

DESIGN & ACCESS STATEMENT

Client: Mrs Cotton

Project: 37 New Road, Sutton Bridge, Spalding, Lincs, PE12 9RQ (proposed dwelling)

Ref: 082303

Document Ref: DAS01 (P1)

Date: 14.11.23

INTRODUCTION

37 New Road is a 3 bedroom house with grounds in the region of 0.07 ha (0.2 acre).

The applicant (who recently inherited the property) has been advised by local estate agents that the property would likely sell better with a more manageable sized garden.

As the house is positioned to the far north, there is a large area to the south which lends itself to an infill building plot.

The site falls within the defined settlement limit of the South East Lincolnshire Local Plan 2011-2036, Inset Map No.9.



View of site looking north (from New Road)



View of site looking south west (from New Road)



View inside site looking west



Existing house (no.37)

This application is for Full Planning approval.

The proposed use is for residential development comprising 1no. chalet.

The agent has engaged in pre-app liaison with the planning department and received a written response.

AMOUNT

The proposal is for residential development comprising 1 no. dwelling (2 bedroom chalet). The application site area is approximately 0.034 ha.

LAYOUT

The dwelling fronts New Road and a new vehicular access is proposed to this frontage.

The dwelling is positioned to the south of its site in order to provide space between it and the existing no. 37 house.

The established building line of the buildings to the north of the site has been observed and the front of the chalet aligns with this.

Parking is provided via a driveway with on site turning. Access into the chalet is taken directly from this driveway on the north side of the chalet.

A private rear garden is proposed to the west (backing onto Wrights Lane).

The dwelling is specifically designed so as not to give rise to unreasonable overlooking. All habitable ground floor rooms have an easterly, southerly or westerly aspect. All habitable first floor rooms have an easterly or westerly aspect. Only the front door (serving the hallway) and two [high level] rooflights (serving the bathroom and landing) are located on the northern elevation.

SCALE

The starting point of the design was to establish a scale of development sympathetic to the immediate context whilst taking into consideration the site constraints.

Four main points were considered:

- Scale of surrounding properties.
- Impact on adjacent properties.
- Space efficient use of the site.
- Flood risk.

Taking each of these into consideration:

The surrounding properties are a mix of two storey and single storey dwellings. No. 37 is two storey. Beyond no.37 northwards there is a mix of single storey and two storey dwellings. There is a terrace of 3no. [elevated] two storey houses to the west fronting Wrights Lane. There are two storey houses opposite the site fronting New Road. There is a single storey dwelling to the south (backing onto Wrights Lane). It was, therefore, concluded, that either single or two storey is in keeping for the proposed site.

The site is sufficiently separated from dwellings to the east, south and west by virtue of the roads (New Road and Wrights Lane). No. 37 house is the closest property and although it fronts New Road, it also has secondary windows from the dining room and a bedroom facing south, plus a kitchen window facing south and a landing window facing south. It was concluded that the proposed new dwelling should be positioned to the south of the site in order to have a reduced impact on the existing house. Furthermore it was also concluded that a pitched roof with the ridge on an east-west axis would further reduce any potential visual impact on no. 37 house.

Because the applicant owns no.37 it is their intention to remove the bay window and brick this up (the room it served already has a front window). The first floor window (serving a bedroom) also has a front window.

The site is a good size, however, in order to provide the necessary physical separation from no. 37 house, to provide space for turning and parking, to provide a reasonable rear garden, and to enable the front elevation to align with that established building line, that a space efficient form was necessary. The decision also took into consideration point 4 which was the flood risk.

Typically, new development in this area necessitates a raised ground floor level (this is evident in the terraced houses to the west in Wrights Lane). An early FRA was commissioned (see submitted FRA).

On balance the scale and form of the new dwelling lead to two storey (for space efficiency). However, the ridge height should not be higher than existing houses, in particular no. 37. This results in a chalet design which keeps the scale below the ridge of no. 37.



2 storey houses opposite site in New Road



2 storey houses opposite site in Wrights Lane

LANDSCAPING

The site has the benefit of an established tall hedge to the east, south and west boundaries. It was decided to take advantage of this feature and retain the hedge (apart from a small section required for the new vehicular access).

The driveway will comprise a permeable surface, pedestrian paths will be paved, the remaining area will be laid to lawn.

APPEARANCE

Following the establishment of an appropriate scale and form, the chalet has a single roof form with the ridge running east-west. Principal windows are on the east and west elevations (with secondary ground floor windows on the south elevation). There is a single door and two rooflights on the north elevation.

In order to conceal the internal floor level, the principal ground floor windows have a lower than usual cill level, resulting in a taller window.

Materials comprise facing brickwork, roof tiles, upvc windows, plastic gutters.

ACCESS

Traffic along New Road is light. Also the adjacent Wrights Lane is a dead end road and has very light traffic.

The proposed new vehicular access is located on New Road as far northwards as possible. The road is straight and has a grass verge between the road and the pavement. This means that there is excellent visibility in both directions. It is proposed to form pedestrian visibility splays (2m x 2m) each side of the new access.

The driveway is designed to accommodate 2 car parking spaces with on site turning to enable vehicles to enter and leave in a forward gear.



View along New Road looking north from site



View along New Road looking south from site

PLANNING / PRE-APP

Pre-app consultation has been conducted with SHDC and the advice appended to this document.

The pre-app advice lists the following policies:

Policy 1 - *spatial strategy*

Policy 2 - *development management*

Policy 3 - *design of new development*

Policy 4 - *flood risk*

Policy 11 - *distribution of new housing*

Policy 17 - *providing a mix of housing*

Policy 28 - *the natural environment*

Policy 31 - *climate change and renewable and low carbon energy*

Policy 36 (inc. appendix 6) - *vehicle and cycle parking*

Considering each of these in more detail relative to a full application:

Policy 1 - Spatial Strategy

The site falls within the defined settlement limit of the South East Lincolnshire Local Plan 2011-2036, Inset Map No. 9. Sutton Bridge is a main service centre and as such is an area where development is to be directed.

Policy 2 - Development Management

The proposals meet the requirements of size, scale, layout and density. Furthermore, the amenity of adjacent properties is considered and the development poses very little impact on neighbouring homes. The development integrates well into the existing character and appearance of the area. The proposed dwelling is well separated and has minimal impact on existing development and land use. Existing landscaping is retained where appropriate and offers natural screening and visual separation.

The design is bespoke to this site and uses materials that are in keeping with adjacent buildings. The building is orientated to integrate with its immediate context.

Consideration has been given to the use of sustainable materials and resources. Materials have been chosen that have a long life expectancy and that require little or no maintenance. The majority of materials such as brick and tile can be either re-used or recycled for another use. Plastic products have the ability to be recycled at the end of their life.

Access and vehicle generation levels are anticipated to have a minimal impact. On the basis of a 1no. two bedroom property, 2 car parking spaces is required. The property has its own driveway with parking and on site turning. Visibility for both pedestrians and vehicles is excellent given the straight nature of New Road.

It is not considered that this proposal would have an overbearing impact on the capacity of existing community services and infrastructure. Indeed, as a main service centre, the development helps support and sustain existing facilities.

It is not considered that this proposal would have an impact upon neighbouring land uses by reason of noise, odour, disturbance or visual intrusion.

Sustainable drainage and flood risk have been considered. A FRA forms part of this application. It is considered that sustainable drainage is possible and is to include soakaway drainage and permeable hard landscaping.

This is an urban setting, however, the landscape proposals help protect natural habitats, including retention of hedges for screening purposes. There is also an opportunity for the incorporation of nesting boxes, etc. on the proposed building.

It is not anticipated that the proposals would lead to any impact on or the loss of sand and gravel mineral resources.

Policy 3 - Design of New Development

The proposed site area is in the region of 0.034 ha, leaving approx 0.040ha for the original dwelling. These site areas are considered appropriate for the dwelling sizes (i.e. 2 bedroom chalet and 3 bedroom house respectively). It is considered that the proposals provide visual closure by virtue of retention of existing landscaping (hedge). The scale and massing is not at odds with the surrounding properties fronting onto New Road and Wrights Lane.

The proposals show that a distinction is achieved between private and public space. The proposed dwelling is shown having a front garden (accessible for visitors, deliveries, post, etc.) and a private [enclosed] rear garden.

There is no consistent landscape character along New Road. Some properties have relatively open frontages, others have more enclosed screening by virtue of hedges or trees. No. 37 already has a well established hedge to the boundaries with New Road and Wrights Lane giving an enclosed character. The lower storey of the house is generally concealed from the street. The proposals aim to retain this character by retaining the hedge, punctuated only by the new access point. The proposed chalet would be nestled behind the green screening.

The site has a choice of accessibility options. Sutton Bridge is well served by public transport (having a regular scheduled bus service). The site is only a 5 minute walk away from bus stops located on Bridge Road.

The site has the ability of accommodating cars within curtilage which has the added benefit of facilitating electric vehicle plug in and recharging. The location offers the options for walking or cycling into the town centre. The rear garden offers an opportunity for secure cycle storage in a garden shed or similar cycle store. The storage of refuse can be accommodated within the rear garden and collection via the standard kerbside method.

The proposals incorporate crime prevention measures. Windows are positioned so that they overlook the garden and driveway as a means of casual surveillance. The parking is close to the dwelling and the rear garden is relatively secure by virtue of the existing hedge (hedging of this type is particularly beneficial as it is difficult to climb over).

The building orientation enables the opportunity to benefit from solar gain. The shape of the chalet and the positioning of its windows allow it to admit sunlight. The roof form is perfect for the [potential future] integration of solar panels.

The proposals are not considered to have an adverse effect on residential amenity. No. 37 retains a garden area in keeping with properties further along New Road and Wrights Lane. The proposed chalet has good physical separation from the existing house and has no direct overlooking. The proposed chalet has generous physical

separation from existing houses on the opposite side of New Road (by virtue of the wide road, verge and pavements). The proposed chalet does not impact negatively on the existing bungalow to the south of Wrights Lane. Both the application site and the bungalow opposite have established hedging and in addition the bungalow has tall conifers. There are no first floor windows looking out in a southerly direction. The proposed chalet has generous physical separation from the existing [terraced] houses on the opposite side of Wrights Lane.

The proposed dwelling has the ability to be built to mitigate the effects of potential flooding via standard adopted construction principles common in this region.

The proposals have the ability to incorporate locally sourced materials, however, owing to the agricultural nature of South Holland and the reclaimed land form, there is little scope for sourcing [mined] aggregates, clay, etc. close to the site. Nor is there a commercial forestry industry in South Holland. Materials would, therefore, need to be sourced as 'locally' as possible. Furthermore, the materials will be in keeping with the surrounding context which are predominantly brick and tile.

The submitted proposals show how the existing hedge can be retained in order to maintain the existing green character of the site's perimeter.

Policy 4 – Flood Risk

Refer to the submitted FRA.

Policy 11 – Distribution of New Housing

Paragraph 5.3.5 encourages development within settlement boundaries where there are opportunities for infill development.

Policy 17 – Providing a Mix of Housing

Policy 17 states that, *'family homes of two or three bedrooms are in the highest demand'*. It is considered that a two bedroom dwelling would be suitable for this location.

Policy 28 – The Natural Environment

The proposals show that the majority of hedge can be retained. Furthermore, there is an opportunity to integrate biodiversity features on the proposed building.

Policy 31 – Climate Change and Renewable and Low Carbon Energy

It is considered that the proposals provide high quality design. The design is bespoke to this site and the orientation of the building takes advantage of the sun path throughout the day. Natural daylight/sunlight enters via the east, south and west elevations (however, care has been taken not to give rise to overheating of the interior as a result of excessive solar gain). Natural cross ventilation is provided via windows/doors on opposite sides of the building which is also a requirement of Building Regulations.

Flood mitigation measures are considered in the accompanying FRA.

There is a requirement for the dwelling to meet Building Regulations standards for water supply and consumption, which includes a limitation of 110 litres per person per day.

Policy 36 (inc. appendix 6) – Vehicle and Cycle Parking

The proposals incorporate 2 parking spaces which is compliant with appendix 6. In addition the requirement for cycle storage can be accommodated (i.e. there is scope for a garden shed or other storage method for cycles).

The vehicle parking strategy shown has the added benefit of enabling electric charging points directly from the dwelling which is required in order to meet the Building Regulations.

From: Watkinson, Gregory <GWatkinson@sholland.gov.uk>
To: a.wright369@btinternet.com <a.wright369@btinternet.com>
Date: Sep 11, 2023 6:10:53 PM
Subject: PE-00249-23 - Response

Dear Mr Wright,

Thank you for your pre-application advice enquiry regarding the proposed residential development at the land adjacent to 37 New Road, Sutton Bridge.

In lieu of a formal application or plans, I am only able to provide informal advice and as such, the following should not be considered to bear any weight upon the consideration of any such future application. Additionally, as this advice is given in a desk-based format, please be aware of the potential for additional matters of consideration to appear upon receipt of a final design and/or formal application and the associated consultation exercise. However, with that said, my advice is as follows:

The site in question does sit within the defined settlement boundary for Sutton Bridge, and as such the very most basic level of principle is acceptable for residential development at this site.

Assessing the flood risk, we see that the site sits within Flood Risk Zone 3, which is the very highest possible level of flood risk. As such, it would be a basic expectation that any proposal on this site would be accompanied by a professionally conducted Flood Risk Assessment that indicated that the site and proposal passes the sequential test. Additionally, at a bare minimum, the final design would incorporate any mitigation methods identified within, to ensure compliance with Policy 4 of the South East Lincolnshire Local Plan (2019) (SELLP)

No drawings apart from a site location plan have been provided, and as such, I cannot comment with great detail on design considerations. However, it should be noted that as a street frontage proposal, although not in a conservation area, or within the context of a listed building, it will be an expectation that the final design is appropriate in both appearance and functional compatibility to its surroundings. Therefore, the final design should strive to respect the density, scale, visual closure, landmarks, views and massing of neighbouring buildings and the surrounding area.

Furthermore, the final design should go to reasonable lengths to ensure that the residential amenity of neighbouring properties is fully protected. This would present itself as a development which does not harm access to light, or residential privacy in nearby or adjacent residences or indeed that of the residents who would occupy the proposed dwelling. I do note that 37 Bridge Street has multiple windows into what appear to be primary living spaces that face to the South, toward the proposal site, and as such you should be careful that the final design is such that there is no risk to loss of light, privacy or outlook in relation to these windows, especially given the apparent tightness of the plot. I would, therefore, recommend that a preferable form of development would be a bungalow or 1.5 storey building with no windows facing toward number 37. A full two storey proposal would appear likely to present major risks to the residential amenity of 37, which could in turn lead to the detriment of the residential amenity of those occupying the proposed dwelling.

Given the corner plot nature of the site (and the oblique orientation of wright's lane), it will also be important to mitigate against any road safety concerns. This is because, dependent upon the location of the vehicular access, without appropriate vision splays, vehicles entering and exiting the site could be at an enhanced risk of collision. Final discussions on the road safety aspects of this proposal, would, however, have to take place under consultation with the LCC highways authority.

No indication as to the parking arrangement on site has been provided. So you should be aware that Appendix 6 of the SELLP confirms that properties with up to 3 bedrooms must have at least 2 on-site secure parking spaces. Properties of 4 or more bedrooms must have at least 3 spaces. To fully satisfy Policy 36 and Appendix 6, it would also be preferable to indicate some secure storage for bicycles within the plot of each dwelling.

More broadly, it should be noted that a development of this sort would likely at least be subject to consideration under Policies 1, 2, 3, 4, 11, 17, 28, 31, 36 and Appendix 6 of the [SELLP](#). It will be vitally important for any successful proposal to demonstrate satisfactory compliance with all of the above Policies

In conclusion, it would appear that the planning balance may mean that a development comprising a single dwelling could be acceptable in this location. However, as you have provided no substantive drawings, the advice given can only be considered to be very abstracted and resultantly bears no weight whatsoever upon the outcome of any future planning application. Provided a proposal on this site could prove compliance with all relevant planning policies under the SELLP and NPPF, particularly those addressed in detail above, then a proposal at this site could potentially be successful.

Many thanks.

Kind regards,

Greg Watkinson

Gregory Watkinson BA (Hons), MA

Conservation Officer

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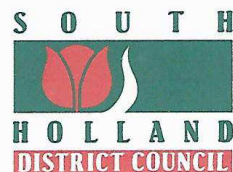
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South & East Lincolnshire Councils Partnership

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12th September 2023

Dear Sir/Madam

PLANNING: PRE-APPLICATION ADVICE

Reference: PE-00249-23 Case Officer: Greg Watkinson
Location: Adjacent To 37 New Road Sutton Bridge Spalding Lincolnshire
Proposal: Proposed Single Dwelling

This planning advice is given in good faith but is an officer opinion only and therefore is not binding on any formal decision the Council may make following the receipt of a planning application.

BUILDING REGULATIONS

The works that you are proposing may also require Building Regulations and this informal advice or any subsequent planning permission does not give authority under Building Regulations to commence work. Please contact the Building Control section for further information on 01775 764557

CONFIDENTIALITY

We will normally treat all pre-application enquiries confidentially until a planning application is submitted. However, the Freedom of Information Act 2000 includes a presumption in favour of disclosure of information, including pre-application discussions, unless such disclosure would cause adverse impacts. This may mean we have to reveal the details of your enquiry, and the advice given, if a request is received under the Freedom of Information Act. If you have a reason for requesting that your enquiry should remain confidential, for example on the grounds of commercial confidentiality, please let us know prior to your pre-application enquiry being submitted.

Yours faithfully

A handwritten signature in black ink, appearing to read "Greg Watkinson".

Greg Watkinson, Planning Conservation Officer

CONCLUSION

Pre-app consultation has been conducted with SHDC. The submitted proposals and / or comments in this DAS address the criteria of SELLP policies 1, 2, 3, 4, 11, 17, 28, 31 & 36.

The pertinent points made in Greg Watkinson's pre-app [email] have been considered / addressed and these are reiterated / summarised as follows:

Pre-app quote:

'However, it should be noted that as a street frontage proposal, although not in a conservation area, or within the context of a listed building, it will be an expectation that the final design is appropriate in both appearance and functional compatibility to its surroundings. Therefore, the final design should strive to respect the density, scale, visual closure, landmarks, views and massing of neighbouring buildings and the surrounding area.'

Design response:

The submitted design is of an appearance which is in keeping with the surrounding context. There is a range of architectural periods, styles and materials. Notwithstanding this the dominant material is brick and the dominant roofing material is tile. The majority of buildings have upvc windows / doors.

The proposals achieve a functional compatibility to its surroundings.

The design submitted respects the density, scale, visual closure and massing of neighbouring buildings. There are no significant landmarks in the surrounding context. There are no significant views or vistas of notable buildings or landscape features in this area of Sutton Bridge.

Pre-app quote:

'Furthermore, the final design should go to reasonable lengths to ensure that the residential amenity of neighbouring properties is fully protected. This would present itself as a development which does not harm access to light, or residential privacy in nearby or adjacent residences or indeed that of the residents who would occupy the proposed dwelling. I do note that 37 Bridge Street has multiple windows into what appear to be primary living spaces that face to the South, toward the proposal site, and as such you should be careful that the final design is such that there is no risk to loss of light, privacy or outlook in relation to these windows, especially given the apparent tightness of the plot. I would, therefore, recommend that a preferable form of development would be a bungalow or 1.5 storey building with no windows facing toward number 37. A full two storey proposal would appear likely to present major risks to the residential amenity of 37, which could in turn lead to the detriment of the residential amenity of those occupying the proposed dwelling.'

Design response:

The recommendation of either a bungalow or 1.5 storey building has been evaluated and a 1.5 storey (chalet) is the design submitted. This scale of building also works well when incorporating a raised floor level for flood risk compliance.

No windows are proposed for the elevation facing no. 37. Two rooflights are considered appropriate because they serve a bathroom and the landing, both will have obscured glazing, both rooflights are positioned at high level.

It is considered that the proposals go to reasonable lengths in protecting the residential amenity of neighbouring properties.

The chalet position gives reasonable space between it and the existing house no.37.

The existing house has windows facing the proposed site (dining room, kitchen, bedroom, landing), however, it should be noted that the dining room and bedroom also have windows on the front elevation (facing New Road).

As the applicant owns no.37 it is their intention to remove the existing bay window and brick up the opening.

Pre-app quote:

'Given the corner plot nature of the site (and the oblique orientation of wright's lane), it will also be important to mitigate against any road safety concerns. This is because, dependent upon the location of the vehicular access, without appropriate vision splays, vehicles entering and exiting the site could be at an enhanced risk of collision.'

Design response:

Traffic along New Road is light. Also the adjacent Wrights Lane is a dead end road and has very light traffic.

The proposed new vehicular access is located on New Road as far northwards as possible. The road is straight and has a grass verge between the road and the pavement. This means that there is excellent visibility in both directions. It is proposed to form pedestrian visibility splays (2m x 2m) each side of the new access.

The driveway is designed to accommodate 2 car parking spaces with on site turning to enable vehicles to enter and leave in a forward gear.

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'No indication as to the parking arrangement on site has been provided. So you should be aware that Appendix 6 of the SELLP confirms that properties with up to 3 bedrooms must have at least 2 on-site secure parking spaces. Properties of 4 or more bedrooms must have at least 3 spaces. To fully satisfy Policy 36 and Appendix 6, it would also be preferable to indicate some secure storage for bicycles within the plot of each dwelling.'

Design response:

The proposals incorporate 2 parking spaces which is compliant with appendix 6. In addition the requirement for cycle storage can be accommodated (i.e. there is scope for a garden shed or other storage method for cycles).