RIBA

TaC ARCHITECTS

1. BACKGROUND AND PRESENT SITUATION

1.1. A Full Planning Approval (ref: H16-0288-11) for alteration and extension to form 2 two bedroomed apartments was granted 08/06/2011

1.2. Pre-application advice was requested for the new proposal, with the following received from the local Planning Department; *From the information provided the new development is considered to be subservient to the main dwelling and should be appropriate for the site. If possible, adequate car parking facilities should be provided that will enable vehicles to exit the site in a forward gear*

1. SITE ASSESSMENT

1.1. The site overall is some 0.0275 hectares in area. It currently supports a small detached two-bedroomed house, close to the public footpath, of perhaps early nineteenth century origin, and has a long rear garden extending through to Horseshoe Road to the south-east.

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Existing, surrounding development is of mixed date and in varying external materials and styles. Existing properties also vary significantly in size and site coverage.

1.2. The existing house on the application site sits upon a larger site than would currently be considered to be necessary for an individual, two-bedroomed property, and it also sits within one of the lower socio-economic residential areas of the town. It does appear therefore to be able to support a more recent housing need for small occupancy low-cost accommodation.

1.3. The plot boundaries on two sides adjoin other residential plots, the rear or southern boundary adjoins Horseshoe Road and the front, or northern boundary adjoins Bourne Road

1.4. The area generally appears largely to have been formed in the early twentieth century, consisting mainly of semi-detached two storey houses of no intrinsic architectural or historic value with common brick walls in English bond, but with many original roof coverings replaced by concrete interlocking tiles in more recent years. There are also odd examples of hip-roofed bungalows from around the 1930s, and several newer buildings from the 1960s and 1970s, one of which sits on the site immediately to the east of the proposed plot.

1.5. The grain of the immediate locality is one of street-side development along the line of Bourne Road, with Horseshoe Road running almost parallel to Bourne Road at the rear of the properties.

1.6. Boundary treatments along frontages, where the dwellings themselves are set back from the public footpath, appear to comprise low brick walls, fences and privet hedges, enclosing small front garden areas.

1.7. Landscaping generally comprises private planting in house-owners' gardens and as a result is very low key. The area is largely urban in character, and the absence of meaningful soft landscaping reflects this.

1.8. Site levels are flat and horizontal to all intents and purposes, and match the surrounding areas. There is no intention to vary site levels significantly from the existing levels and adjoining site and building levels.

2. EVALUATION

2.1. <u>Opportunities</u>

2.1.1. There is an opportunity to make better use of available land, and to provide a new dwelling for sale or rent at affordable cost in an appropriate location, in a position close to all local amenities, and the town centre.

2.1.2. The site at present is under-used, and contributes nothing to the area generally, nor to the occupants of 45 Bourne Road. There is an opportunity therefore to make better use of available land, for the benefit of the occupants as well as for the town generally.

2.1.3. The site is a very sustainable site indeed, being within easy walking distance to the town centre situated not more than one mile away. It is also in easy reach of both the bus and the railway station and thereon to the national transport networks. All the facilities of a market town are within easy reach, without the need for using a private car. It is contended therefore that provision of homes either for sale, or for rent in such a location meets all the requirements of PPS3, and an opportunity exists for the provision of much-needed accommodation within an existing sustainable infrastructure, rather than seeking to build such accommodation in designated new-build development areas where the necessary infrastructure has to be created

especially to support the housing.

2.2. Constraints

2.2.1. General constraints exist as with any extension proposals.

2.2.2. Care must also be taken to avoid either overlooking the neighbouring properties, or presenting an overbearing structure close to their boundaries, as highlighted by previous applications and the recent appeal.

2.2.3. Care must also be taken to avoid the creation of living units with less than acceptable levels of amenity, as highlighted by previous applications and the recent appeal.

3. DESIGN

3.1. The proposed rear extensions are one and a half storey, in order to not create any visual disturbance to neighbours either from overlooking or from reducing daylight or even sunlight or view.

3.2. The extension has been designed to reflect the nature of the existing dwelling in both scale and character, and habitable rooms have been so arranged as to maximise amenity for the occupants of each apartments.

3.3. Space standards in accordance with the SHDC Residential Flat Conversions Policy Note of February 2010 have been provided. All required standards have been exceeded in the proposals, and although specific areas for storage are not always defined on the layouts, more than sufficient space is included in the overall rooms forming part of the overall accommodation to allow for this.

4. CONCLUSION

4.1. It is considered that the application proposals recognise the existing grain of development, and provide suitable accommodation within the latest guidelines.
4.2. The proposed extensions and divisions of the existing dwelling into 3, one.
4.3. -bedroomed dwellings will not reduce amenity to neighbours, and nor will it create living units with inadequate levels of amenity.
4.4. The size and location of external private garden space and secure outside storage is more than adequate for a small family
4.5. Parking provision is both adequate in numbers and is easily accessible without disruption to neighbouring properties
4.6. In summary, it is contended that the proposal is of benefit not only to the site, but also to this small corner of Spalding.