

Design & Access Statement

For

Residential development on Land behind 59 High Street, Gosberton

• **Treetops, The Raceground, Spalding, PE11 3AP** •
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Context – The Site and its surroundings

The site is located along High Street, Gosberton behind Number 59 as shown above.

The proposed site is in filling the gap between Numbers 59 & 59a High Street and benefits from the existing access driveway that also serves Number 57.

Gosberton is classed as a "Group Centre" within SHDC's Development Hierarchy. The site is located within the village centre and thus within the Development Boundary for Gosberton.

The village is modest size and offers local services such as a Primary School, Petrol Station, Church and popular Public House.

Gosberton has excellent transport links to both Spalding and Boston.

The application site is an area of residential garden to Number 59 with an area of 570m² and will leave the host dwelling with an area of 1550m²

The proposed site will be accessed from an existing shared driveway with Number 57 & 59a High Street.

The host dwelling is a large 4 Bedroom Detached Dwelling on a large plot which has now become too much of a burden for the applicants now they have retired and all their children have left home. It is the intention of the applicants to sell the existing dwelling and build themselves a smaller retirement property within the locality that they have lived within for numerous years.

The application site is located along an area where the predominant land use is residential with the exception of the Village Bowling Club to the immediate East of the application site.

All site boundaries are adjacent to existing residential dwellings and amenity areas















There is a mixture of building types, forms and styles within this locality with the two surrounding properties being single storey bungalows.





Planning Policy:

The proposal should be observed primarily against SHDC's Planning Policy HS6 which relates to New Housing within Group Centres.

Design Statement

- **Use**

The application site is residential use and deemed as being Brownfield land within the Development Boundary of the Village.

- **Amount of Development**

The proposal is for one number single storey traditional Detached Bungalow

- **Layout**

The proposed layout is shown on the accompanying design plans with a density and layout to suit the surrounding areas.

- **Scale**

The proposal is for a single storey bungalow of a comparable height and form to the existing dwellings in the locality.

The site is relatively flat and so therefore the proposed FFL will be 150mm above the centre of the road (High Street).

The scale and mass of the proposed bungalow can be seen from the accompanying design plans.

- **Landscaping**

Soft landscape - Much of the site will be given over to private planted areas

The existing site boundaries are shown on site block plan and will remain unchanged albeit with some additional softening for the access drive and screening against Number 59

- **Appearance**

The range of building types and architectural styles create no real distinct form to the locality location.

There are few vernacular features in the area to pick up in the design, so a relatively simple design has been proposed.

The roof line will be of comparable height to the existing bungalows with a roof covering to match.

- **Access**

Ensuring good accessibility for everyone in the approach to the building is a key objective. The layout and approach is straightforward and level allowing people of variable ability to use all their senses in a safe manner.

The site is flat and will enable the provision of a suitable environment for disabled access to the premises. The proposed layout of the site as shown on design plans will provide for a suitable environment with a shared vehicular and pedestrian access from the Private Highway. Access to the proposed development is from the south side of the highway with a level access to the new entrance door.

The principal entrance will have a sloped path giving a clear unobstructed access route into the building via a level threshold to the entrance door all in accordance with Part M of the Approved Documents.

The internal timber doors, lobby areas and toilets will be designed in accordance with Part M of the Approved Documents

- **Residential Amenity**

The operational residential amenity space and the car parking needs of the existing development will continue to be met as shown on the site block plan

SHDC have no guidelines or policies which provide min / max levels of amenity spaces for town or group centre developments so the proposed layout will provide comparable amenity areas as the adjacent dwellings.