

23 JUN 2016

DATE RECEIVED

Referred to

COMBINED DESIGN & ACCESS STATEMENT

PROPOSED HOUSING DEVELOPMENT COMPRISING A NEW RESIDENTIAL DORMER BUNGALOW (FULL PLANNING APPLICATION) AND CONVERSION OF AN EXISTING DETACHED GARAGE INTO A DWELLING (OULINE PLANNING PERMISSION WITH SOME MATTERS RESERVED)

**LAND ADJACENT TO 35 SOUTH CLIFF ROAD
KIRTON IN LINDSEY
NORTH LINCOLNSHIRE
DN21 4NR**

THE SITE

The site is currently occupied by a substantial two storey red brick house. The house currently has the benefit of an integral double garage, together with a detached double garage with integral store at some distance down the garden towards the southern boundary.

The surrounding garden land is well landscaped and reasonably secluded due to the boundary treatments present.

The site falls gradually away to the west but offers reasonable opportunity to construct a new dwelling to the west of the site and undertake a residential conversion of the surplus detached double garage block and store.

The area of the site is approximately 1400 square metres, being just over 0.345 acres.

CONTEXT

The site is in an area of existing housing with access from South Cliff Road and Dunstan Hill, and is within easy walking distance of the centre of Kirton in Lindsey with all its facilities.

Access to necessary schools, nurseries, doctor's surgery, shops and other community facilities is easily gained and the site is in close proximity to bus stops providing public transport to other towns. From this point of view the provision of housing is considered to be sustainable in this area.

AMOUNT

Plot 1 attracts a site area of 690m², with accommodation totalling 300m² over two floors

Plot 2 attracts a site area of some 716m² and currently enjoys a gross floor area of some 124m².

DESIGN

The site lies alongside the edge of the extended southern boundary of the Kirton in Lindsey Conservation Area. The land between the boundary and the existing dwelling is denoted as land of important open visual amenity in the current adopted Local Plan.

The new dwelling has been designed as one and a half storeys (dormer roof construction) to reduce its impact on the surrounding environs by limiting the scale and mass of the building. In mitigation this also reduces the impact of the new dwelling on the adjacent properties.

Whilst it is clear that the new dwelling is remote from the edge of the conservation area, it will to some degree bear an impact on this important location however, it is noted that in principal it will be a property in proportion/scale and massing with other surrounding properties, and its acceptance into the location will be aided by the quality materials specified for the construction.

Furthermore, the substantial boundary treatments present will tend to shroud the property to such an extent that it will be hardly noticeable from the wider street scene.

Turning to the conversion works proposed for the detached double garage, where it is noted that the building was constructed early/mid 1980's, it is pointed out that this building is a widely accepted feature on the edge of the conservation area.

The building is constructed in a smooth engineering brick and has partial flat roof with mock mono-pitched roof tiled up-stands facing inwards towards the site. From this perspective it is suggested that the building has either a neutral or negative effect on the edge of the conservation area by way of these non-traditional or alien features.

In mentioning alien features in the built environment, it is noted that the south west wall of the garage block has two areas of stepped angular walls. These intrusions into the building were built to accommodate the close proximity of the building to two substantial Elm trees that have subsequently succumbed to Dutch Elm disease and having died, have both been removed.

Here it is suggested that the long term design for the building as part of a application to discharge reserved matters, that consideration be given to squaring or rounding off these intrusions to form a more regular shape for the building, which will be more in-keeping with the surrounding built environment.

It is pointed out that the existing grounds are considered brown field by association with the existing dwelling and excessively large for the current owners to maintain.

It is therefore considered appropriate to reduce the size of the plot by some 1400 square meters to permit the new dwelling and conversion works, whereas the resulting reduced plot size will still be a wholesome size and more than adequate for the provision of amenity commensurate with the sizeable house associated with it.

The dwellings shall be accessed from a new access formed off Dunstan Hill in accordance with NLC Highways requirements. A joint access is proposed to minimise the impact of the development on the street scene and fringe of the conservation area, in favour of a proliferation of accesses along Dunstan Hill. Indeed other shared accesses are found along this road.

The access provided is in accordance with the location and requirements agreed with Darren Cowling – NLC Highways Development Officer during pre-consultations with the authority.

Access from the parking areas to the dwellings will readily gained by disabled people in compliance with Disabled Access Requirements Part M of the Building Regulations.

The layout has been designed so that there is no overlooking of adjacent properties and fenced private garden areas are provided to each dwelling. Detailed consideration will be given to site details and landscaping.

CONCLUSION

The development will present itself as a compact sustainable provision of much needed housing in harmony with the locality that will also ease the burden of such a substantial and surplus garden space.