Architectural Consultant

Design & Access Statement

Proposed 2no. dwellings at:

Land between 10 & 12 Risegate Road,

Gosberton Risegate,

Spalding,

Lincolnshire,

PE11 4EZ



1. Introduction

1.1 The Application

This Design & Access Statement has been prepared in support of a full planning application for the erection of 2no. new 2 storey four-bedroom dwellings and accompanying garages on land between 10 & 12 Risegate Road, Gosberton Risegate, as outlined on the accompanying plans.

This application is to be made by JC Architectural Consultant on behalf of their client who intend to sell one plot to a self-builder to finance the development of the other plot themselves to create a suitable home for modern living which they will be able to enjoy for years to come.

1.2 Drawing List

This application is accompanied by the following drawings, all of which have been prepared by JC Architectural Consultant.

0412-23-01B Proposed Dwelling Plot 1

0412-23-02 Proposed Dwelling Plot 2

0412-23-03B Proposed Garages

1.3 Planning History

The site itself has no previous planning history, however, the surrounding area has several former planning applications of this nature. Risegate Road and Siltside/Windmill Lane have seen the approval of various new dwellings, including multiple dwellings on the site of a former pub (ref: H08-0964-21), a new dwelling and detached garage (ref: H08-0945-21) and a residential development of 4 dwellings (ref: H08-0965-22), all within recent years. Further back in time there have been several new/replacement applications granted in the area. This shows that the area

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of the village is popular with families looking to locate here and gives great precedence for a development of this type in this area.

2. Site and Surrounding Context

2.1 The Site Location

The site is located to the centre of the village of Gosberton Risegate, a small village in Lincolnshire approximately 7 miles from Spalding. The Village has a number of dwellings, predominantly 20th century with a number of older properties scattered throughout the four main roads within the village; Risegate Road, Siltside, Clough Road and Chesboule Lane. Although there are a number of business premises scattered throughout the village, car garages a pub etc, the area is predominantly residential, with a number of new dwellings being constructed over the past few years. Beyond the village settlement is mostly agricultural land which, again, is very typical of the area.

The street scene of Risegate Road varies in style along its length, there are a number of new dwellings mixed with other older properties, all of varying scale and style. There is also no set building line along the street with several breaks in places to allow for accesses to agricultural and commercial sites as well as the occasional residential dwelling set further back from the highway. The road is a relatively minor street, although it does serve as the main thoroughfare through the village, accessing other settlements locally. The topography of the area is flat, as to be expected, and the only public view of the site would be from Risegate Road, due to the nature of the surrounding properties no view when approaching along the highway would be possible.

The site currently has a large portal frame structure, set to the rear, which was formally used as a business premises. The building has been empty for some time and there is no demand for any further business use by the owner. It appears at odds with the rest of the street scene when considered that the majority of the surrounding buildings are residential. Forward of the former commercial building is a large yard area, again originally associated with the business use of the site, but due to the lack of use has

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become unkept and overgrown, resulting in an eyesore to passing members of the public.

The site does not fall within the curtilage of any Listed buildings nor is it within a Conservation Area.



The view of the site from Risegate Road.

2.2 Local Amenities

Gosberton Risegate is a small village in the South Holland district which has the services you'd expect with a small village. Within a very short distance of the site is a pub, a car garage etc, all of which can provide the necessary essentials. Slightly further afield, in the adjacent villages are schools and stores.

There is a primary school within a 5 minute walk of the site which, although small, serves Gosberton Risegate and the surrounding villages. Further afield are a number of secondary schools, all well served by local bus companies with stops within a very short walking distance of the site. Regular public transport runs through the village and serves both Spalding and Boston with services that run through the local small villages around the area. The nearest bus stop is at the junction of Risegate Road and Beach

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Lane, approximately 50m from the site and within very easy walking distance.



Overview of Gosberton Risegate.

3. Proposal

3.1 Proposed Development

The proposal comprises of 2no. four bedroom 2 storey dwellings and accompanying garages, one of which will be sold to a self-builder and the other will remain in private use by the applicant. The proposed dwellings are similar in size and scale to the commercial building currently on the site and the dwelling on plot 1 will sit in a very similar position whilst the other on plot 2 will follow the building line along the street, therefore having no negative impact on the surrounding dwellings.

The proposed garages, both sitting close to the site boundaries and adjacent to each other, are large enough to comfortably take two vehicles and are of a slightly lower height than the dwelling. The garage to plot 1 will allow for storage/additional living space/homeworking space at first floor level whereas the garage to plot 2 will have only loft storage space.

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There will be a driveway that runs along the eastern edge of the site towards the highway and will gain access to plot 1 within the existing frontage of the site. The access to plot 2 will be to the opposite side (west) of the site and will run along that boundary to the garage at the rear of the site. Originally the entire frontage would have been open when used commercially so this is not out the norm for site and will cause no adverse impact on the highway.

3.2 Site Layout



Overview of the site layout.

The layout out of the site will be generally as described above and can be seen in greater detail on the accompanying plans. The dwellings will sit centrally within each plot and the garages will sit adjacent to each other, close to the north and south boundaries respectively, the positioning of these will both offer some level of security and screening from the highway.

4. Use

As previously mentioned, the use of the site is currently commercial, albeit no longer in use, and this is to change to residential, therefore a change of use is required. The proposal will form 2no. private dwellings with associated garages and garden spaces, one of which will be sold to a self-builder and the other will stay within the use of the applicant.

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5. Amount & Scale

5.1 Existing

Currently there is a large commercial portal frame style structure which occupies the rear of the site, set well back from the highway. The approximate footprint of the existing building covers 362m^2.

5.2 Proposed

The proposal will see the erection of 2no. new dwellings and garages, one of which is in a very similar position on the site as the commercial building, the other being towards the front of the site in keeping with the building line of the street, both will make full use of the proportions of the site area to allow for privacy and security. The accompanying site plan clearly shows that the size of the site is more than sufficient in size to take the footprint of the dwelling and garage as they will sit comfortably within the site boundaries.

5.2.1 Plot 1

The overall footprint of the proposed dwelling is 130m^2 with an additional 61m^2 being taken up by the garage, this gives a combined overall footprint of 191m^2. This represents a significant decrease in the amount of built area on the site when compared with the existing commercial building.

5.2.2 Plot 2

The overall footprint of the proposed dwelling is 115.5m^2 with an additional 45m^2 being taken up by the garage, this gives a combined overall footprint of 160.5m^2. This represents a slightly smaller footprint to that of plot 1 but the plot is also generally smaller, but it is clear that the dwelling and garage fit comfortably within the plot boundaries.

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6. Layout

6.1 Plot 1

The layout is very simple but works perfectly for modern living. The large entrance hall area offers a spacious welcome to the dwelling and serves most of the ground floor. There is a small W.C below the staircase to thee first floor, a snug and double doors through to the main living space of the house, a large kitchen, dining and living space. Further on from here are a playroom, utility room and boot room. The first floor has the four bedrooms with the master suite including an en-suite and a dressing room. Elsewhere off the first floor landing are the other three bedrooms and the family bathroom.

Two sets of bi-folding doors lead from the rear of the property to the large rear garden which wraps around the building on all sides and will be separated from the surrounding land by a suitable 6ft close board fence. There will be a large patio directly accessed from the house and the remainder of the space laid to lawn.

The garage building will comfortably fit two vehicles which will be able to access the building via a large garage door to the front. Separate personnel access from the side elevation leads to a staircase that will allow access to the first-floor storage space.

6.2 Plot 2

The layout of plot 2 is equally simple but still suits modern living perfectly. The entrance hall serves the living room, study and large family kitchen area as well as giving direct access to the W.C and the staircase to the first floor. There is also a large utility room that is accessed both internally from the kitchen and directly from outside via the rear door. The first floor has the four bedrooms with the master suite including an en-suite and a dressing room. Elsewhere off the first floor landing are the other three bedrooms, one with an additional en-suite and dressing room, and the family bathroom as well as an airing cupboard.

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Bi-folding doors from the side of the kitchen area and large patio doors from the living room both lead to the large rear garden which wraps around the building on all sides and will be separated from the surrounding land by a suitable 6ft close board fence. There will be a large patio directly accessed from the house and the remainder of the space laid to lawn.

The garage building will comfortably fit two vehicles which will be able to access the building via a large garage door to the front and there is also a separate personnel door to the side.

7. Landscaping

7.1 Soft Landscaping

The landscaping throughout will generally remain low level and easily manageable, the large rear gardens will be mostly lawn with a small amount of low-level planting and possibly the odd scattered tree or larger shrub. The front gardens will also be mostly lawn with some low-level planting to borders to give a soft break between the garden and the boundaries of the site. The lawned area around the garages will be left as such but would serve as a suitable area for vegetable plant beds or something similar in the future.

7.2 Hard Landscaping

The driveways will run to either side of the site at the front and will be surfaced in a permeable gravel or similar. Paths and the patios around the buildings will be a large irregular format external porcelain tile bordered in a suitable cobble edging to give a modern but also durable finish to the heavily trafficked areas.

The boundaries will be a 1.8m close board fencing throughout with post and rail fencing to the rear of plot 1 at a height of 1.2m with planting infill between to give views of the agricultural land to the rear.

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8. Appearance & Materials

8.1 Plot 1

8.1. Dwelling

The external appearance of the proposed dwelling has been designed to incorporate a combination of the typical materials expected in the local area. The red brickwork and stone detailing is very much the norm in the area, especially within the design of an 'executive' style dwelling. The roof will be a mock slate to match the traditional slate appearance of many original buildings within the district, however, a modern concrete interlocking alternative will be benenficial over the long term. The windows will be a flush casement UPVC system, again to allow for the associated benefits that come with that material choice, and will be finished externally in RAL 7016 anthracite grey to give a modern contrast between this and the external materials.



Proposed front elevation.

There will be a brickwork plinth to the lower portion of the building, in the same red brickwork as the main expanse, and there will be anthracite grey rainwater goods to match with the window and door colour throughout. The flat roof area of the living space to the rear will incorporate the same stone detailing to the top of the parapet wall to tie it in with the rest of the building. Larger expanse of glass to the rear elevation will make the most of the views over agricultural land beyond the rear site boundary.

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8.1.2 Garage



The design of the garge is much more utilitarian than the dwelling, this being said it still features the red brickwork to match the house and the roof covering will be the same. The doors and windows throughout the garage and storage space above are to be finished externally in RAL 7016 anthracite grey to match elsewhere but the openings will be kept to a minimum for the added security.

Proposed garage front elevation.

8.2 Plot 2

8.2.1 Dwelling

The design of the dwelling to plot 2 is very similar to that of plot 1 and incorporates many of the same traditional materials, including the red brickwork and the mock slate roof covering. The windows throughout will be a flush casement UPVC system, to allow for the associated benefits that come with that material choice, and will be finished externally in RAL 7016 anthracite grey to match the finish of the dwelling to plot 1.

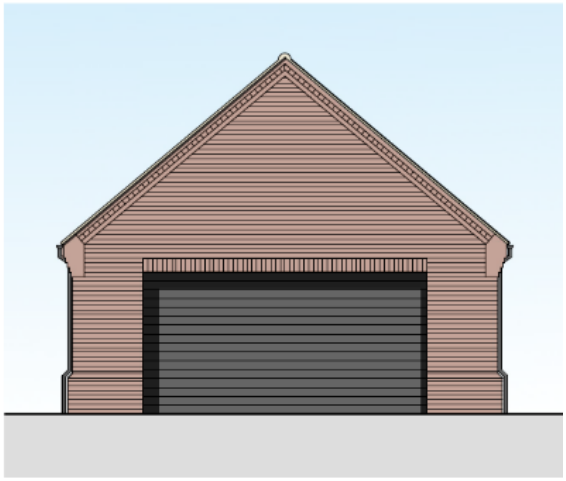


Plot 2 also incorporates the brickwork plinth at low level, to match in with plot 1, and there will be brick soldior courses above all openings. The front projetion, with the large anthracte grey windows, will be finished in the same red brick to ensure continuity across the overall design.

Proposed front elevation.

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8.2.2 Garage



The design of the garage to plot 2 very much matches with the dwellings and the garage to plot 1. There is the same red brickwork and mock slate roof tiles as well as the same brick brinth at lower level. The doors, windows and rainwater goods throughout will be in RAL 7016 anthracite grey to tie in with the design and style elsewhere, and as with plot 1, the openings are kept to a minimum for the security benefit.

Proposed garage front elevation.

9. Highways Implications

There are no implications to the highway as the existing access from Risegate Road will be maintained throughout and its continued use will extend once the building works have been completed. The portions of the existing access that will be used as entrances to the plots are suitably wide enough for modern vehicles and the visibility splays at present are sufficient for the speed limit of the road, although these will be improved further with the proposed scheme.

10. Flood Risk

The site sits predominantly within Flood Zone 1, as highlighted on the Environment Agencies Flood Map, and therefore there is no requirement to submit an accompanying flood risk assessment with this Planning application. There is a small area of the site within Flood Zone 2, however, and although the actual building area sits outside of this zone, a flood risk assessment has been prepared and accompanies this application.

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Environment Agencies flood map showing the position of the site.

11. Land Contamination

It is understood that there is no land contamination within the site.

12. TPO Tree Protection

There are two protected trees under TPO No.8 2024, these are a Yew tree 'T1' and a walnut tree 'T2', marked on the Proposed Block Plan accordingly. T2 is of sufficient distance from the development site that no damage will be caused to this by the construction works, however, T1 is within close proximity to the Eastern boundary of the site.

The canopy extends into the site by approximately 4m from the boundary line, the trunk of the tree is approximately 2m within the neighbouring property. It is therefore suitable to assume that the canopy, and therefore the root area, is approximately 6m from the centre of the trunk of the tree. In order to protect this area, the root protection zone, an area of

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approximately 10m from the boundary line will be fenced off using heras fencing and suitable signage will be installed to ensure that the fencing is not moved whilst the construction works are being carried out. This area will be maintained for the entirety of the construction works.

13. Impact on the Surrounding Area

The proposal represents a well thought out approach to designing 2no. new dwellings that are both sympathetic to the neighbouring properties by way of their overall size and scale and to dwellings in the wider area with the mixture of the typical materials and finishes associated with a small fenland village. The scale and mass of both the proposed dwellings and garages are suitable for the size of the site and are not overbearing in any way nor is it considered that the proposal would result in an overdeveloped site.

Consideration has been made to the site in its existing state, there is currently a large commercial building to the rear of the land and this is very imposing when viewed from all sides. Although there are other commercial sites within the village of Gosberton Risegate these are all currently in operation and therefore have some level of maintenance, the building on the application site has been unused for several years and has therefore fallen in to a deteriorating state of repair. By the nature of this type of small village residential street the dwellings are spaced relatively close together to form a tight level of development, this gives precedence for a larger scale development without having any diverse impact on any of the neighbouring properties and their amenity spaces.

The proposal offers a sympathetic approach to creating 2no. new dwelling on this large site. The approach to the design not only improves the appearance of the setting by considerably improving the aesthetic over the buildings currently on the site by way of the layout and materials proposed, but it also allows for the site to laid out in a manageable way, giving clear separation space between the dwellings the gardens and the garages. The overall basis of the proposal greatly improves the site as a whole and will allow for suitable, modern family homes to be created on a brown field site in a rural village location, therefore, we strongly ask that the Planning Department consider this application favourably and allow the construction of the new dwellings.

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