



Design & Access Statement

Outline Application for 4 New Dwellings:

**Land at Former Car Garage,
Gosberton Road,
Surfleet,
Spalding,
PE11 4AB**



1. Introduction

1.1 The Application

This Design & Access Statement has been prepared in support of an Outline Planning application for the development of the site of a former car garage on Gosberton Road, Surfleet. Currently the site still has the now former car garage buildings with a large area of hardstanding to the front, all under the control of the applicant. This Outline application is for 4 new build dwelling, as outlined in this document and on the accompanying plan.

This application is to be made by JC Architectural Consultant on behalf of their client who intend to see the site developed in order to offer new family homes in a suitable location close to the town of Spalding.

1.2 Drawing List

This application is accompanied by the following drawings, all of which have been prepared by JC Architectural Consultant.

0426-23-01A Outline Proposal

1.3 Planning History

The site itself has not had any previous planning permissions as it has been used as a car garage for quite some time, however, there have been a considerable number of applications in Surfleet, both within close proximity of the site and within the village generally. Most notable of these is the approval for 9 new dwellings on the land directly to the north of this application site, under ref: H17-1016-21. There have also been numerous householder applications for extensions to existing dwellings approved over recent years, all showing extensive development of the area.

2. Site and Surrounding Context

2.1 The Site Location

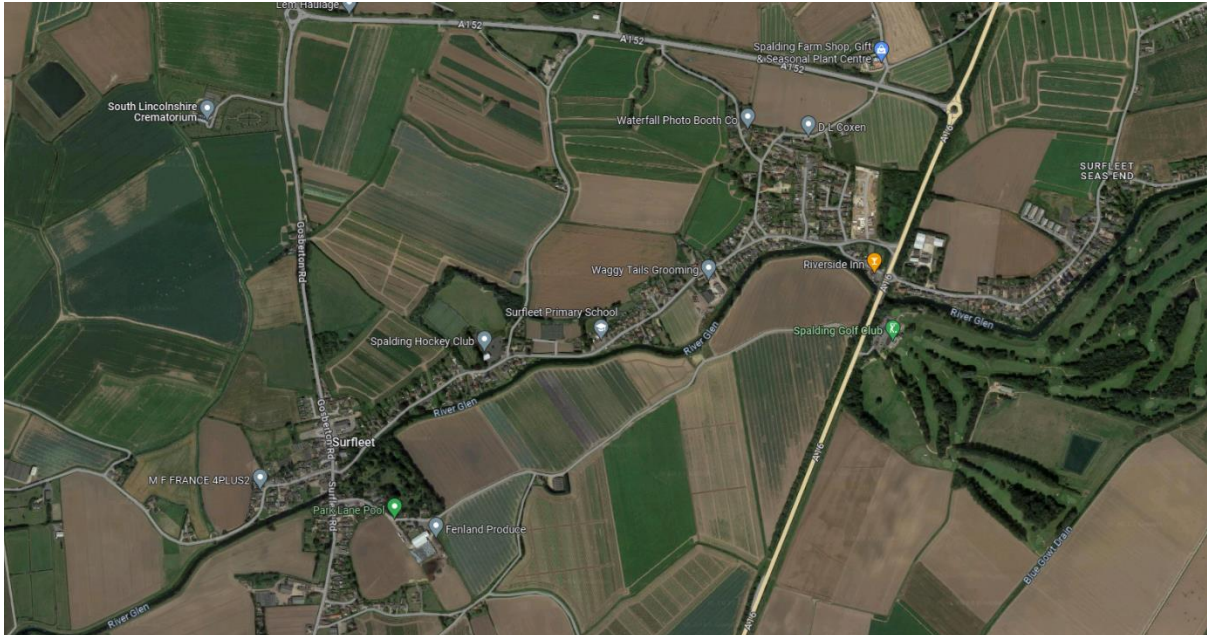
The site is located off Gosberton Road in Surfleet, in what would be considered as the centre of the village. Surfleet lies approximately 4 miles to the north of the town of Spalding and is easily accessible by car or by public transport. Further afield are the city of Peterborough and the town of Boston, both accessible by car in approximately 20 to 30 minutes. Surfleet is a large village and sustainable in its own right, it has a number of dwellings and other services including a pub, a village hall, multiple shops and restaurants and a Primary School.

As mentioned previously, the site is currently occupied by the former car garage buildings. The proposal site has the benefit of good visibility in both directions along the highway from the point where the existing access is located. The highway is within the 30mph zone which means that vehicles should be moving at relatively low speeds as they pass the site. Overall, the site is approximately 1317m² in size, and is generally flat across its area, as is to be expected in this location. The site is surrounded by residential properties and other commercial buildings and is close to what would be considered as the centre of the village due to its close proximity to the majority of the villages services.

2.2 Local Amenities

Surfleet is considered a 'Minor Service Centre' in the Southeast Lincolnshire Local Plan and certainly suits its categorisation, there are suitable local amenities, as mentioned earlier, that can serve residents suitably and a regular bus link puts the village in easy travel distance of Spalding and Boston. The city of Peterborough is only a short drive away which gives regular rail links across the Country and can be reached in approximately 30 minutes. The area generally is predominantly associated with agriculture, as is often the case in this area of the County. The site itself falls within the development boundary of the Local Plan and therefore passes as a suitable development location to support the growth of the village.

Within the village of Surfleet there are 3 listed buildings or structures, the most notable of these being the Grade I Listed Church of St Lawrence which sits opposite the application site. Therefore, the impact upon the setting of this, as well as other two Listed buildings or structures, will be made at the end of this document.



Overview of the village of Surfleet with the site in the main centre of the village

3. Proposal

3.1 Proposed Development

The proposal comprises the development of four new dwellings, on land which is currently occupied by former car garage buildings. Although this application is in outline form only it is apparent that the site would comfortably suit an arrangement of semi-detached 3-bedroom properties with ample amenity space, as demonstrated on the accompanying indicative plans.

The site will maintain the existing access point on to the highway in the position shown on the accompanying plan as well as maintaining the existing right of way which makes use of this also but, as previously mentioned, the highway is of a low speed and there is good visibility along

its length in both directions so it is unlikely that there would be any concerns with the proposed traffic movements from the site to the highway.

3.2 Site Layout

Although the detail of the site layout will be agreed under a Reserved Matters application it is very apparent that any development on the site should maintain the existing right of way through the site to the rear. This gives ample space within the site for a drive/car parking area as well as suitable amenity space to the rear of each dwelling.

The proposed dwellings would naturally be orientated to give the most efficient use of the site which offsets as you move to the rear. The garden spaces to the side/rear would allow some privacy and any terracing would enjoy the sun throughout the day. The indicative site layout shows a suitable layout for the site which gives both ample parking and turning space to the front of the dwellings and also a suitably sized garden space to the rear that would remain private.

4. Use

The site currently is vacant but was formally used as a car garage. When the car garage ceased trading the site and the existing building was bought by the applicant and has been used as storage only since. A change of use would therefore be required to change from a commercial use to residential to allow the development to go ahead.

5. Amount & Scale

5.1 Existing

There are currently no dwellings on site, only a portal framed and rendered blockwork commercial structure, therefore this is the only demolition required to make way for the proposal.

5.2 Proposed

It is proposed that four 3-bedroom dwellings, in the form of two pairs of semi-detached properties, are constructed on the site.

The overall footprint of the building is wholly indicative and would be confirmed at Reserved Matters stage, however, it is sensible to presume a footprint of 55m² per dwelling would comfortably suit the site.

6. Layout

The layout of both the site and the dwellings would be dealt with at the Reserved Matters stage, however indicative floor plans and a site layout is included with this application which demonstrates that four dwellings would comfortably fit within the site with no adverse effect on the surrounding residential dwellings.

7. Landscaping

As with the layout, the landscaping would be determined at the Reserved Matters stage, however the indicative site layout included with this application suggests a large gravel roadway and turning area which allows for all traffic movements, as well as maintaining the existing right of way, and ample private garden space for each property. There would likely be some low-level planting throughout the site to soften the commercial look that the site has currently.

8. Appearance & Materials

Any dwelling constructed on this site would make use of materials that fitted in with the surrounding area. Predominantly red or buff brickwork is used in the village as well as terracotta pantiles or slate effect tiles for the roofing, however there are newer dwellings within the village that have used more modern materials, cladding or render for example as the main

external wall finish, so there is great scope for material choice without contrasting adversely with the surrounding area.

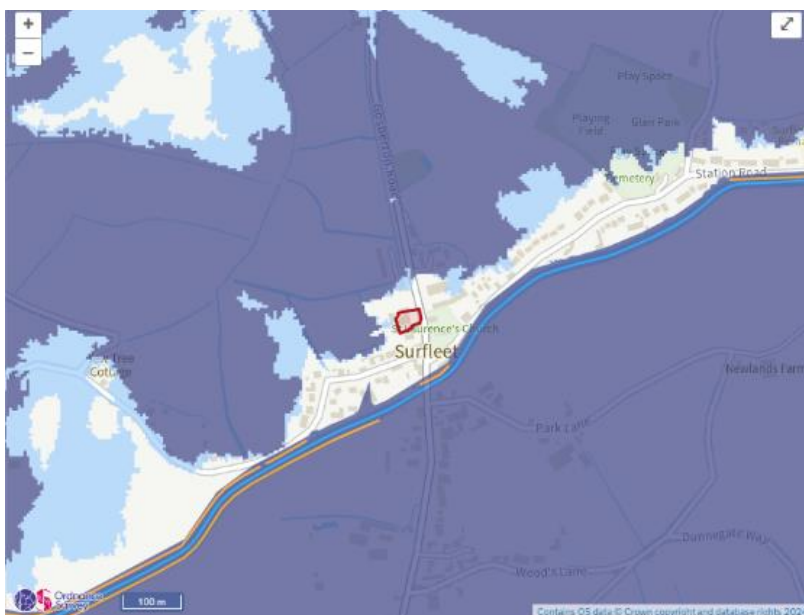
9. Highways Implications

As previously mentioned, the highway is of a low speed and there are very good visibility splays in both directions from the existing access. Therefore the proposal presents no adverse impact on the highway nor its use caused by the increased traffic movements implemented by the re-use of the site.

10. Land Contamination

Given the site's previous uses it is likely that there is a possibility of land contamination within the site. Therefore, it would be suitable, if the application is successful, that a contamination condition were attached to the approval.

11. Flood Risk Assessment



Extract of the Environment Agency's Flood Map for Planning

The Environment Agency's Flood Map for Planning shows that the site lies within Flood Zone 1, which means that the location has a low probability of flooding, less than 0.1% chance from rivers or the sea in any year. Therefore, there is no requirement for a Flood Risk Assessment.

12. Impact on the Surrounding Area

The proposed development will make a positive contribution to the existing visual amenity along Gosberton Road. With the proposed site currently being occupied by a redundant car garage building it could be considered an eyesore in the area, the proposal would only come as a benefit to the village. By staying within the confines of the proposal site which sits in the centre of the village, this proposal allows development of a redundant brownfield site within the confines of an established village rather than development in open countryside. It may well be unlikely, but it is feasible to suggest that over time this area of land along with the associated structures could become unkept and an eyesore due to a lack of feasible commercial uses for the site. Therefore the re-use of the land will ensure that the entire site, and the residential boundary along the highway, are maintained to an appropriate standard.

The proposal represents affordable family dwellings in a popular location which makes use of a large area of brownfield land, all within the development boundary of the village, a key emphasis of the South East Lincolnshire Local Plan and the National Planning Policy Framework in general. The Village has seen several recent developments both large scale and individual plots which suggests that this is both a suitable and popular location to live and the Local Authority are open to an increase of residential properties within the area.

13. Heritage Impact Assessment

As there are Listed buildings within close proximity of the proposal site the impact of the development upon these must be assessed to ensure there is no adverse effect on their setting. As mentioned previously, there are a total of three Listed buildings or structures in the village of Surfleet, however, the Grade I Listed Ecclesiastical building the Church of St Lawrence so the impact assessment will focus on this as the impact would naturally be less on Grade II Listed buildings and structures. A copy of the List description is included below for reference.

District: South Holland (District Authority)
Parish: Surfleet
National Grid Reference: TF 25136 28230

Details:

SURFLEET MAIN ROAD TF 22 NE (east side) 8/115 Church of St. Lawrence 7.2.67 I Parish church. C13, C14, C15, restored 1830 and 1900-1908. Coursed and squared limestone rubble, lead and plain tiled roofs. Western tower with spire, clerestoried nave, aisles, chancel, south porch. Leaning 3 stage C14 tower with stepped angle buttresses, battlemented parapet. Recessed spire with one set of lucarnes in the 4 principal directions. To the belfry stage are 2 light bell openings with trefoil heads to the lights and quatrefoil over, in deeply moulded pointed surround. Below an ogee headed cusped lancet. The west door is pointed and continuously moulded. Above is a 2 light window with reticulated tracery. The battlemented north aisle has a ballflower frieze, and stepped buttresses with crocketed pinnacles. 4 large, one at each end and 2 to the north, 4 light Perpendicular windows with panel tracery and a small pointed doorway in continuously moulded surround. Battlemented nave clerestory with 3 three light windows with chamfered 4 centred surrounds. Lead rainwater hoppers dated 1830. Beyond to the east a blocked nave arch contains a further 4 light Perpendicular window. Collyweston tiled chancel has a 3 light window with hollow chamfered rectangular surround and moulded mullions. In the east end a reset 3 light C15 window. In the south wall a pointed doorway with rectangular surround and hood, and a 3 light window matching that on the north. The south aisle has a tall 3 light early C15 window with cusped heads to the lights. On the south side 3 similar windows with moulded reveals and 4 centred head, and one similar to the west. Gabled south porch, with embattled parapet with pinnacles. C13 dogtooth moulded pointed outer arch with circular responds and annular capitals. The inner doorway is C14, continuously moulded with hollow chamfer and filleted hood. Reset C12 corbels. Interior. C14 4 bay nave arcades, with C13 bases to piers, the north arcade is blocked at the easternmost bay. Quatrefoil piers with annular capitals and double roll moulded arches. The westernmost piers have been buttressed to prevent the nave from moving further westwards. Tall narrow C14 tower arch with triple chamfered surround, filleted responds and annular capitals. The triangular corbels remain for an earlier nave roof. The present tie beam roof is dated 1830. Chancel arch is double chamfered with circular responds and demi shafts. The chancel has been shortened and contains reset medieval glass in the south side. Fittings. C17 pulpit, octagonal, panelled oak sides with chip carved paterae. Early C15 octagonal font with quatrelobes with shields and fleurons to sides, buttressed stem with niches and further quatrelobes. Royal Arms and a hatchment in the south aisle. Monuments. In chancel a C14 full length effigy, 1313-1347, of Sir Hugh de Cressy, a knight in chain mail and surcoat, head on lozenge shaped cushion, feet on a lion, covered by a cusped canopy now set in the east wall. On the north wall a marble plaque to Henry Heron, d.1730, with an open pediment and cherub. In the south aisle are 2 C18 monuments, to Everard Buckworth d.1751 and 1792, marble wall monuments with Doric pilasters, urns and armorial escutcheons.

The Listed ecclesiastical building sits in a prominent position in the village where people entering the village from the north, the east or particularly the south have a clear view of the imposing structure. The principal view of the Listed building is from Gosberton Road, facing east, and the application site sits on west side of the highway, diagonally opposite in the northwest direction.

When travelling into the village from the south the Listed building sits on a corner plot at a junction with wide open views of the entire structure, however this is the only direction from which the Ecclesiastical building can be seen in its entirety. From the same direction the application site is not visible as it is shielded by a number of other buildings, all of which are residential, it is not until you are directly in line with the application site that you are able to see it, by which point you have already passed the Listed building. When entering the village from the north, the reverse is correct, the Ecclesiastical building is blocked by other structures, but the application site is in full view. It is therefore suitable to suggest that the impact of the setting of the Listed building is minimal when viewed entering the village as from either direction the two sites are not visible at the same time.

Furthermore, at present the site is vacant, it was formerly used as a commercial car garage but since this operation ceased the applicant has purchased the site but only used the building for storage. Its now minimal use can quickly lead to a negative aspect on the village, both through lack of maintenance and criminal damage, there is already an element of this with the hardstanding area to the front being in a poor condition with vegetation starting to grow across the area. The view of a deteriorating site when entering the village from both the north or south, either before or after viewing the Listed building, can only detract from the setting of the Ecclesiastical building. In contrast to this, if the proposed development be allowed the site would consist of four privately owned dwellings with their associated parking and amenity areas, all with an element of pride of the owners which would result in a well-kept setting that compliments both the village and the Listed Ecclesiastical building. The development would be carried out in such a way, by use of its materials and finishes, that it would blend in naturally with the rest of the village. As mentioned, the appearance would be generally kept in keeping with the surrounding area which would therefore serve to improve the setting and view of the Listed building when travelling in and out of the village.