SWANN EDWARDS ARCHITECTURE

DESIGN & ACCESS STATEMENT

ERECTION OF 4 DWELLINGS COMPRISING OF 2 PAIRS OF 2-STOREY 3-BED DWELLINGS INVOLVING THE DEMOLITION OF EXISTING BUNGALOW AND OUTBUILDING

AT

29 STATION ROAD
TYDD GOTE
WISBECH
PE13 5QA

FOR

MR S NECKER

Job No. SE-1424 **June 2020**

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1.0 INTRODUCTION

This Design and Access Statement supports the Full Planning Application for the erection of 4 x 2-storey 3-bed dwellings comprising of 2 pairs of semi-detached houses. The development will include the demolition of the existing bungalow and Nissen hut.

2.0 CONTEXT & PROPOSAL

2.1 SITE CONTEXT

The application site is within the built up settlement of Tydd Gote, on the northern side of Station Road. It is currently occupied by a detached bungalow and nissen hut set in generous grounds. The area is residential in character with dwellings of varying sizes and designs. Design features within the locality include gable fronts, dormer windows, chimneys and detached and semi-detached buildings. The property to the immediate west of the site is single-storey and the property to the immediate east is 2-storey.

The site is outside of the Tydd Gote Conservation Area and is located within Flood Zone 1 as per the Environment Agency Flood Maps for Planning.



Figure 1: Ariel View

2.2 HISTORY

There is no relevant planning history related to this site.

2.3 PROPOSAL

The application seeks full planning permission for the erection of 4 x 2-storey 3-bed dwellings. The dwellings will take the form of 2 x pairs of semi-detached houses. The proposal involves the demolition of the existing bungalow and nissen hut.

The dwellings have been designed to form a transition between the bungalow to the west and the full height house to the east. Plots 1 and 2 will have a lower eaves and ridge height, more reflective of the height of the bungalow, whereas plots 3 and 4 will have eaves and ridge which match the height of the house to the east.

Each plot benefits from two off-road parking spaces to the front and a large garden area to the rear. The gardens will be made private by 1.8m high close boarded fencing around their perimeter.

2.4 PRINCIPLE

The site lies within the Settlement Boundary for Tydd Gote as set out in the South Lincs Local Plan. Tydd Gote is identified as an 'Other Service Centre and Settlement' where development within the settlement boundaries is permitted and will normally be permitted to Committed sites and infill.

The site is located within a continuously built up street scene. The current dwelling on site appears as an anomaly in the area given its spacious setting which is in stark contrast to the otherwise densely built up development on either side and opposite. The proposal involves the erection of four dwellings in a gap between other properties within the Station Road frontage. It therefore constitutes 'infill' development, thereby complying in principle with Policy 1: Spatial Strategy of the South Lincs Local Plan.

Neither the existing dwelling or the nissen hut are of architectural or historic merit and the site is not located within a Conservation Area. Therefore, the loss of the buildings to accommodate the proposal would cause no harm to the character or visual amenities of the locality.

The site is located within Flood Zone 1 as per the Environment Agency's flood maps for planning. Section 14 of the NPPF require proposals to adopt a sequential approach to flood risk by locating development within areas at lowest risk of flooding in the first instance. Given that the site is located within Flood Zone 1, which is land at lowest risk of flooding, the proposal satisfies Section 14 of the NPPF. The principle of the development in terms of flood risk is therefore acceptable.

3.0 DESIGN

3.1 USE & AMOUNT

The proposal is for residential development on the site of an existing dwelling and in an established residential location. The site is also located within the defined settlement boundary of Tydd Gote. The use is therefore appropriate.

The proposal is for 2 pairs of semi-detached houses. The scale and pattern of the dwellings are entirely commensurate with that of the neighbouring semi-detached dwellings to the south of the site, thereby demonstrating that the proposed amount is appropriate.



Figure 2: Location Plan

3.2 LAYOUT

The dwellings are positioned along the site frontage, in line with the exisitng building line. Each plot is afforded 2 off-road parking spaces to the front and large garden areas to the rear. The layout of the site is reflective of the layout of other dwellings within the vicinity.

Due to the scale of the dwellings and their position within the site, there will be no harm caused to the residential amenities of neighbouring properties by reasons of overlooking or overshadowing.



Figure 3: Proposed Site Plan

3.3 SCALE

The proposal will comprise of two pairs of 2-storey dwellings. The pair to the west will be lower in height with lower ridge and eaves which is more reflective of the neighbouring bungalow. The pair to the east will be slightly higher and will have eaves and ridge height to reflect the full 2-storey height dwelling to the east. The varying heights of the dwellings will result in a transition between the bungalow to the west and the house to the east, thereby complementing the street scene.



Figure 4: Street scene

3.4 LANDSCAPE

There is minimal existing landscaping within the site however there is ample scope to introduce an enhanced landscaping scheme to meet the personal needs of future residents.

It is proposed that 1.8m high close boarded fencing enclosing the rear garden areas to afford future residents sufficient outdoor private amenity space.

3.5 APPEARANCE

The dwellings have been designed to include characteristic features of the neighbouring development. This includes dormer detailing on the front elevation and the window proportions. There is no strict local vernacular within the area however it is submitted that the aforementioned details will tie the development into its setting.



Figure 5: Existing street scene (Google Maps accessed 17.06.2020)



Figure 6: Dormer features on dwellings to south east (Google Maps accessed 17.06.2020)

3.6 FLOOD RISK

The site lies within Flood Zone 1 of the Environment Agency's flood maps for planning. It is therefore in a sequentially preferable location in terms of flood risk, complying with Section 14 of the NPPF.

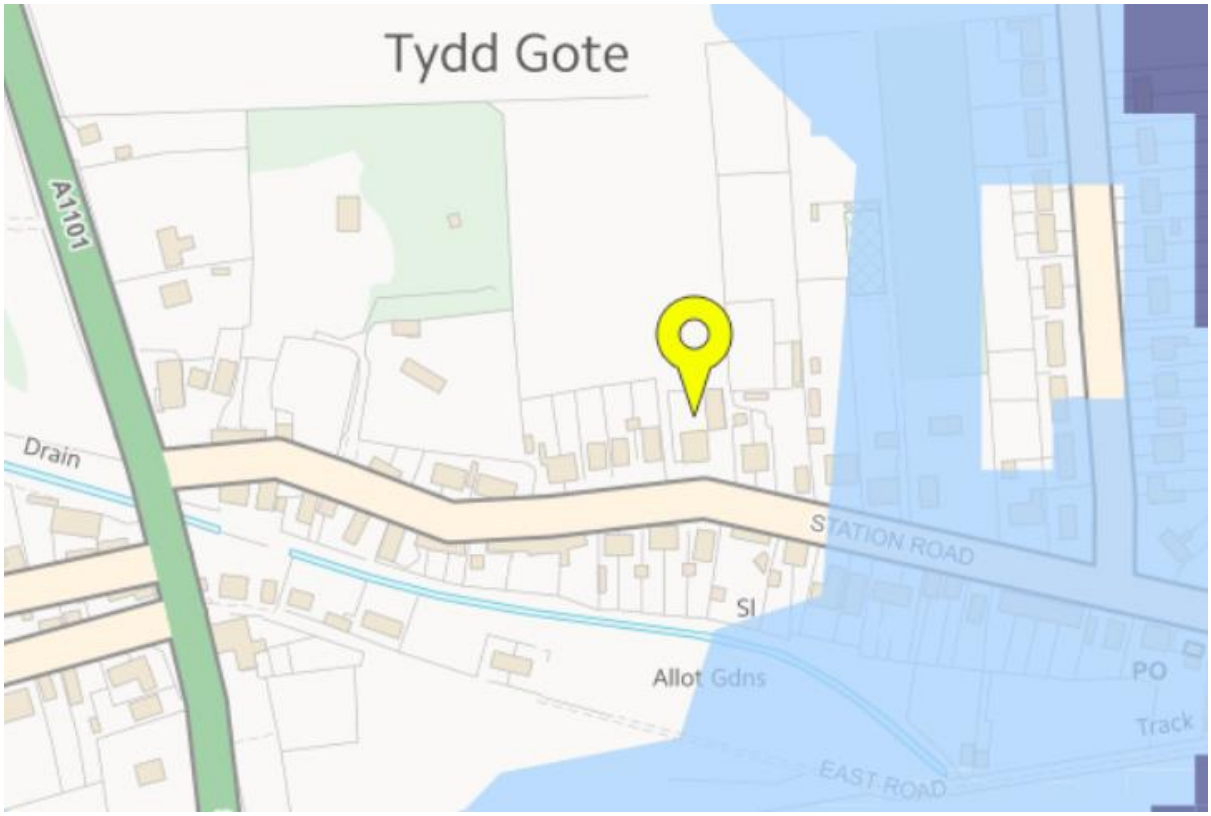


Figure 7: Extract from Environment Agency Flood Maps for Planning

3.7 SECURITY

The proposed dwellings are to have enclosed gardens which will be accessed via lockable gates from the parking areas.

Security lighting is to be provided to the dwellings over the rear access and parking areas, which will be dusk to dawn sensor-controlled intruder lighting in line with Secured by design New Homes 2016 guidance.

Consideration is also to be given to fitting intruder alarms to the new dwellings.

3.8 ENVIRONMENTAL CONSIDERATION

An area is to be provided in the rear enclosed garden for the bins required for recycling by the local authority and their roadside collections.

The water usage of the dwellings will be in line with Part G of the building regulations.

4.0 ACCESS

4.1 VEHICLE & TRANSPORT LINKS

The site is located in close proximity to the A1101 and A17 resulting in excellent wider transport links. The site is approximately 200m from the closest bus stop along Main Road which is on the Long Sutton/Wisbech bus route. It therefore benefits from a choice of sustainable modes of transport which is promoted by Section 9 of the NPPF.

4.2 SITE ACCESS

Each dwelling will benefit from its own access directly off Station Road. There is good visibility in each direction to protect highway safety.

4.3 INCLUSIVE ACCESS

The topography of the site is generally level and will comply with Part 'M' of the Building Regulations.

A large front door with a level access threshold will allow access to the dwelling whilst all doors, including an outward opening door to the w.c, will allow access throughout the ground floor. There will be no changes in floor level allowing easy wheelchair access throughout. Disabled people will not be segregated from any activity which may occur. Level access is also to be provided to the garden. This is achieved via the rear doors. This allows all to enjoy the external space of this proposal.

4.4 FIRE FIGHTING

The close proximity of the road allows easy access to the Fire Brigade should the event of a fire take place.