DESIGN & ACCESS STATEMENT

Client: Mr & Mrs D Kastoryano

Project: Proposed Bungalow, 28 Manor Drive, Holbeach, Lincolnshire

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INTRODUCTION

The proposal is for 1 no. new dwelling (2 bedroom bungalow) at 28 Manor Drive, Holbeach. The site is currently a driveway / landscaped area serving the existing 3 bedroom bungalow. The application is for full planning permission. The site is located within a flood risk zone and reference should be made to the Flood Risk Assessment which forms part of this application.



View of site from south-west



No.28 showing large front garden

USE

The proposed use of the site is for domestic residential purposes.

AMOUNT

The site area is approximately 0.04 ha. The dwelling proposed is a 2 bedroom bungalow.

LAYOUT

The existing bungalow is positioned diagonally on the site with a garage block to the rear with a side access garage door. This necessitates an oversized driveway arrangement because space is required to turn vehicles into and out of the garage. It is proposed to convert the garage into living accommodation under permitted development rights which will include blocking up the vehicular doorway and providing windows on the rear overlooking the school playing field. A new driveway accommodating space for at least 2 vehicles will be provided to the front of the bungalow. The location of this new driveway is more convenient because the parking is now closer to the front door.

The positioning of the proposed bungalow has been very carefully considered and the resultant layout is a direct response to the immediate context and built form. The positioning of the two front walls of the proposed bungalow is derived from aligning these with the front wall of no. 28 and the front corner of no. 26. This knits the proposed building into the streetscape.

The resultant external space enables parking for 2 vehicles directly in front of the recessed part of the front elevation. This parking area is directly adjacent the parking area of no. 26.

The proposed layout is extremely space efficient resulting in a front [soft landscaped] garden area plus driveway and parking. To the rear, the garden benefits from views out across the school playing field giving a greater perception of space and although compact, still offers the potential of a patio area and soft landscaped area.

No. 15 has a vehicular right of way over the applicant's land to enter their property. The proposals do not affect the route of this right of way; moreover, the proposals aim to improve this by providing a tarmac driveway in lieu of the current mix of tarmac and gravel.

The layout is designed to overcome overlooking of existing properties. There are no windows on the side facing no. 26 and there is no overlooking issue to the rear by virtue of the playing field.



View out from site over the playing field to north-east



View towards no.26 showing garage to northern side

SCALE

The proposed scale is sympathetic to the immediate context and its setting. All of the other properties to the northern end of Manor Drive are single storey bungalows of small proportions.

The scale of the proposed bungalow has been further reduced by the adoption of a hipped roof which by its very nature is less visually intrusive than a gable ended roof form. Such a roof also reduces overshadowing to the adjacent land and building on the northern side. No.s 11a, 26 & 28 also have hipped roofs.

The scale of the bungalow is generally small; however, by virtue of its internal layout is extremely space efficient.



Scale of no.26 Manor Drive



Scale of no.11a Manor Drive

LANDSCAPING

The layout of the proposals is such that space has been made for a soft landscaped front garden. The rear garden offers potential for a patio area adjacent to the French doors of the kitchen with the option of soft landscaping to the remainder. The low fence to the rear, plus the extensive views out over the playing field give a greater perception of space.

The existing bungalow will only sacrifice a small area of front lawn in order to accommodate the proposed new driveway and parking. This driveway/parking arrangement is considerably more space efficient than that of the original and enables less travel distance between parked vehicles and the front door.

It is proposed to tarmac the area of driveway which is trafficked by all 3 properties, and gravel the individual driveways. This provides a better demarcation of individual driveways and provides a relatively maintenance free surface for the shared driveway.

APPEARANCE

There is a mix of dwelling designs in Manor Drive. The majority of the original estate is of a 1970's appearance, whereas the two bungalows at the end of the road (no.s 15 & 28) are more recent.

The proposed bungalow is designed to fit visually with both these era's of construction. Materials will comprise brick walls, tiled roofs, upvc fascias and upvc windows, which is in keeping with much of the existing dwellings.

The overhanging eaves with soffits and fascias is specifically adopted because it provides a lower eaves line than a roof with no overhanging eaves.

It is considered that the appearance of this bungalow will sit comfortably within the streetscene.

ACCESS

The site is only a 5-10 minute walk from the centre of Holbeach and is even closer to the local Tesco store located in Boston Road.

Holbeach has excellent transport links via car and bus. The A17 is very close to the north of the site and the nearest bus stop is within a 10 minute walk. There is a regular bus service connecting Holbeach to Kings Lynn and Spalding.

Manor Drive is a cul de sac with very little traffic and as such is a quiet street. The proposal will have a negligible effect on this.

There are no issues with visibility onto Manor Drive from the site. Adequate turning is provided for each driveway enabling vehicles to leave and enter in a forward gear.



Site access from Manor Drive



View from site along Manor Drive

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The new property will comply with the Building Regulations Part M and will include gently sloping ramped approach to the principal entrance door, level threshold and accessible toilet. Car parking is close to the dwelling's front door for ease of access.

The finished floor level of the proposed bungalow will be at a level of 3.58 aOD. The existing bungalow (no.28) has its damp proof course level at 3.50 aOD, so the new bungalow FFL will only be 80mm higher than no.28's dpc level. This means that the new bungalow will sit comfortably in the context of its closest neighbour.

PLANNING

The site falls within the boundary of development of both the South Holland Local Plan – Adopted (July 2006) and the draft South East Lincolnshire Local Plan.

CONCLUSION

The existing grounds of no. 28 are generous [by modern standards] and, furthermore, the area of driveway is significantly oversized by virtue of the garage position. The site is of a reasonable size to comfortably accommodate the proposed bungalow which has been specifically designed to sit on the designated part of the site. The single storey scale fits in with that of the existing streetscene and does not impact negatively on adjacent properties. The materials are in keeping with those of adjacent dwellings. The site is within the boundary of development of both the existing SHDC Local Plan (2006) and draft South East Lincolnshire Local Plan. It has good transport links and is within easy walking distance of the centre of Holbeach. It has excellent road and public transport links. It is, therefore, considered to be sustainable development.