

LAND TO REAR OF 8 SPRING GARDENS,

SPALDING, PE11 2XL

DESIGN STATEMENT

INTRODUCTION

The site is located within walking distance of Spalding town centre and due to the size of the plot is perfect for a family home. The Client would like to erect a 3 bed detached dwelling with that in mind and is willing to relinquish all permitted development rights in order to ensure that the house never becomes a HMO or flats. The Land used to be the gardens to 7 & 8 Spring Gardens but at some point in history it was split from those houses and used as a delivery depot, the depot was unused for a long period of time and collapsed. The site is now empty and unused. The rear of the plot is the old Johnson hospital and a blank gable of a building off Spring Street.

POLICY BACKGROUND

We consider the site to be an infill of an under used and otherwise wasted plot. It appears it was once used as a workshop / depot so fits in with many of South Holland Districts Councils local plans to provide more quality living accommodation whilst making use of the land available.

DESIGN PRINCIPLES

The aim of the design is to utilise the extensive rear plot to provide 1no. 3 bed detached dwelling which will provide much needed housing local to the town centre whilst not detracting from the local character and architectural vernacular.

The dwelling itself would take inspiration from some of the houses along Spring Gardens in order to fit in with the local area both in terms of design, massing and scale.

USE

The proposal for residential use is compatible with local land use.

AMOUNT

The proposal for 1no. dwelling represents a very small sized development of the site which provides sufficient amenity space and adequate car parking.

LAYOUT

The layout is very deliberate in terms of the dwellings position on the plot. The space to the front provides ample manoeuvring space for cars. In the event that a fire engine could not get down the shared access provided the houses are plotted so that all rooms are within 45M from the street kerb edge allowing for rolling out of hoses and equipment (this has been plotted on the site plan).

The positioning provides 2no. car park spaces which could be used entirely for the dwelling proposed and keep cars off the main highway.

Despite the room left to the front for manoeuvring the rear garden is still a great size for a family dwelling at 176m².

The site cannot really be seen from any surrounding streets unless one peers between the two front properties.

Particular care has been taken with the internal house layouts and positioning of windows to be mindful of overlooking habitable windows and prevent the overlooking of rear gardens.

Given the length of the garden to no.9 and its position to the SW the overshadowing by the proposal is not considered to be an issue.

SCALE

The properties are marginally smaller and lower than they are on Spring Gardens in order to give a subordinate appearance. The roofs are also hipped to minimise any overpowering of adjacent gardens.

APPEARANCE

We have adopted deliberately simple form in keeping with character of the area. The key features being in the detail and positioning of windows. The surrounding area has had many dwellings passed and built which have a similar style to this proposal so we have used those as a precedent. The design is aimed at a family and designed as a functional family home.

LANDSCAPING

Dwelling to have 3 no. trees planted in the garden. Hard landscaping comprises tarmacadam to roadway, p.c. flags to footpaths and drives. Fencing to plot boundary to the North to be 2 metre high timber. Where there is existing walls to the party boundary these will be retained.

ACCESS STATEMENT

1. The plot is located in a sustainable location approximately 0.4 miles from Spalding train station and 0.2 miles to all local amenities.
2. The site and immediate area is level and flat with suitable pavements on both sides of Spring Gardens.
3. The approach to the dwelling is also level and flat, with a ramped approach to the front door and ground floor doors wide enough for wheelchair access all in accordance with Part M of the building regulations.
4. The site entrance has an overall width of 5.2 metres measured between the gables of No's 8 and 9. The access is shared however my client holds a 60/40 split providing a 3.1 metre wide access.
5. The vehicular layout provides for a turning head for vehicles etc. and car parking in accordance with requirements. The residents of the new dwellings would have to move rubbish to the kerb for collection.