

DESIGN AND ACCESS STATEMENT

PROPOSED BUNGALOW

AT

79 HAWTHORN BANK

SPALDING

FOR

MR N PARKER

17TH SEPTEMBER 2026

1.0 LOCATION

- 1.1 HAWTHORN BANK SITS WELL WITHIN THE BOUNDARY OF SPALDING AND THE APPLICATION SITE BEING WITHIN WALKING DISTANCE OF THE TOWN CENTRE

2.0 SITE

- 2.1 NO 79 HAWTHORN BANK IS A BUNGALOW AND SITS ON A SITE OF 545 m^2 GIVING A HOUSING DENSITY OF 18.3 DPH (DWELLINGS PER HECTARE)
- 2.2 A LARGE PART OF THE SITE CONSISTS OF A GRAVEL DRIVE AND DOUBLE GARAGE WHICH RUNS ALL ALONG THE NORTH (SIDE) AND EAST (REAR) BOUNDARIES
- 2.3 NO 79 SITS WITHIN AN AREA SUBJECT TO A SUBSTANTIAL AMOUNT OF MODERN DEVELOPMENT AND IS A MIXTURE OF SINGLE AND TWO STOREY DWELLINGS
- 2.4 THERE ARE BUNGALOWS TO THE NORTH AND SOUTH OF NO 79 WITH A LARGE HOUSE TO THE REAR WHICH IS ACCESSIBLE VIA A DRIVE WHICH RUNS BETWEEN NO 79 AND 77 HAWTHORN BANK
- 2.5 DEVELOPMENT IN THE AREA VARIES, THE PROPERTY OPPOSITE NO 66b SITS ON A LARGE SITE GIVING A DENSITY OF 3.5 DPH WHEREAS THE TERRACED PROPERTY NO 89 TO THE SOUTH HAS A DENSITY OF 79 DPH (EXCLUDING COMMUNAL PARKING) AND NO 95 95 DPH

3.0 PROPOSALS

- 3.1 THE APPLICANTS AIM IS TO DEVELOPE HIS UNDER UTILISED SITE BY BUILDING A SMALL STARTER HOME SO THAT ONE OF HIS GRANDCHILDREN CAN GET A START ON THE HOUSING LADDER.
- 3.2 DEVELOPING THE SITE WOULD INCREASE THE SITE DENSITY TO 37 DPH. THE SOUTH EAST LINCOLNSHIRE LOCAL PLAN PROVIDES GUIDANCE ON DWELLING DENSITY, FOR SPALDING THIS IS 30 DPH BUT CAN BE MORE OR LESS DEPENDING ON THE SITE.

4.0 CAR PARKING

- 4.1 ALTHOUGH THE SITE IS WITHIN WALKING DISTANCE OF THE TOWN CENTRE, TWO PARKING SPACES ARE TO BE PROVIDED TO NO 79 AND THE PROPOSED IN ACCORDANCE WITH LOCAL PLAN

4.2 ALTHOUGH NOT ALL PROPERTIES ON HAWTHORN BANK HAVE THIS FACILITY, NO 79 AND THE PROPOSED WILL ALLOW VEHICLES TO ENTER AND EXIT THE SITE IN FORWARD GEAR.

5.0 DRAINAGE

5.1 FOUL DRAINAGE - THE PROPOSED WILL DISCHARGE INTO THE AWA FOUL SEWER VIA THE EXISTING FOUL DRAINS SERVING NO 79

5.2 STORM DRAINAGE - TO DISCHARGE TO ON SITE SORKAWAYS

6.0 FLOOD RISK ASSESSMENT

6.1 FLOOD RISK ASSESSMENT BY ELLINGHAM CONSULTING PROVIDED WITH THE APPLICATION. IN SUMMARY SITE IS NOT AT RISK FROM TIDAL OR FLUVIAL FLOODING BUT IS AT RISK FROM STORM FLOODING. FLOOD WATERS UP TO 400mm IN DEPTH BUT FFL TO BE 500mm HIGHER THAN GROUND LEVEL WITH 300mm OF FLOOD RESILIENCE ABOVE.

7.0 LANDSCAPING

7.1 DUE TO EXISTING DOUBLE GARAGE AND LARGE AREA OF GRAVELLED DRIVE THERE IS A LACK OF SOFT LANDSCAPING TO THE EXISTING BUNGALOW, THE MAJORITY OF PLANTING IS TO THE FRONT OF THE BUNGALOW. THE PROPOSED DEVELOPMENT WILL SEE AN INCREASE IN TREE AND SHRUB PLANTING ON THE APPLICATION SITE

7.2 AT PRESENT WHEN STANDING IN FRONT OF NO 77, 79 AND 81 THERE IS A DEARTH OF LANDSCAPING, THE DWELLINGS, DRIVEWAYS, BRICK WALLS AND TIMBER BOUNDARY FENCES GIVE A HARD LOOK. THE PROPOSED BUNGALOW ALTHOUGH MORE VISIBLE THAN THE EXISTING DOUBLE GARAGE WILL WITH THE PROPOSED LANDSCAPING PROVIDE A SOFTER LOOK.

8.0 CONSULTATIONS

8.1 NO CONSULTATIONS CARRIED OUT

9.0 AMENITY

9.1 AMENITY AREA. THERE WILL BE NO CHANGE TO THE PRIVATE AMENITY AREA TO NO 79, THE GARDEN AREA WILL IN FACT WILL BE MORE ENJOYABLE AS THE 1800mm HIGH BOUNDARY FENCE BETWEEN NO 79 AND THE PROPOSED WILL BE LESS IMPOSING THAN THE FLAT ROOFED GARAGE 2500mm HIGH. THE PRIVATE AMENITY AREA TO THE PROPOSED WILL BE IN TWO, THE REAR GARDEN TO THE SOUTH EAST CORNER OF APPROXIMATELY 38m² AND THE

9.1 CONT

ENCLOSED PATIO TO THE NORTH EAST CORNER OF THE PROPOSED - F
APPROXIMATELY 21 m^2 GIVING A TOTAL OF 59 m^2 FOR A ONE BEDROOM
DWELLING.

BY COMPARISON PRIVATE AMENITY AREA FOR SMALLER PROPERTIES/SITES
IN THE AREA ARE

NO 79A	-	APPROXIMATELY	72 m^2
85	-	"	52 m^2
87A	-	"	63 m^2
89	-	"	41 m^2

10.0 SUMMARY / CONCLUSION

10.1 TWO OPTIONS LOOKED AT IN INITIAL FEASIBILITY

OPTION 1 - DEMOLISH DETACHED STORE TO NORTH SIDE OF BUNGALOW (NO 79)

- CONVERT GARAGE TO REPLACE DEMOLISHED STORE
- BUILD NEW DETACHED BUNGALOW
- NEW ACCESS REQUIRED FOR EXISTING
- NO TURNING SPACE, VEHICLES REVERSE INTO SITE OR
ONTO ROAD

OPTION 2 - AS SUBMITTED PLAN

OPTION 1 WAS REJECTED DUE TO

- COST TO CONVERT GARAGE
- COST FOR NEW ACCESS
- NO ON SITE TURNING
- NARROW NEW BUILD LOOKED INCONGRUOUS WHEN LOOKING
FROM STREET AS NEIGHBOURING BUILDINGS HAVE WIDTH

10.2 ALTHOUGH OPTION 2 LOOKS UNCONVENTIONAL, BUT IT WORKS

- FRONT OF PROPOSED BUNGALOW IS A SIMILAR LINE TO
NEIGHBOURING BUNGALOW TO NORTH NO 77
- HAVE ON SITE TURNING SO ENTER AND EXIT SITE IN FORWARD
GEAR
- LESS DISTRACTION TO OCCUPANT OF NO 79 (APPLICANT)
- PARKING STANDARDS IN ACCORDANCE WITH HIGHWAY STANDARDS
- DEVELOPMENT DENSITY IN ACCORDANCE WITH SELLER.
- WHEN TRAVELLING ALONG HAWTHORN BANK THE SITE FRONTAGE
RETAINS ITS OPEN ASPECT WHEREAS OPTION 1 WOULD INCREASE
VISUAL MASS / BUILD UP
- MORE OPPORTUNITIES TO PROVIDE PLANTING / LANDSCAPING WHEN
LOOKING FROM HAWTHORN BANK, THUS IMPROVE STREET
SCENE.