DESIGN & ACCESS STATEMENT

Client: Great Night Inns Ltd

Project: Residential development, The Rising Sun, Pit Lane, Gedney Drove End, Spalding, Lincs, PE12 9PJ

Ref: 082005

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Date: 12.11.20

INTRODUCTION

This Rising Sun is a well established public house. It is the last remaining public house in Gedney Drove End. Its new owners are keen to build on the pub's good reputation by investing in a programme of improvements. This includes extending the pub to provide additional space for dining, toilets and storage (a separate planning application will be submitted for this).

To help fund the programme of improvements the owner's are proposing to develop the area of land to the rear which is surplus to requirements.



View of site from Pit Lane (looking south)



View of site from Pit Lane (looking east)

USE

The proposed use is residential comprising 2 no. dwelling houses.

AMOUNT

The application site area is approx 0.03 ha. The proposed dwelling houses each have a GIFA of approx 104.25 sq.m.

LAYOUT

The site fronts onto Pit Lane which is a very quiet road serving a small number of properties. The proposed dwellings are arranged to align their frontage to closely match that of the side of the pub. This creates the feel and character similar to that of a mews with the proposed properties having the aesthetic of former coach houses.

The layout is also influenced by the need to provide the habitable accommodation at first floor (to meet flood risk requirements). This, however, works to the advantage of the scheme because it frees up the ground floor

footprint to accommodate the car parking and other ancillary spaces such as cycle storage in an integrated way. The parking is an integral part of the design and as such is secondary, visually, to the scheme as a whole.

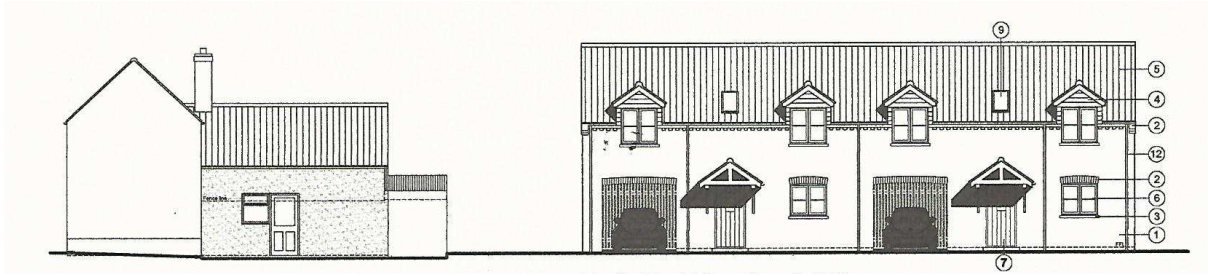
Careful consideration has been given to the layout in relation to the immediate context and intrusive overlooking of surrounding properties is avoided.

Each house will have a rear garden which has an integrated covered patio area which will be a real sun trap in the summer months.

SCALE

The existing pub, owing to its age, is relatively low in scale for a two storey building. The concept for the proposed development is not to dwarf this building with a typical two storey development. Given the constraints of flood risk that habitable accommodation shall be at first floor, this called for an imaginative solution that ties together these requirements.

The proposal, therefore, is for the houses to be one and a half storey in scale. This, in conjunction with the mews feel, provides a cohesive development that is sympathetic to the immediate context and fits comfortably within the street-scene.



Street-scene elevation showing low scale

APPEARANCE

The appearance derives from the bringing together of the factors discussed earlier:

- The position of the pub giving rise to the opportunity for Pit Lane to have the feel of a mews;
- The flood risk requirement of locating habitable spaces at first floor;
- The ability to incorporate car parking cohesively;
- The low scale of the existing pub building;
- The enhancement of the pub by giving the new development a coach house aesthetic.

The intention of the appearance is that it should ***not*** look like it has been designed to overcome flood risk criteria. Rather, it should appear as two cottages with a coach house feel.

The materials and detailing also contribute to the cohesiveness of the design. Walls will be of red facing bricks, roofs of orange pantiles, both typical of the area. Openings will have arched heads of brickwork, windows will be cream coloured, front doors will have a cottage feel. The front doors will have timber constructed porches with pantile roofs. The dormers will be clad in black weatherboarding and gutters will be supported on rise and fall brackets.

The overall appearance, therefore, is a sympathetic and respectful response to the immediate context and the constraints imposed by flood risk.

ACCESS

Pit Lane is a very quiet road and is only really used by people and vehicles accessing properties, rather than general passing traffic. It has a 30mph speed limit (although it is not realistically possible to reach this speed). Although there is no footpath, because of the light traffic, pedestrians are able to use the road.

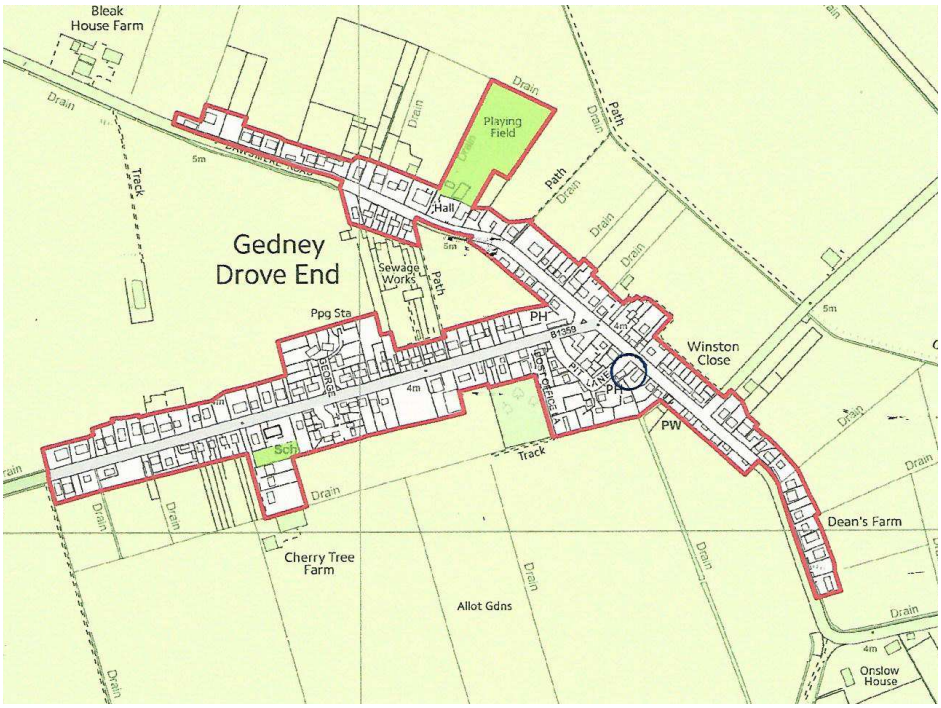
Each dwelling will have 2 parking spaces and 1 cycle parking space in accordance with the SELLP Appendix 6: Parking Standards.

Parking is accommodated within a car port. 2m x 2m pedestrian visibility splays provide pedestrian safety.

Pedestrian access is offered in a number of ways. Each house has a front entrance. Alternatively, pedestrian access can be gained from the car-port via the rear patio into the building (completely under cover). A third method of access is via the side gate into the rear garden. This provides maximum flexibility for accessing the properties.

PLANNING

The South East Lincolnshire Local Plan 2011-36 identifies Gedney Drove End as an 'Other Service Centre and Settlement' with a defined settlement boundary.



South East Lincolnshire Local Plan, Inset Map No.40 (site circled in blue)

The site is located in flood zone 3 and a FRA is submitted as part of this planning application. The conclusion of the FRA leads to the positioning of habitable accommodation on the first floor level. This approach appears common for recent residential developments in the village.

The following two approved applications are recent precedents of residential development in Gedney Drove End which have been designed to overcome flood risk criteria:

<u>H06-0259-19 (reserved matters) The Forge, Main Road, Gedney Drove End (approved on 25.05.19)</u>
This application was for 2 no. dwellings. The dwelling is 2 storey and comprises the following:
Ground floor – Garage, Garage/Store, Utility, WC, Entrance/Lobby, Cupboard.
First floor – 3 no. bedrooms, Bathroom, Kitchen/Dining/Living.

<u>H06-1002-19 (full) Marsh Road, Gedney Drove End (approved on 30.01.20)</u>
This application was for 1 no. dwelling. The dwelling is 3 storey and comprises the following:
Ground floor – Hall, Store, WC, Utility, Garage.
First floor – Kitchen/Dining/Living, Bedroom with En-suite.
Second floor – Viewing Room, Store.

It can be seen that these proposals have also provided parking, utility, WC and storage on the ground floor, with kitchen/dining/living, bedrooms and bathrooms on the upper level(s).

CONCLUSION

The site falls within the defined settlement limit of the South East Lincolnshire Local Plan 2011-2036, Inset Map No. 40, and it is in Flood Zone 3.

The proposals have been carefully considered in terms of the overall concept, layout, massing and appearance, so that the dwelling design is site specific and responds to the existing character of its setting.

The constraints related to flood risk have been taken into account in a positive way, whilst still considering the scale and character of the immediate context.

As a result the scheme is not overbearing in scale, does not create invasive overlooking and helps to give this part of Pit Lane character.

Safe vehicle and pedestrian access is provided whilst accommodating cars in a discreet way. Both car and cycle provision meets that of the SELLP parking standards.