



DESIGN AND ACCESS STATEMENT

**ERECTION OF A 2-STOREY 4-BED DWELLING WITH
DETACHED DOUBLE GARAGE**

AT

**LAND AT MARYLAND
OXFORD BANK
SHEPEAU STOW**

FOR

MR AND MRS BRAY

Job No. SE-1433

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1.0 INTRODUCTION

This Planning Statement supports the full planning application for the erection of a 2-storey dwelling 4-bed dwelling with detached double garage, on land at Maryland, Oxford Bank, Shepeau Stow. The application follows the pre-application enquiry received on 11 September 2020 reference PE-00250-20.

2.0 CONTEXT & PROPOSAL

2.1 SITE CONTEXT

The application site is located on the western side of Oxcroft Bank, approximately 90m from the Oxcroft Bank/Dowdsdale Bank junction. The site comprises of part of the garden area serving the detached dwelling known as 'Maryland'. Maryland is a detached 2-storey cottage with a large side and rear garden area. The proposal involves the subdivision of the land to allow for the new dwelling to be positioned on part of the side/rear garden.

The site lies within the established settlement area boundary for Shepeau Stow and is within Flood Zone 1 of the Environment Agency's Flood Maps for Planning.



Figure 1: Aerial photograph

2.2 HISTORY

PE-00250-20 – Proposed 4 bed dwelling with detached double garage – 11.09.2020

Pre-application advice was sought for a similar proposal under the above reference number. In the advice given no objections were raised with regards to the principle of the development given that the site lies within the 'Shepeau Stow Settlement Limit'. However, concerns were highlighted with regards to the impact on the form and character of the area. It was identified that the existing

development within the locality is predominantly frontage and therefore anything which was positioned further back from the existing dwelling, known as Marilyn, would have a harmful effect on the existing rural character of the locality.

2.3 PROPOSAL

The proposal is to erect a detached 2-storey, 4-bed dwelling and detached double garage on the garden area serving the host dwelling. The dwelling will be positioned to the side of the existing dwelling, slightly further back within the street scene. The garage will be positioned to the west of the dwelling, roughly behind the detached outbuilding serving the neighbouring dwelling to the west.

Access to the parking area and garage will be via the existing access point along a driveway which will run to the side of the host dwelling. A new separate access, parking and turning area is proposed to the front of Maryland.

2.4 PRINCIPLE

The site is located within the settlement boundary of Shepeau Stow and is positioned in a built up residential frontage. Therefore the principle of new residential development in this location is acceptable in accordance with Policy 1: Spatial Strategy of the South Lincs Plan. There was no dispute that the principle of development was unacceptable in the pre-application comments received.

The site is located within Flood Zone 1 as per the Environment Agency's flood maps for planning. Section 14 of the NPPF require proposals to adopt a sequential approach to flood risk by locating development within areas at lowest risk of flooding in the first instance. Given that the site is located within Flood Zone 1, which is land at lowest risk of flooding, the proposal satisfies policy Section 14 of the NPPF. The principle of the development in terms of flood risk is therefore acceptable.

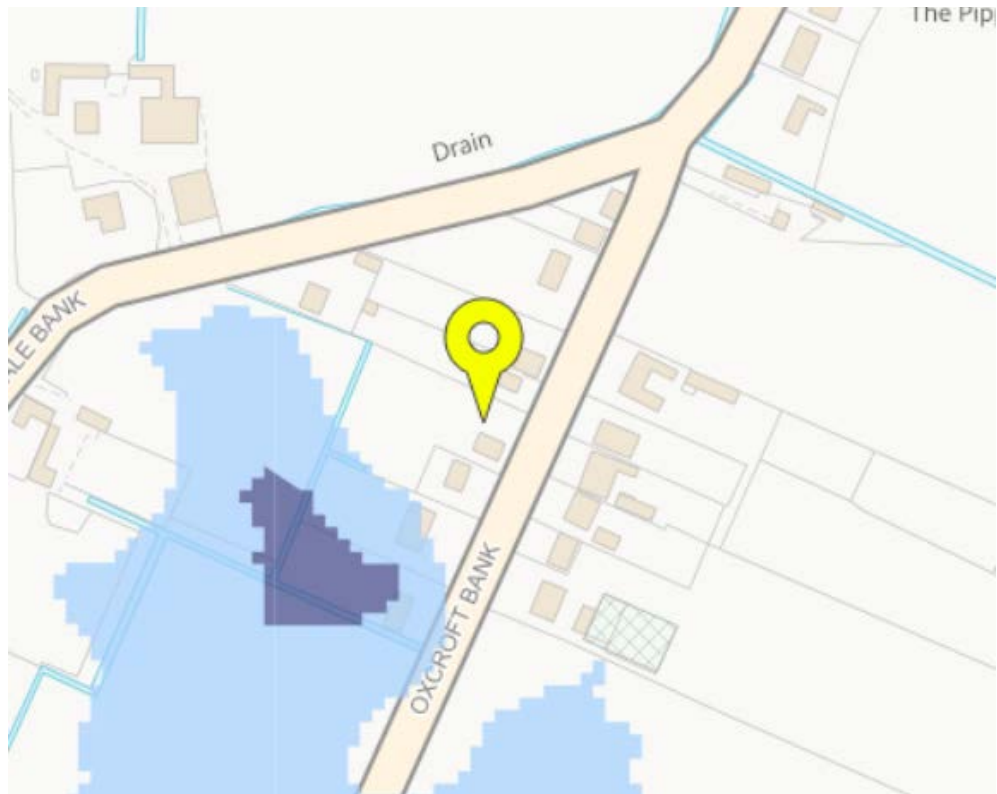


Figure 2: Environment Agency Flood Maps

3.0 DESIGN

3.1 USE & AMOUNT

The proposal is for a single dwelling within a residential location. The site is located within Shepeau Stow which is identified as an 'Other Service Centre and Settlement' within the settlement hierarchy. The development for a single additional residential unit is therefore appropriate in accordance with spatial strategy for the District.

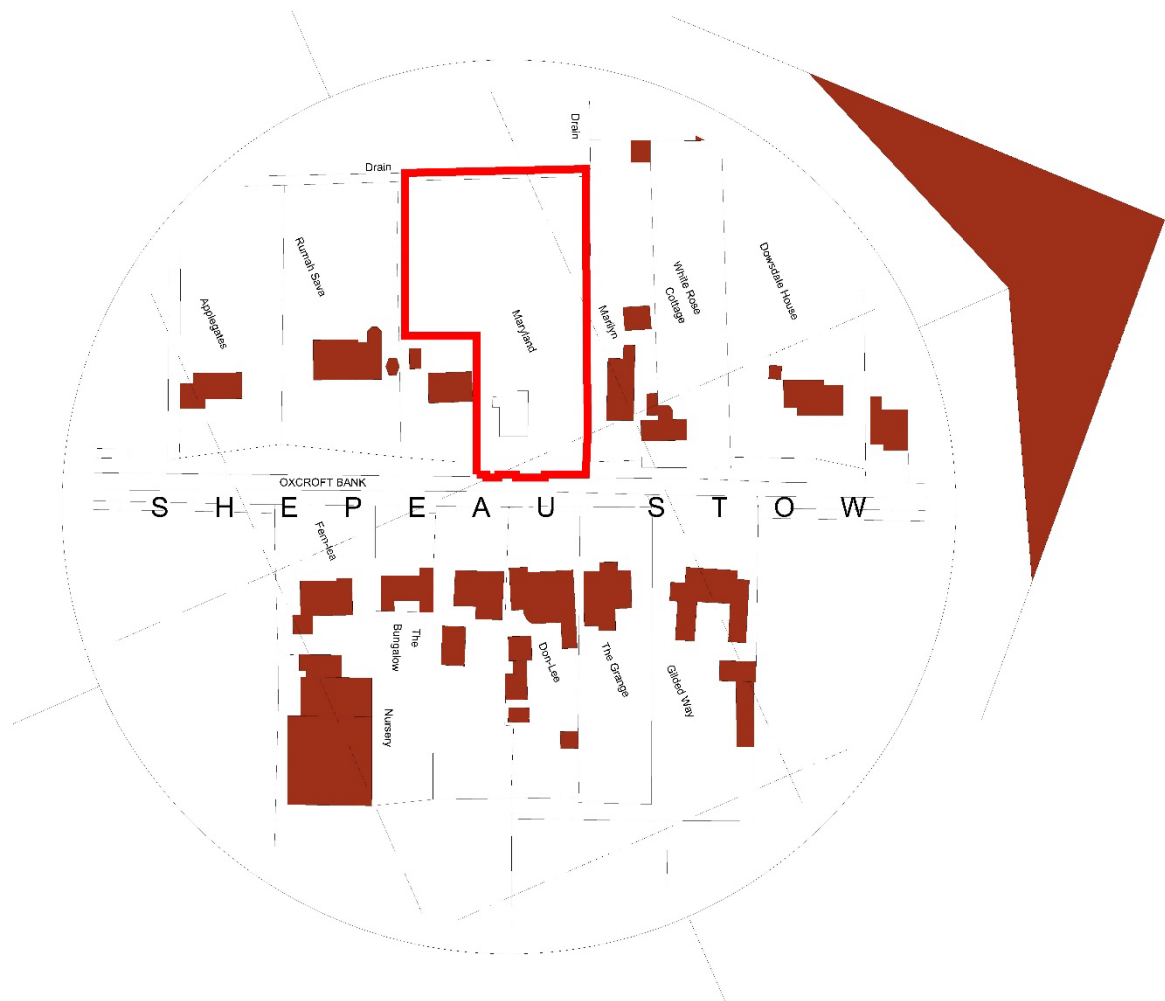


Figure 3: Location Plan

3.2 LAYOUT, SCALE AND APPEARANCE

The proposal will result in the subdivision of the existing plot to accommodate the new dwelling and garage. The host dwelling will be afforded a reasonable amount of private amenity space as well as its own access, parking and turning area.

The pre-application advice was that the dwelling was positioned too far back within the site and therefore it would be out of keeping with the character of the surroundings, which would be contrary to Policies 2 and 3 of the South East Lincolnshire Local Plan 2019 (Local Plan). It was stated in the pre-application response that the most appropriate form of development would be a single frontage dwelling set back no further than the host dwelling at Maryland.

The advice contained within the pre-application response have been noted and the dwelling has been brought further forwards within the site. Policies 2 and 3 of the Local Plan require new development to be respectful of their surroundings. This is reiterated in Section 12 of the NPPF where it states that developments should function well and add to the overall quality of the area and are sympathetic to local character.

This part of Oxcroft Bank is characterised by dwellings with a road frontage. However the distance between the front elevations of the dwellings in the area and the back edge of the highway varies significantly from property to property. Generally speaking, Maryland and Wild Rose Cottage (to the north) appear at variance to the street scene given their position so far forwards within their plots. With this in mind, and considering the pre-application advice, the proposal has been positioned further forwards within the site. It is now within a position which is commensurate with Rumah Sava (to the south) and would therefore benefit from a front garden area which is reflective in depth of other properties within the area.

The comments with regards to the siting of the proposal being no further back from Maryland have been noted however since Maryland is an anomaly within the street scene it would not make sense, character-wise, to position the dwelling so far forwards within the plot. Furthermore, a dwelling in a position which lined up with Maryland would compromise the living conditions of the dwelling to the immediate north given the proximity of the new build to their side windows which serve habitable rooms.

Having a dwelling positioned slightly further back to reflect the general appearance of the street scene would not only respect the character of the area as a whole, it would also present the opportunity to develop a larger dwelling which would form a lifetime home within a defined sustainable location. This would be consistent with paragraphs 120 to 123 of the National Design which require functional, accessible and sustainable homes which are adequate in size, fit for purpose and adaptable to the changing needs of the occupants over time.

The scale of the development is consistent with other properties in the area and the general appearance is reflective of the design of other dwellings within the locality. The fenestration has been arranged to the front and back so that no harmful overlooking or loss of privacy will occur to neighbours. The position of the dwelling, to the north of the garden area serving Maryland and to the south of the neighbouring outbuilding is such that overshadowing caused by the proposed building will not occur. In view of the above the development will be consistent with the character of the area and will preserve neighbouring residential amenities thereby complying with Policy 2:

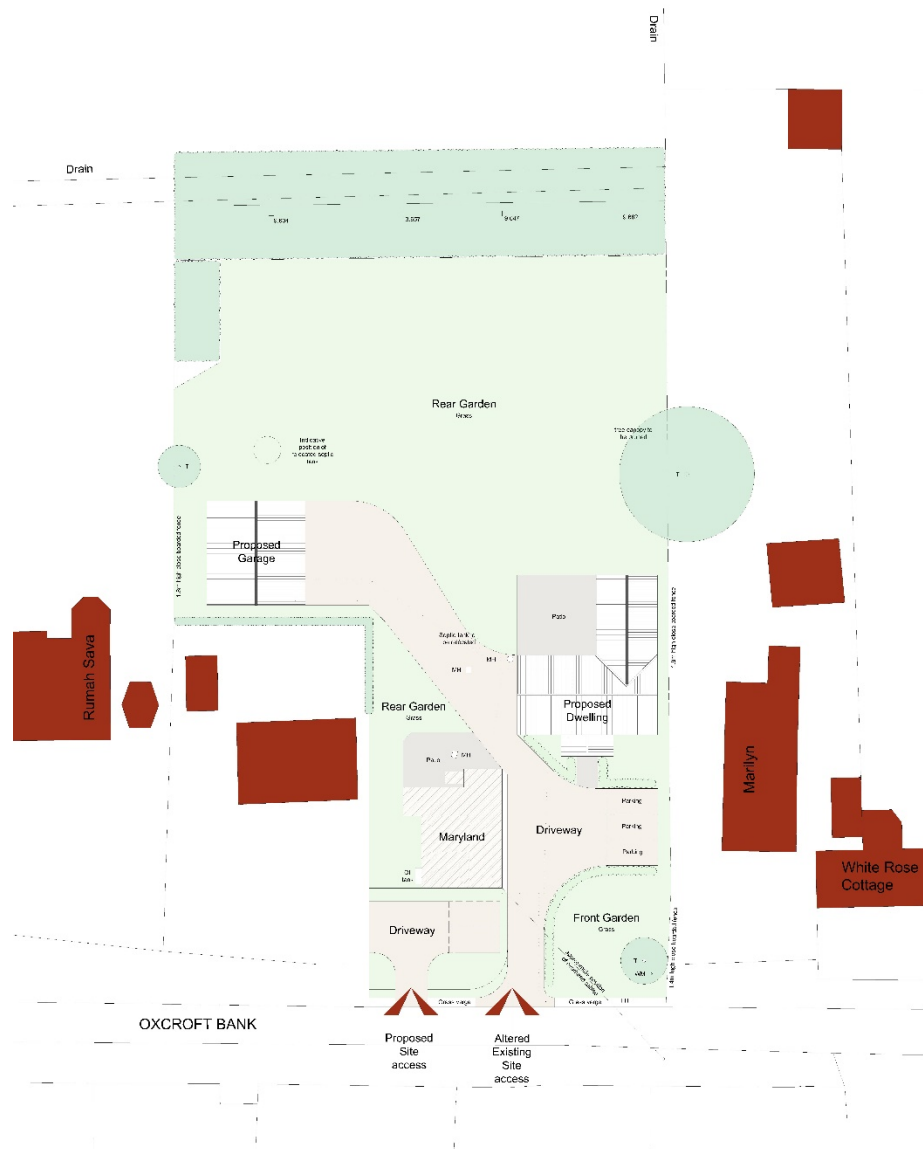


Figure 4: Site Plan

3.3 LANDSCAPING

The setting of the dwelling presents a unique opportunity to provide a considered landscaping scheme which will soften the appearance of the dwelling and enhance the landscape character of the locality as can be seen on the submitted drawings.

4.0 ACCESS

4.1 PROPOSED DWELLING

Access for the proposed dwelling will be via the existing access point. A driveway is proposed through the front garden leading to a parking area and garage to the rear. On the basis that the existing vehicular access serves a single dwelling and that it will remain to serve a single dwelling, it is submitted that there will be no highway safety issues with regards to the access to the site.

At least four off road parking spaces will be required as well as an area for turning in order that vehicles are able to enter and exit the site in forward gear.

4.2 EXISTING DWELLING

A new access is proposed for the host dwelling to the front of Maryland. Since Oxcroft Bank is an unclassified highway and that there are no planning restrictions on the existing dwelling, planning permission would not be required for this access. As such this element of the proposal is acceptable.

Two parking spaces and an area for turning will be provided for the host dwelling, which is acceptable in terms of the parking requirements for housing development set out in Appendix 6 of the Local Plan.