

Erection of single 2 storey dwelling on Land between 76 Commercial Road and Barge Close, Spalding.

Planning, Design and Access Statement on behalf of Ms. K Cusack.



3D Planning - Town Planning Consultancy

**Planning Design and Access Statement in support of an application
for demolition of rear extension to No 76 Commercial Road and erection of one 2 storey dwelling with undercroft parking
on land between 76 Commercial Road and Barge Close, Spalding.**

Introduction

Paragraph: 034 Reference ID: 26-034-20140306

This Planning Statement incorporates statements in accordance with local and national planning guidance and is to be read alongside the submitted plans and documents.

The role of this statement is to aid decision making. This is achieved by communicating the process employed to inform the development by considering the form, character, structure and impact of the proposed development in the context of its surroundings (as set out in Note 1 below which is extracted from the Planning Policy Guidance note on Design 2014).

This statement includes an assessment of the scheme against the policies of the adopted Development Plan and other material planning policy considerations.

The application should also be considered within the context of the National Planning Policy Framework (NPPF). The key principles of national government planning policy are set out in this document and surround the concept of creating developments that are sustainable and of high quality in terms of design, sustainability, socially inclusive and protect the environment.

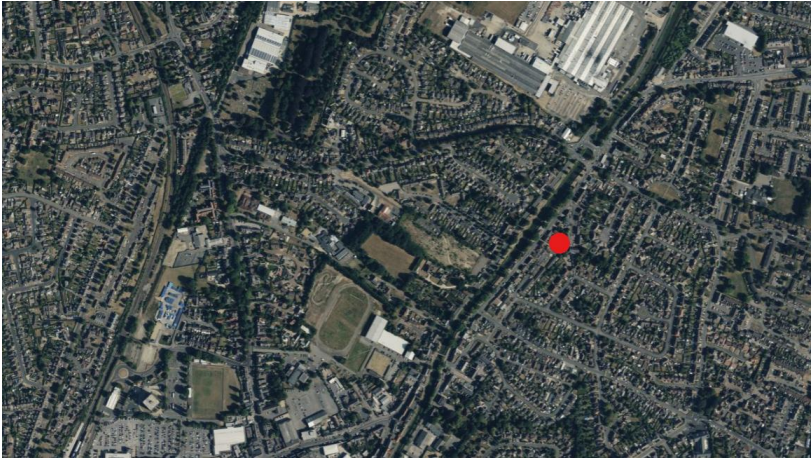
A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applications to explain how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users.

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Proposal

Demolition of rear extension to No 76 Commercial Road, Spalding
and erection of single 2 storey dwelling on land between 76
Commercial Road and Barge Close, Spalding.

Google Earth extract.



Existing Use – residential curtilage and back yard to No 76
Commercial Road.

Site features – See photos- below



View into site from Barge Close. No 24 (FoG) to left of picture.

Site

Location – land between 76 Commercial Road and Barge Close,
Spalding.

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View from site to Barge Close and neighbouring plot 24.



View from rear of No76 to access and No24.



View from access onto Barge Close



Above and overleaf- View from access to rear of No76- showing single store rear extension to be demolished.

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View from site to No 80 which is situated to the rear of the prevailing building line on Commercial Road.



View from site to parking yard at rear on No 74.

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Planning background

Planning history

Town and Country Planning Act 1990

Outline Planning Permission

Reference: H16-0998-05 Received: 25-JUL-05 Type: OUTLINE

Name: Mrs K T McCann Agent: R N Cowling MBIAT
29 Saxon Close Architectural Technologist
Kirton 9 Galway Close
Boston Spalding Lincs
Lincs

Description: Residential development - erect detached two-bed house and garage

Location : Plot rear 76 Commercial Road Barge Close
Spalding

**South Holland District Council hereby give notice that OUTLINE
PLANNING PERMISSION HAS BEEN GRANTED for the development in
accordance with the application submitted, subject to the following:**

Town and Country Planning Act 1990

Approval of Reserved Matters

Reference: H16-0975-08 Received: 10-SEP-08 Type: RESERVED MATTERS

Name: Mr J Cusack Agent: Remway Design Ltd
6A Herring Lane 2nd Floor
Spalding 5b Sheep Market
Lincs Spalding
Lincs

Description: Proposed two-bed detached house and detached single garage (Outline
H16/0998/05)

Location : 76 Commercial Road Spalding

**South Holland District Council hereby give notice that APPROVAL HAS
BEEN GRANTED for the details submitted under the terms of the outline
permission, subject to any condition(s) set out below:**

PLANNING APPLICATIONS SEARCH

[Back to Search page](#)

Reference	Location	Proposal	Received Type	Status
H16-0265-24	Rear of 76 Commercial Road Spalding Lincolnshire PE11 2HE	Removal of existing flat roofed building including new redefined rear boundary and erection of 3 houses with associated car parking	25-03-24 FULL	REFUSAL
H16-0975-08	76 Commercial Road Spalding	Proposed two-bed detached house and detached single garage (Outline H16/0998/05)	09-09-08 RESERVED MATTERS	Approved
H16-1650-07	76 Commercial Road Spalding	Conversion of dwelling into 2 flats and 6 new affordable dwellings	17-12-07 FULL	REFUSAL
H16-0998-05	Plot rear 76 Commercial Road Barge Close Spalding	Residential development - erect detached two-bed house and garage	25-07-05 OUTLINE	Approved
H16-0313-05	Barge Close rear 76 Commercial Road Spalding PE11 2YT	Erect one two-storey building comprising four one-bed self-contained flats	04-03-05 OUTLINE	Appealed
H16-1147-94	76 Commercial Road Spalding Lincs PE11 2HG	Demolish 76/77 Commercial Road and outbuilding for proposed redevelopment	02-12-94 DEMOLITION	REFUSAL

Previously approved development on adjacent site to rear of No80
Commercial Road.

TOWN AND COUNTRY PLANNING ACT 1990

FULL

Reference: H16-0421-16 Date of Decision: 15th May 2017

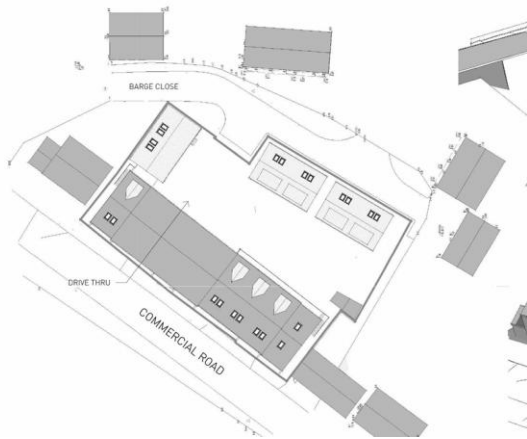
Applicant: M Idrees Properties
Surface Planning
17 Church Hill
Royston
Barnsley
S71 4NQ

Location: 80 Commercial Road Spalding Lincolnshire

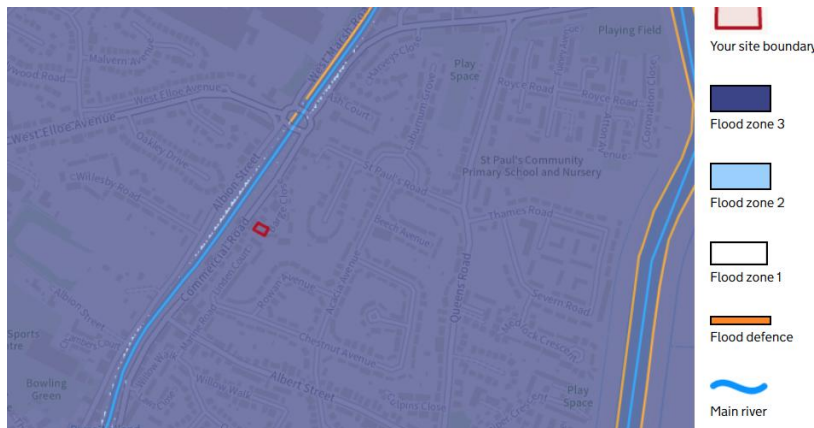
Description: Demolition of existing buildings and erection of a development of 19 flats along
with landscaping, car park and associated works

**South Holland District Council hereby give notice that this application has been
GRANTED (or equivalent) subject to the following condition(s):**

**Planning Design and Access Statement in support of an application
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Environmental and policy constraints.

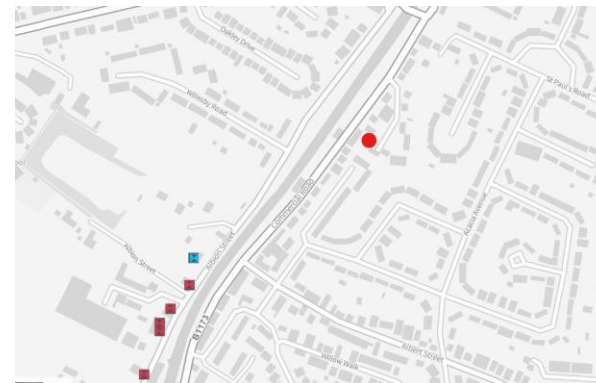


Site is identified on the EA flood map for planning as being in FZ3- along with the town of Spalding and its surrounds.



The Governments DEFRA MAGiC mapping site does not show the site as containing any protected species

Heritage- the site is not in a conservation area or close to any listed buildings- we are not aware of any non-designated heritage assets in the vicinity of the site. It is therefore concluded that built heritage does not present a constraint to this development.



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Planning policies

The relevant development plan for the area is the SE Lincs Local Plan.

South East Lincolnshire Local Plan 2011-2036

**Adopted
March 2019**

The plan identifies Spalding as a 'sub regional centre' and as such is the most sustainable and accessible location for new housing development within the district.

The supporting text goes on to assert...

Within the settlement boundaries of Boston and Spalding (as shown on the Inset Maps) development will be permitted that supports their roles as Sub Regional Centres.

Reference is also made to;

- Policy 2: Development Management
- Policy 3: Design of New Development
- Policy 4: Approach to Flood Risk
- Policy 5: Meeting Physical Infrastructure and Service Needs
- Policy 6: Developer Contributions
- Policy 10: Meeting Assessed Housing Requirements
- Policy 11: Distribution of New Housing
- Policy 17: Providing a Mix of Housing

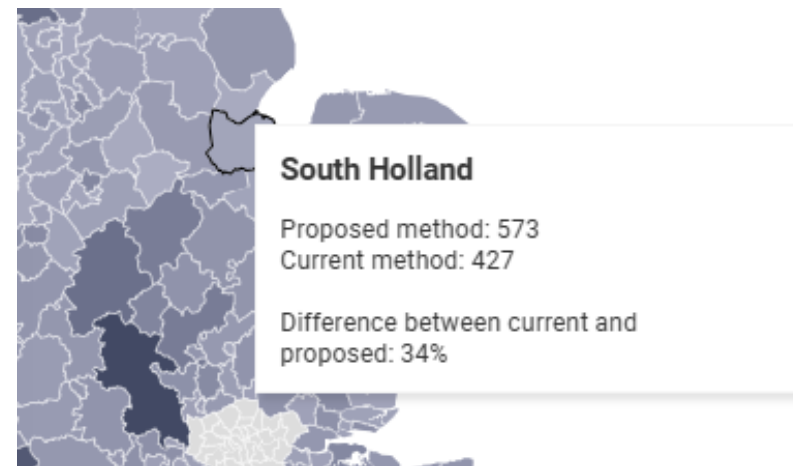
Policy 29: The Historic Environment

Policy 31: Climate Change and Renewable and Low Carbon Energy

Policy 36: Vehicle and Cycle Parking

Type of Development (Use Class)	Car Parking Standard	Cycle Parking Standard
Residential		
Houses and Flats (C3a)	Within the curtilage: <ul style="list-style-type: none"> 2 spaces for dwellings with up to 3 bedrooms 3 spaces for dwellings with 4 or more bedrooms 	1 space within each residential plot or 1 space per unit within a flatted development

NPPF 2024-NPPF housing targets



The mandatory housing targets imposed by the current government will require an increase of 34% in housing delivery from South Holland Council

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Design and Access

The section below addresses the key list of attributes required to be considered within the design and access statement, i.e.- the amount; layout; scale; landscaping and appearance of the scheme.

Amount; erection of a single 2 ½ storey dwelling, and parking for both the new dwelling and No 76

Layout;



Block plan showing the site in context of surrounding.

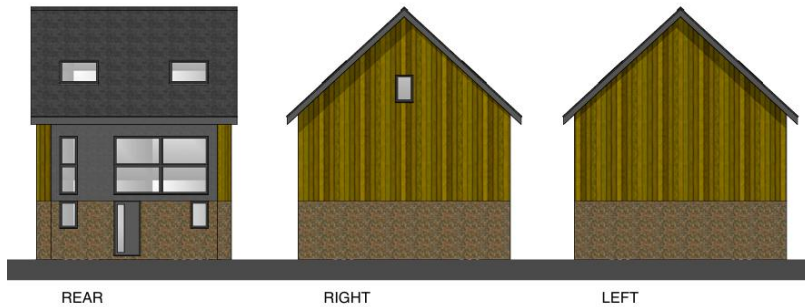


Scale/ appearance;



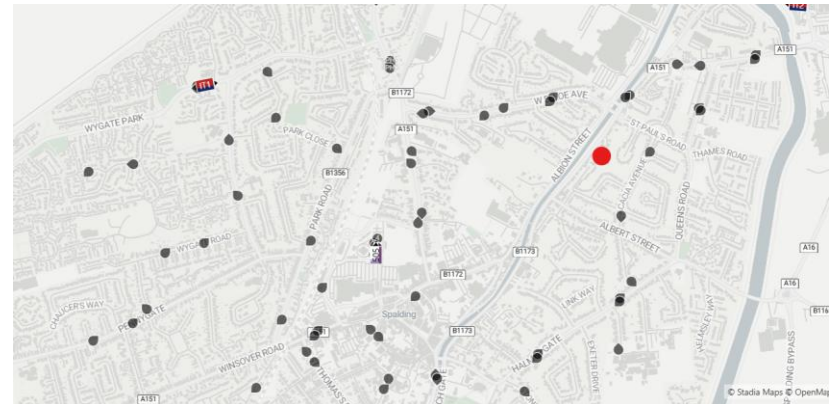
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Accessibility

The site is within the development boundary of Spalding and within easy walking and cycling distance of key services and facilities. It is therefore a highly sustainable and accessible location.

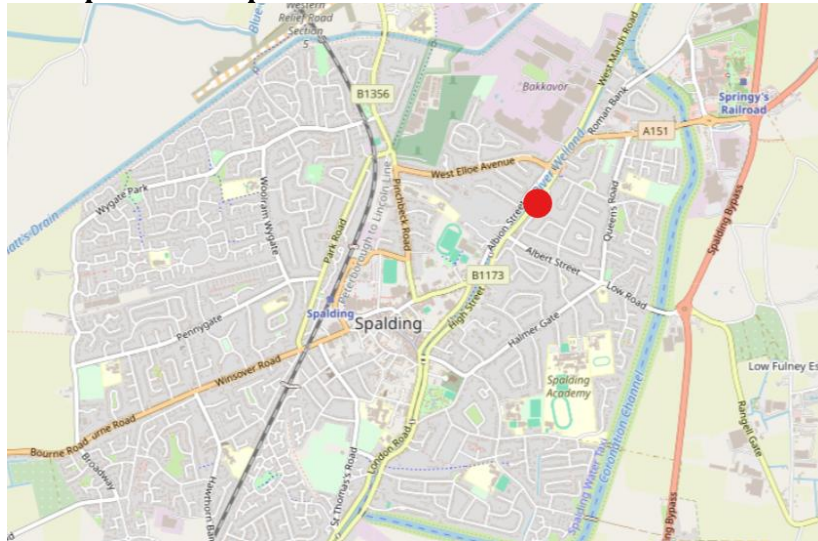


The nearest bus stops are only 250m from the site on the A151 opposite Ash Court.

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Planning issues

Principle of development



The site is within the development boundary of Spalding and as such is consistent with Policy 1 and policy 11.

Spalding is identified in the local plan as a sub-regional centre and the most sustainable and accessible location within the district.

Planning history

The site and its immediate surrounds have a planning history as set out in the 'planning background' section this report. It is clearly an area capable of accommodating additional residential development.

Design

The dwelling as a bespoke design from a leading local architectural designer to make best use of the site and provide a high-quality

design using high quality materials which takes into account the sites opportunities and constraints.

To this extent the proposal is consistent with the provisions of development plan policy 3 in relation to the design of new development.

The site is not considered to back land to No76 Commercial Road as this would interfere access is from Commercial Road- but in design and layout terms the dwelling is related primarily to the access from Barge Close.

Amenity

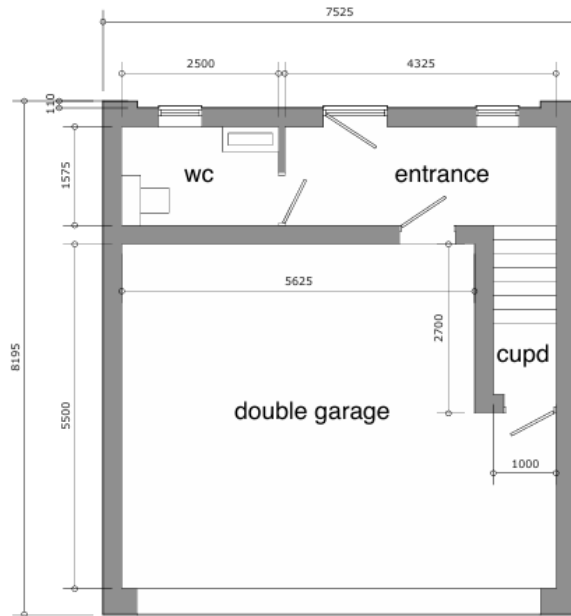
The bespoke house design fully takes into account the surrounding dwellings and garden areas and has been designed to avoid significant adverse impacts local amenity.

To this extent the proposal is consistent with the provisions of development plan policy 3 in relation to the amenity impacts of new development.

Parking

Parking provision on site is consistent with the local plan policy in relation to the number and scale of parking spaces.
In addition, the ground floor plan has sufficient space to accommodate cycle parking as necessary in accordance with Policy 30.

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Housing need

Alongside the local plan identification of housing need and the recent governments announcement of increased mandatory housing targets – the local plan at Policy 17: Providing a Mix of Housing -notes ***'Family homes of two or three bedrooms are in highest demand'***.

It is noted that the application proposal is for a 3-bed family home.

Flood risk

The application site lies within an area identified as being in FZ3 and as such is accompanied by a site-specific FRA. It is noted that there are no habitable rooms of the ground floor and as such there is no increased risk to people as a result of this development.

The FRA in similarity with other FRAs in the area recommends a habitable ground floor FFL 5.6m AOD and this is met in the design for the dwelling- and it is confirmed that there are no habitable rooms of the ground floor as shown on the floor plan opposite.

The proposal is therefore consistent with Policy 4 of the LP.

S106

As the application is for a single plot only- this is below the council's policy threshold for infrastructure contributions or S106 policy requirements.

SHDC does not currently operate CIL and as such no infrastructure payments are required to support this proposal.

Ecology and BNG

The proposal is for a selfbuild property and as such is exempt from mandatory BNG as set out in the BNG guidance and in addition the applicant is not aware of any ecological interest on the site currently as reflected in the site photos.

The applicant is prepared to erect bird and bat boxes on the new dwelling if required by the LPA as a benefit to biodiversity under the NPPF.

Conclusions

The proposal is for a bespoke 3 bed family home on urban land within the development boundary of Spalding- it is within easy walking distance of a range of local services and facilities, that enables sustainable transport to be used on a day-to-day basis.

It is a sustainable and accessible location and supported in strategic terms as an appropriate location for new housing.

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The proposal makes efficient use of underused land in an accessible location as advocated by the NPPF.

The bespoke design having been created following a thorough assessment of the site and its surroundings and is an example of high-quality design utilising high quality materials- as advocated by the NPPF and local plan which emphasise the importance of design as a component of sustainable development.

The application proposal is consistent with the development plan and material planning policy in relation to;

- Location
- Design
- Parking
- Access
- Flood risk
- Amenity
- Ecology

And as such it is requested that planning permission be approved in accordance with NPPF para 11d.

Tim Slater BA(Hons) DMS MRTPI
3D Planning Ltd.
tim@3dplanning.org
07764 818154

3D Planning - Town Planning Consultancy

