land there is no alternative available and therefore the Sequential Test is passed as per Policy 4 of the Local Plan.

On the basis that the Local Plan was adopted after the previous decision was made, it forms a new material planning consideration in the consideration of the proposal which can now be afforded weight. Given that the proposal complies with the flood risk policy of the Local Plan, it is submitted that the previous flood risk reason for refusal is overcome.

The pre-application advice did not highlight any concerns with regards to the Sequential and Exception tests and therefore it is understood that the above is accepted. It was however noted that the South East Lincolnshire Strategic Flood Risk Assessment (2017) identifies that water levels could be in excess of 2m high in the event of a flood in this location. These comments have been acknowledged and the scheme revised accordingly. The development now includes living accommodation on the first and second floors only with no habitable rooms on the ground floor.

3.0 DESIGN

3.1 USE & AMOUNT

The proposal is for residential development within a residential location. The concerns with regards to noise and disturbance from vehicular and pedestrian movements are noted however these related to the previous schemes which encompassed 6 dwellings and 3 dwellings. The proposal has been reduced down to two units and will therefore have a lower noise impact than the previous schemes. It is submitted that the vehicular and pedestrian movements associated with the proposed two dwellings will be easily absorbed into the comings and goings of the neighbouring block of flats. As such there will be no tangible increase to the noise associated with the vehicular and pedestrian movements in the area.

It is therefore submitted that the proposal will cause no harm to neighbouring properties in terms of noise and disturbance and the reason for refusal in this regard is overcome accordingly.

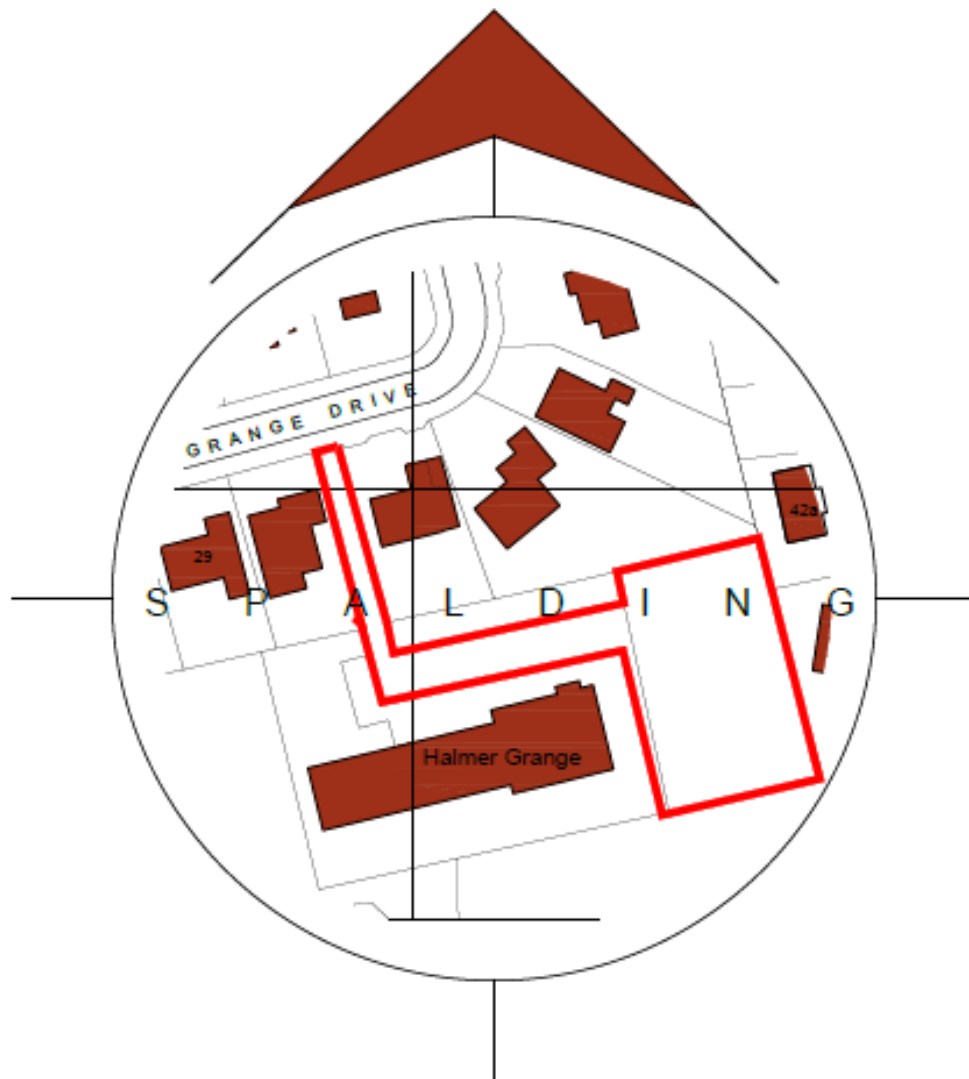


Figure 3: Location Plan

3.2 LAYOUT, SCALE AND APPEARANCE

Noting the pre-application advice, the design of the proposal has been amended to comprised of a more modest appearance. The dwellings will have 3-storeys to satisfy the flood risk requirements however they have been kept as low in height as possible. The dwellings are slightly lower in height than the neighbouring flat development and are positioned roughly centrally within the site in order to provide the maximum visual relief for the properties at Grange Drive.

The proposal comprises of two traditionally styled dwellings with dual pitched roofs and gable ends which are reflective of the surrounding development. They will be arranged east to west within the site which will improve the outlook for the future occupiers and is reflective of the layout of Halmer Grange flat development which is also orientated east-west within its plot.

Each dwelling is afforded a large rear garden which will be made private by use of 1.8m high close boarded fencing on the side boundaries. The existing chain link fence on the rear boundary, which is shared with the school field, will remain. This will allow for natural surveillance over the field which will reduce crime and fear of crime within the area.

The dwellings are of sufficient distance from the neighbouring properties so that adjoining residential amenities will not be harmed by reason of loss of outlook or privacy.

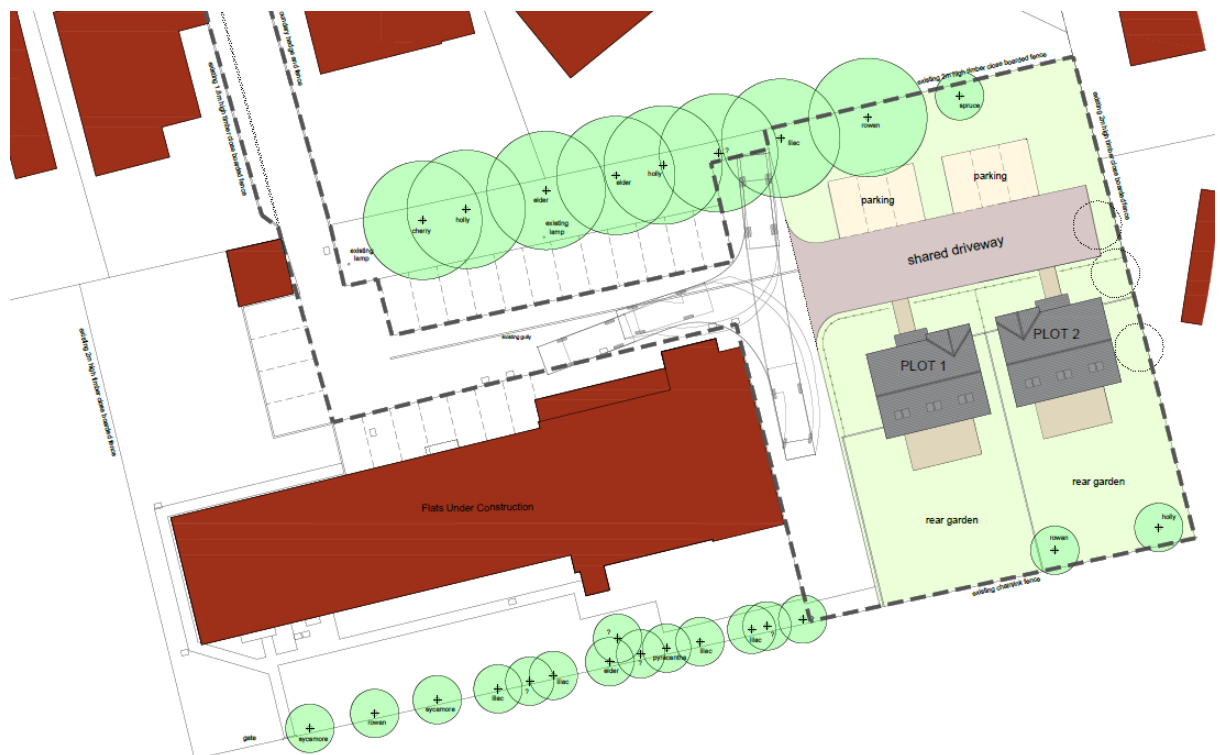


Figure 4: Proposed site plan



Figure 5: Indicative street scene

3.3 LANDSCAPING

The existing trees on the north and south boundaries of the site will be retained and will soften the appearance of the dwellings when viewed from the neighbouring properties along Grange Drive.

4.0 ACCESS

4.1 SUSTAINABLE TRANSPORT

Section 9 of the NPPF promotes the use of sustainable transport. The proposal is positioned within the town centre and therefore within a sustainable location where future residents will be able to walk or cycle to a range of facilities including healthcare, employment, education, retail, and leisure uses. They will also be able to walk or cycle to a range of bus stops and the train station where they will be able to travel farther afield if desired.

In view of the above, future residents will not be reliant on the use of private motor vehicles and they have a range of sustainable transport options available to them. The proposal is therefore supported by Section 9 of the NPPF.

4.2 SITE SPECIFIC

Access to the site will be shared with the neighbouring flat development and there is ample space within the site in order that vehicles can turn so that they can enter and exit the land in forward gear. Each dwelling is provided with three external parking spaces and a garage which is considered to be sufficient to serve the needs of a 3-bed dwelling.

On the basis that the proposal is for only 2 dwellings, the vehicular movements associated with these dwellings will be easily absorbed into the existing access arrangement and therefore it can be reasonably concluded that access to the site can be safely achieved.