

DEVELOPMENT CONTROL SECTION	
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**Proposed extensions at
Mayrene
Station Road
Ulceby
for
Mr & Mrs R Coultish**

**Design Statement
Access Strategy
Flood Risk Assessment**

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**Proposed extensions at
Mayrene, Station Road, Ulceby, North Lincolnshire, DN39 6UA
for Mr & Mrs R Coultish**

Design Statement

The Site

Mayrene is a detached property standing in ample gardens. It is within the main Ulceby settlement and falls within the Ulceby Development Area as defined by the 2003 North Lincolnshire Local Plan and emerging LDF document.



View from Station Road

The Proposal & Design Considerations

Mayrene appears to have been built during the post-war period, probably 50-60 years ago. It can best be described as a bungalow with rooms in the roof-space, the two first floor bedrooms having windows in the gable ends. This could be one of several alterations and extensions to the property which include the addition of a garage to the east, a small porch to the west and a conservatory to the south. There is evidence that there was a large bay window to the lounge but this no longer exists.

A scheme of work has been planned to address some shortcomings with the design and workmanship of previous additions, creates en-suite facilities for the main bedroom, restores the bay window to the lounge (with a similar bay to the ground floor bedroom) and provides a dormer window to the first floor landing.

The current side porch is of poor construction, serves only limited purpose and has a flat roof which doesn't match the pitched roofs used elsewhere. It is proposed to rebuild the porch on a slightly larger footprint to create a small utility. It will extend to first floor to provide a small en-suite and the roof will align with the main roof to create an aesthetically pleasing addition.

The footprint of the original bay window can be clearly seen. It is proposed to reinstate this bay with a gabled roof on a similar footprint. It is likely that the original bay had a flat roof, this discordant feature being commonplace on bungalows of the 1950s & 1960s. A similar bay but on a smaller footprint is to be pro-



Existing porch



Summary of external materials

	Existing (where applicable)	Proposed	Not applicable	Don't Know
Walls	Red rustic brickwork	Red rustic brickwork matched on site to existing (ie Anglian Red Rustic or similar)	<input type="checkbox"/>	<input type="checkbox"/>
Roof	Concrete Double Roman tiles, colour not determined	Concrete Double Roman tiles (ie Sandtoft Double Roman in red, brown or rustic)	<input type="checkbox"/>	<input type="checkbox"/>
Windows	uPVC	uPVC	<input type="checkbox"/>	<input type="checkbox"/>
Doors	uPVC/timber	uPVC/timber	<input type="checkbox"/>	<input type="checkbox"/>
Boundary treatments (e.g. fences, walls)			<input type="checkbox"/>	<input type="checkbox"/>
Vehicle access and hard-standing			<input type="checkbox"/>	<input type="checkbox"/>
Lighting			<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify)			<input type="checkbox"/>	<input type="checkbox"/>



vided for the ground floor bedroom. Finally, a dormer window is planned for the first floor landing. This will provide natural daylight to the landing which should benefit the hallway too. This central area is currently quite dark and needs artificial lighting throughout the day. The dormer and second bay will also provide balance and restore some character to this fairly plain principal elevation.

Materials will match the existing throughout. Brickwork should be matched to samples on site in good daylight for colour, surface texture and size (ie Anglian Red Rustic or similar). The existing concrete roof tiles have faded and the original colour can no longer be determined. Any new tiles should be through-coloured Sandtoft Double Roman in red, brown or rustic. As there are various works to the front elevation, this may be a timely opportunity to replace all tiles on this side to maintain a constant, durable coloured roof facing Station Road. Windows will be uPVC to match existing.

The applicants have already revamped much of the interior of Mayrene since they purchased it. This application will allow them to complete their refurbishment to a high standard and will address the previous poor quality alterations. They will also restore the character of the property and allow it once more to make a valuable contribution to the streetscene.



View to rear

Designing Out Crime

Neighbourhood

Station Road is a busy village thoroughfare with plenty of pedestrian traffic which indicates a reasonably safe neighbourhood

Perimeters

Front boundary up to 1m high to give good visibility to/from surrounding properties (passive surveillance). Rear boundaries 1.8-2.0m high to give good security. Any side gates to be strong and lockable to minimize ease of entry. Thorny shrub planting to boundaries recommended. Any trees & shrubs to be well trimmed to minimize unobserved hiding places.

External Lighting

Lighting to front to be low-level with dawn to dusk operation.

Lighting to rear to be motion activated and positioned beyond easy reach to minimize tamper risk.

Passive infra red sensor lighting with tracker/camera to be considered.

Lighting and operation to be carefully planned to avoid causing nuisance to passing traffic, pedestrians or neighbours.

Dwelling

Doors and windows to comply with the requirements of Approved Document Q as below. These standards are compulsory for new-build but are recommended for extensions, alterations and replacements.

All doorsets to comply with BS PAS 24:2012 or, if bespoke, Approved Document Q Appendix B. Doorsets to STS 201 Issue 5:2013, LPS 1175 Issue 7:2010 security rating 2, STS 202 Issue 3:2011 burglary rating 2 or LPS 2081 Issue 1:2015 Security Rating B will provide similar or better performance so are also accepted.

Frames must be mechanically fixed to the building structure in accordance with manufacturer's instructions (see Approved Document Q for lightweight framed walls).

Letterplates should have max aperture of 260mm x 40mm and be located and/or designed to hinder anyone attempting to remove keys and/or insert their hand (ie comply with DHF TS 008:2012).

Main entrance door(s) should also have a door viewer (unless there is a clear glass panel in the door or adjacent) and be fitted with a door chain or door limiter.

All windows at ground floor and other easily accessible windows (basements, flat or low roofs, balconies etc) including easily accessible roof windows should be secure windows to comply with BS PAS 24:2012.

Secure windows to STS 204 Issue 3:2012, LPS 1175 Issue 7:2010 security rating 1 or LPS 2081 Issue 1:2015 Security Rating A will provide similar or better performance so are also accepted. Frames must be mechanically fixed to the building structure in accordance with manufacturer's instructions.

French doors, patio doors, folding-sliding doors etc to have secure locking (5 points) and anti-lift devices as appropriate. Locks to be fitted to all accessible windows. Window restrictors to be fitted to limit openings to 225mm maximum, particularly at ground floor.

Security

Alarm to meet BS4737 or BS6707 as appropriate.

CCTV to be monitored.

Garage/shed security

Garage doors to have inaccessible fixings to frame, door(s), lock and any hinges (remote operation to be considered). Any other doors to be as specified above.

Any prefabricated shed to be securely fixed (ie anchor points set into concrete base within shed). Any exposed hinges to be fixed using coach bolts or non-return screws. Hasp & staple to be fitted with concealed fixings which may be coach bolts or non-return screws. Closed shank padlocks to be used. Tamper sensors/alarm to be considered.

Personal property

Valuable property to be permanently marked (ie UV pen) and recorded on an inventory. Items can be safely registered at www.immobilise.com

Access Strategy

Surrounding area

The site is situated within the main Ulceby settlement so is within easy walking and cycling distance of the local school, shop, village hall, playing field, church, medical facilities, pubs etc. The local topography is generally level with good footpath provision. Regular bus and rail services provide access to the main shopping and commercial centres of Barton, Grimsby & Cleethorpes and various employment areas. All services are considered accessible to persons with impaired mobility.

The site

The site is generally level. Parking and set-down areas are provided within the site.

Paths are provided from the set-down area to the existing entrances which are not level or ramped but allow easy access to the property.

The building

Ground floor layout includes wc provision.

Electrical switches/sockets, door bells, entry phones, TV/phone/IT sockets to be between 450mm and 1200mm above floor level as Diagram 29.

All to meet the requirements of Approved Document M including 2013 amendments as appropriate.

General

All parts of the site are within 45m of a hardstanding where a pump appliance could park should there be a need.

Flood Risk Assessment Zone 1

This flood risk assessment has been prepared initially in accordance with Planning Policy Statement 25: Development and Flood Risk (CLG, December 2006) and also the National Planning Policy Framework (Chapter 10). It is based on advice issued by the Environment Agency and information contained in the Council's Strategic Flood Risk Assessment..

Flooding can occur at any time and in any place from sources such as rising ground water levels, burst water mains, road drains, run-off from hillsides, sewer overflows etc.

This property falls within a Flood Risk 1 area which is outside the extent of extreme flood based on current Environment Agency flood maps.

Generally this means that the chance of flooding each year from rivers or the sea is 0.1% (1 in 1000) or less. Current flood maps show the extent of extreme flood from rivers or the sea that would occur without the presence of flood defences.

Surface water run-off accounts for a significant proportion of flood incidents in the UK. This is particularly important in this area as there is past history of surface water flooding around the Station Road/ Coronation Road junction, also on High Street close to the Front Street junction. Skitter Beck is also identified as a flood risk area and there has been extensive flooding downstream in recent years in the Thornton Abbey and East Halton areas.

A new soakaway is provided so collect surface water from the extensions. In practice, this will also receive some existing run-off too. Therefore, the proposals will not increase the risk of surface water flooding elsewhere and there should be some betterment.

As this is a domestic extension, the only advice from the Environment Agency relates to the provision of permeable paving in accordance with the General Permitted Development Order of October 2008. This requires any hard surfacing in front gardens which exceeds 5m² to be permeable. Guidance on permeable paving can be found at www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens. In order to minimize the risk of flooding to the application building, and the risk of increased surface water run-off or the risk of flooding to surrounding properties it is recommended that all new and future paving and hard landscaping follows this guidance.

Guidance on how to address specific local surface water flood risk issues may also be available through the Strategic Flood Risk Assessment or Surface Water Management Plan produced by the Local Planning Authority. Where the LPA has identified drainage problems through the SFRA or SWMP, or where the Environment Agency has identified critical issues, formal consultation and/or a formal flood risk assessment by a flood risk management specialist (ie a member of ICE, CIWEM) may be required.

Adoption of the above principles will minimize the risk of flooding to the application building, the risk of increased surface water run-off, the risk of flooding to surrounding properties and the risk of flooding in nearby lower-lying areas.