



Design & Access Statement

Proposed Replacement Dwelling at:

**110 New Road,
Sutton Bridge,
Spalding,
Lincolnshire,
PE12 9RQ**



1. Introduction

1.1 The Application

This Design & Access Statement has been prepared in support of a full planning application for the erection of a new 2 storey three-bedroom dwelling to replace a two-bedroom bungalow at 110 New Road, Sutton Bridge, as outlined on the accompanying plans.

This application is to be made by JC Architectural Consultant on behalf of their client who intend to develop the site themselves to create a suitable home for modern living which they will be able to enjoy for years to come.

1.2 Drawing List

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

0398-23-01B Proposed Replacement Dwelling

Flood Risk Assessment (Stuart Hemmings)

1.3 Planning History

The site itself has no previous planning history, however, the surrounding area has several former planning applications of this nature. New Road has seen the approval of several new dwellings, most notably a pair of semi-detached properties (H18-0722-22) and a large residential property (H18-1015-17) as well as an outline approval and subsequent reserved matters approvals for 5 new dwellings, all within recent years. Further back in time there have been several new/replacement applications granted for the street. This shows that the area of the village is popular with families looking to locate here and gives great precedence for a development of this type in this area.

2. Site and Surrounding Context

2.1 The Site Location

The site is located to the northern edge of the village of Sutton Bridge, a village on the Lincolnshire border with Norfolk, approximately 15 miles from Spalding. The Village has a number of dwellings, predominantly 20th century with a number of older properties scattered throughout the two main roads within the village: Bridge Road and New Road. Although there are a number of business premises scattered throughout the village, a shop, takeaways, a car garage etc, the area is predominantly residential, with a number of new dwellings being constructed over the past few years. Beyond the village settlement is mostly agricultural land which, again, is very typical of the area.

The street scene of New Road varies in style along its length, there are several new or replacement dwellings, constructed in red or yellow buff brickwork or rendered, with other older brick or rendered properties. There is a clearing building line on both sides of street although there are several breaks in places as well as development that is both set in front and behind this line with a number of examples of rear land development having taken place. The road sees a reasonable amount of activity, the majority of traffic movement being residents and slow-moving farm traffic, although there is both a vets practice and a golf course which brings more frequent traffic to the area. The topography of the area is flat, as to be expected, and the main view of the site would be from its frontage, on to New Road.

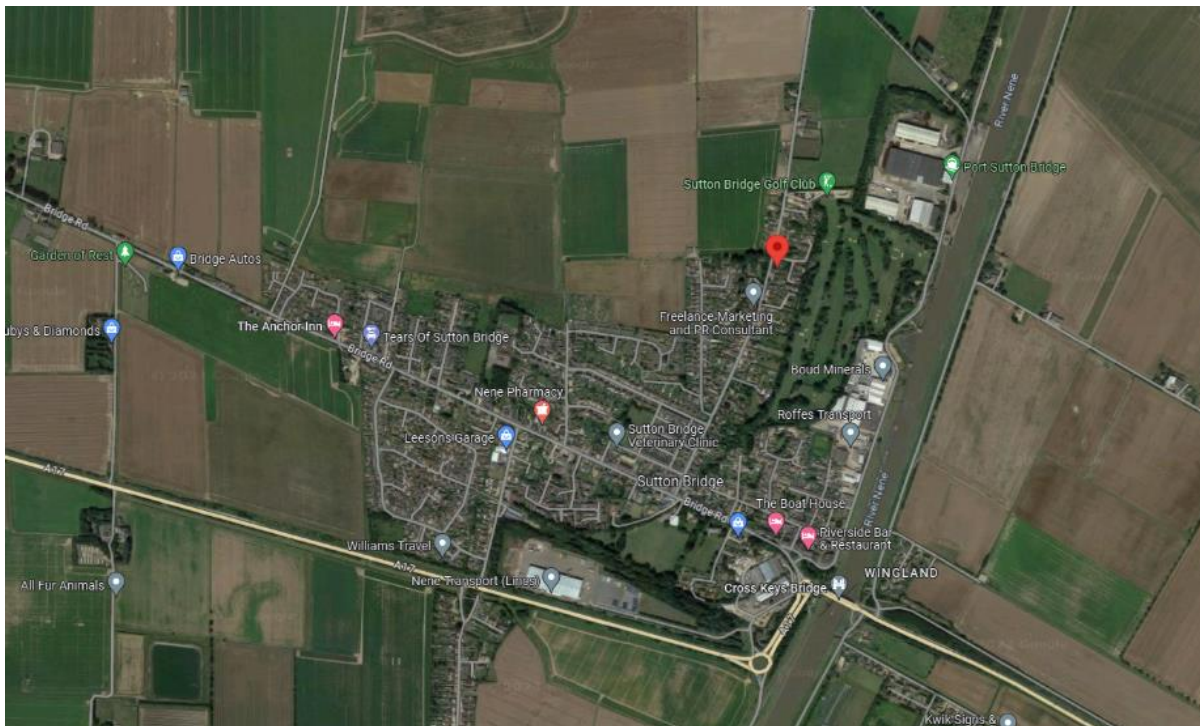
The dwelling on the site is a two-bedroom bungalow with several outbuildings that would have originally been used as a garage, sheds and greenhouses, the majority of which have now been removed. The building is in a steadily deteriorating condition and would require a substantial amount of work to be carried out to it to create a suitable, liveable dwelling which would remain inefficient and impractical when compared to modern building standards.

The site does not fall within the curtilage of any Listed buildings nor is it within a Conservation Area.

2.2 Local Amenities

Sutton Bridge is a small village in the South Holland district which is surprisingly well served for its location. Within a very short distance of the site is a pub, multiple shops, a primary school, and car garage, all of which can provide the necessary essentials. Slightly further afield, in the adjacent there are secondary schools and further stores.

There is a regular bus service that runs through Sutton Bridge linking Spalding with Kings Lynn and serving several towns and villages between the two destinations. The nearest bus stop is at the junction of Bridge Road and New Road, approximately 250m from the site and within very easy walking distance. From either Spalding or Kings Lynn there are numerous public transport options via either bus or train that can get you further afield with ease to places like Cambridge, Lincoln and London.



Overview of Sutton Bridge with the site location marked.

3. Proposal

3.1 Proposed Development

The proposal comprises of 1no. three-bedroom 2 storey self-build dwelling that will remain in private use by the applicant. The proposed dwelling, albeit larger than the existing bungalow, is a mixture of single storey and reduced height two storey, keeping the scale of the building similar to that of neighbouring properties. The dwelling that currently occupies the site is a typical small bungalow that has been extended in the past unsympathetically to the style of the original building, albeit practical for a family of its time. The site also has several smaller outbuildings that have either been or are to be demolished, notably a garage, sheds, and greenhouses all very typical of a property of this age and setting.

3.2 Site Layout

The proposed dwelling will sit slightly forward of the position of existing bungalow, both to ensure it sits more comfortably in the building line and within the site itself. The access from the highway will be maintained in its current position so as not to alter the dropped kerb and the rear garden will remain generally private and secluded. The outbuildings will be removed to make way for a larger garden area as outlined on the Proposed Block Plan.

4. Use

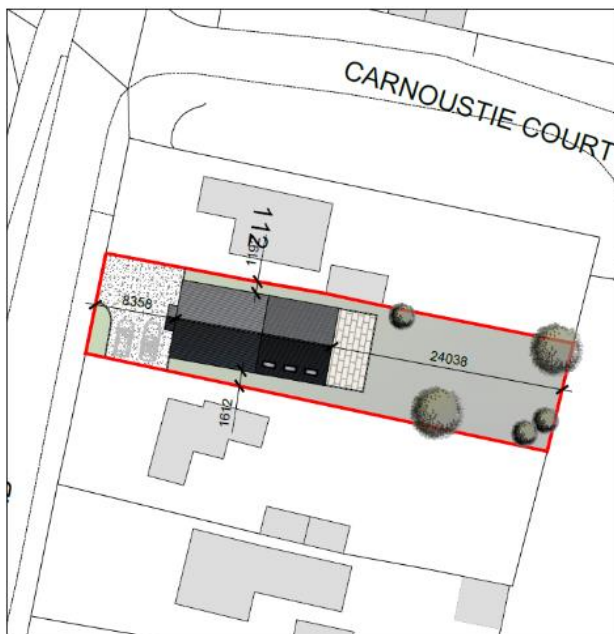
As previously mentioned, the use of the site is currently residential, and this is to remain as existing, therefore no change of use is required. The proposal will form a private dwelling and garden space which will stay within the use of the applicant.

5. Amount & Scale

5.1 Existing

Currently there is one dwelling which occupies the prominent position within the site, facing the highway, as well as numerous outbuildings. The combined footprint of the existing dwelling and outbuildings is 106m².

5.2 Proposed



The proposal will see the erection of a new dwelling over the footprint of the existing bungalow and will be slightly forward of the front of the bungalow so as to continue the building line of the neighbouring properties.

Proposed site plan showing the position of the replacement dwelling.

The overall footprint of the proposed dwelling is 114m². This represents an increase of roughly 7.5% over the original size. This represents a minimal amount of increased footprint and further still, the accompanying site plan clearly shows that the site is more than sufficient in size to take this increase in footprint as the dwelling sits comfortably within the site boundaries.

6. Layout

The layout is very simple but works perfectly for modern living. The large porch and entrance hall area offers a spacious welcome to the dwelling and serves all rooms on the ground floor. A study, a large living room and a large kitchen dining room give ample living space as well as flexibility which is perfect for a modern family. There is also a utility room and a ground floor shower room to ensure the services of the house are not on show. The first floor has three large bedrooms, one of these being the master bedroom suite with en-suite, and a large family bathroom serving the remaining two bedrooms.



Doors lead from the rear of the property to the large rear garden which is very generous in its proportions and offers a private outdoor space for the dwelling. There will be a large patio directly accessed from the house and the remainder of the space laid to lawn.

Proposed floor plans showing the layout of the dwelling.

7. Landscaping

7.1 Soft Landscaping

The landscaping throughout will generally remain low level and easily manageable, the large rear garden will be mostly lawn with a small amount of low-level planting and possibly the odd scattered tree or larger shrub.

The front garden will be mostly driveway, although there will be a small amount of low level planting to borders to give a soft break between the highway and the site.

7.2 Hard Landscaping

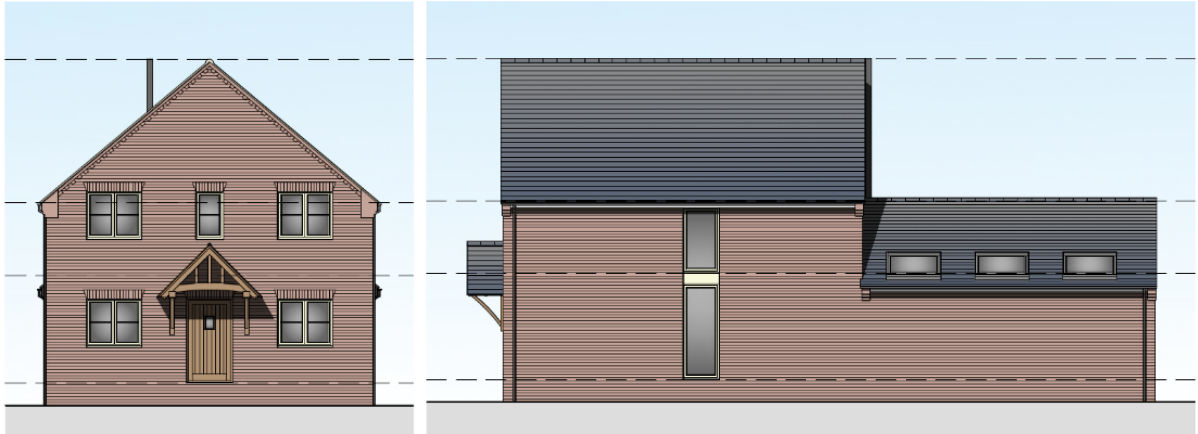
The entrance to the driveway from the highway will remain in the same position as it is currently, and a gravel finish will be installed to allow a permeable and visually pleasing drive. The drive will sweep to one side to allow for parking of two cars with ample space to still be able to turn within the site. Paths and the patio around the building will be a large irregular format external porcelain tile bordered in a suitable cobble edging to give a modern but also durable finish to the heavily trafficked areas.

The boundaries will be a combination of 1.2m & 1.8m close board fencing. Private boundaries with adjoining neighbours, to each side, will be predominantly 1.8m fencing and will fall to 1.2m towards to front of the site to not obstruct views from the site when leaving in a vehicle.

8. Appearance & Materials

8.1 Dwelling

The external appearance of the proposed dwelling has been designed to incorporate a combination of the typical materials expected in the local area. The red brickwork of the building is very typical of the area and the roof will be a mock slate to match the traditional slate appearance of many original buildings within the district, however, a modern concrete interlocking alternative will be beneficial over the long term. The windows will be a flush casement UPVC system, again to allow for the associated benefits that come with that material choice, and will be finished externally in RAL 9001 cream to give a traditional appearance to this element. The front door will be of timber appearance with a slatted finish and small window, with all other doors matching the colour of the window finish.



Proposed front and side elevations.

9. Highways Implications

There are no implications to the highway as the existing access from New Road will be maintained throughout and its continued use will extend once the building works have been completed. The existing access is suitably wide enough for modern vehicles and the visibility splays at present are sufficient for the speed limit of the road, although these will be improved further with the proposed scheme. There is also ample space within the site for vehicles to be able to enter in a forward gear, turn, and then also leave in a forward gear.

New Road has a 30mph speed limit which means that vehicles should be travelling at a relatively low speed, however, the site offers a generous access which, combined with the details highlighted above, give a very safe approach to and from the site. This also allows for vehicles to pass within the access itself, although unlikely to ever happen, the access is sufficiently wide enough so that if a vehicle was leaving the site another can access at the same time meaning that no vehicle would ever have to become stationary on the highway and potentially become a hazard.

10. Land Contamination

It is understood that there is no land contamination within the site.

11. Flood Risk

The site sits within Flood Zone 3 as highlighted on the Environment Agencies Flood Map and therefore a flood risk assessment has been prepared and is accompanying this application. All recommendations within this FRA will be adopted both in the design and build of the dwelling.



Environment Agencies flood map showing the position of the site.

12. Impact on the Surrounding Area

The proposal represents a well thought out approach to designing a new dwelling that is both sympathetic to the neighbouring properties by way of its overall size and scale and to dwellings in the wider area with the mixture of the typical materials and finishes associated with a small fenland village. The scale and mass of the proposed dwelling is suitable for the size of the

site and are not overbearing in any way nor is it considered that the proposal would result in an overdeveloped site.

Consideration has been made to the existing bungalow on the site, although this is to be demolished to either side of the site there are larger two storey dwellings so the proposal would be far more in keeping with the local context. By the nature of this type of densely clustered village residential street the dwellings are built typically close together, making the most of the narrow width of the plots, this allows for the proposed development to make use of the site in this way without having any diverse impact on any of the neighbouring properties and their amenity spaces whilst allowing for a large private rear garden space.

The proposal offers a sympathetic approach to creating a new dwelling on this large site which is currently taken up by an uncharacteristically small two-bedroom bungalow. The approach to the design not only improves the appearance of the setting by considerably improving the aesthetic over the buildings on the site by way of the layout and materials proposed, but it also allows for the site to be laid out in a manageable way, giving clear separation space between the dwelling and garden and home office space to the rear of the site. The overall basis of the proposal greatly improves the site as a whole and will allow for a suitable, modern family home to be created on a brown field site in a rural village location, therefore, we strongly ask that the Planning Department consider this application favourably and allow the construction of this replacement dwelling.

13. Alterations to withdrawn scheme

The previous application was withdrawn following negative feedback from the Planning Officer, this related generally to the scale of the proposed design and the impact on the neighbouring properties. Since withdrawing the application there have been significant alterations to the proposal in order to counter these comments and develop a proposal that both satisfies the applicant's requirements but also remains in keeping with the issues raised by the Planning Officer. Below is a list of the amendments made and the reason, or justification, behind these.

- The two storey element of the proposal has been significantly reduced in size. This is to both reduce the overall scale and mass of the proposal and also to reduce the impact on the neighbouring properties by way of overshadowing and overbearing. The size of the two storey element now resembles the scale of the property to the north, no. 112 New Road, and is therefore now in keeping with the general scale of the surrounding buildings.
- The proposal has been brought forward slightly so as to further emphasise the scale of the two storey element in relation to the property to the north. The rear of the two storey part of the proposal now ends in line with that of no. 112 New Road.
- The eaves, and therefore the ridge, of the have been lowered by 550mm to further reduce the scale of the proposal. The floor level has had to be raised to 550mm AOD so the lowering of the roof line compensates for this to further tie the property in with the surround buildings.
- All windows to the side elevation will be obscured glazing and, where they are to be openable, will be restricted to avoid any possible overlooking. Further to this there is only one rear facing window at first floor level, emphasising this further.
- The dimensions to the side boundaries of the site are highlighted on the accompanying block plan. However, the actual dimensions to the neighbouring properties on either side are 3.5m to no. 112 New Road to the north and 4.1m to no. 108 New Road to the south.