

Design, Access & Heritage Statement

Proposed Extensions and Alterations at 38 Heath Road, Scopwick

for Mr & Mrs McLeod



ASW Architectural Services

www.aswarchitectural.co.uk

info@aswarchitectural.co.uk

1.0 INTRODUCTION

- 1.1 The property is located within the village of Scopwick, Lincolnshire.
- 1.2 The property is located outside of Scopwick Conservation Area. The building is not listed, and on Historic England's website the building is not classed as of historic interest.
- 1.3 The property is a 2 storey semi-detached red brick-built dwelling with large front and rear gardens, and driveway access to the side. The front garden is enclosed with hedging between 1.5m and 1.8m high to the front and sides.
- 1.4 The current driveway is located near to the boundary and leads to a small parking area at the rear of the property, separating the property from the rear garden. The only access into/out of the building is located at the rear, there is no visible entrance from the front or side of the building.
- 1.5 The existing driveway arrangement causes concern for the client as visibility is limited when entering/exiting the property, particularly as they have encountered many cars who are exceeding the speed limit of 30mph. As it is not possible to turn a car in the front garden this has, on occasion, lead to the car needing to reverse onto the main road.
- 1.6 The clients are looking to extend the property to create a larger family home to suit their current needs. They also wish to create a safer driveway with better visibility when turning onto the main road.

2.0 DESIGN CONSIDERATIONS

- 2.1 Located nearby to the south-east of the property, within Scopwick Conservation Area, is no. 25 Becksid which is a Grade II listed cottage. The listing on Historic England relates to the external appearance of the cottage, some of which has been altered in the 20th century. The style and materials of the listed building are typical to Scopwick but are not similar to the style and materials at 38 Heath Road.
- 2.2 The external materials should be in-keeping and sympathetic to the existing property. The property has some lovely brickwork features and gables, these should be incorporated into any new design.
- 2.3 An alternative driveway position should be considered to make the vehicle access safer for the occupants when entering/exiting the property. The current vehicle access is located by the boundary closest to the bend in the road.
- 2.4 Consideration should be given to relocating the parking area and introducing turning circles in order to facilitate safer entry/exit from the property. This would also create the opportunity for a better connection between the building and the rear garden.
- 2.5 To make the building safer and more accessible there should be more than one entrance/exit to the property.
- 2.6 The building is situated on a large plot with space to the front, side and rear providing opportunities to extend without compromising garden space.

3.0 **DESIGN SOLUTIONS**

- 3.1 The proposals include design features of the current building, particularly to the front elevation to maintain the continuity of the street scene with similar properties. The proposed materials are to match existing. It is felt that the proposals would not impact the setting of the listed building or the conservation area.
- 3.2 By locating the vehicular access centrally to the plot (away from the bend in the road) this will enable better visibility particularly when exiting the property and heading away from Scopwick (turning right). Although the speed limit is 30mph cars are often exceeding this as they are approaching/leaving the 60mph zone, and by relocating the access this will provide a safer environment for the occupants of the property (see appendix 5.2 for visibility splays). To aid visibility it is proposed to replace the existing 1.8m hedging to the front with low level brickwork walls which would maintain a clear view of the approaching traffic and any pedestrians.
- 3.3 It is proposed to relocate the parking area to the front garden which creates a better connection at the rear of the building with the garden. This also provides the opportunity to incorporate sufficient turning circles which would further enable the occupants to enter and exit the property in the safest way possible.
- 3.4 By introducing an entrance/exit on the proposals by the stair this creates a safer fire escape route, as this would be located on the front elevation there is the opportunity to create a more defined front entrance similar to other properties along Heath Road.
- 3.5 The proposals include a single storey rear extension to line through with the existing adjoined single storey outbuilding. It is proposed to retain and convert the existing single storey structure to be incorporated as part of the house. A flat roof is proposed to the rear extension due to the windows at first floor level to the rear, this provides the opportunity to maximise

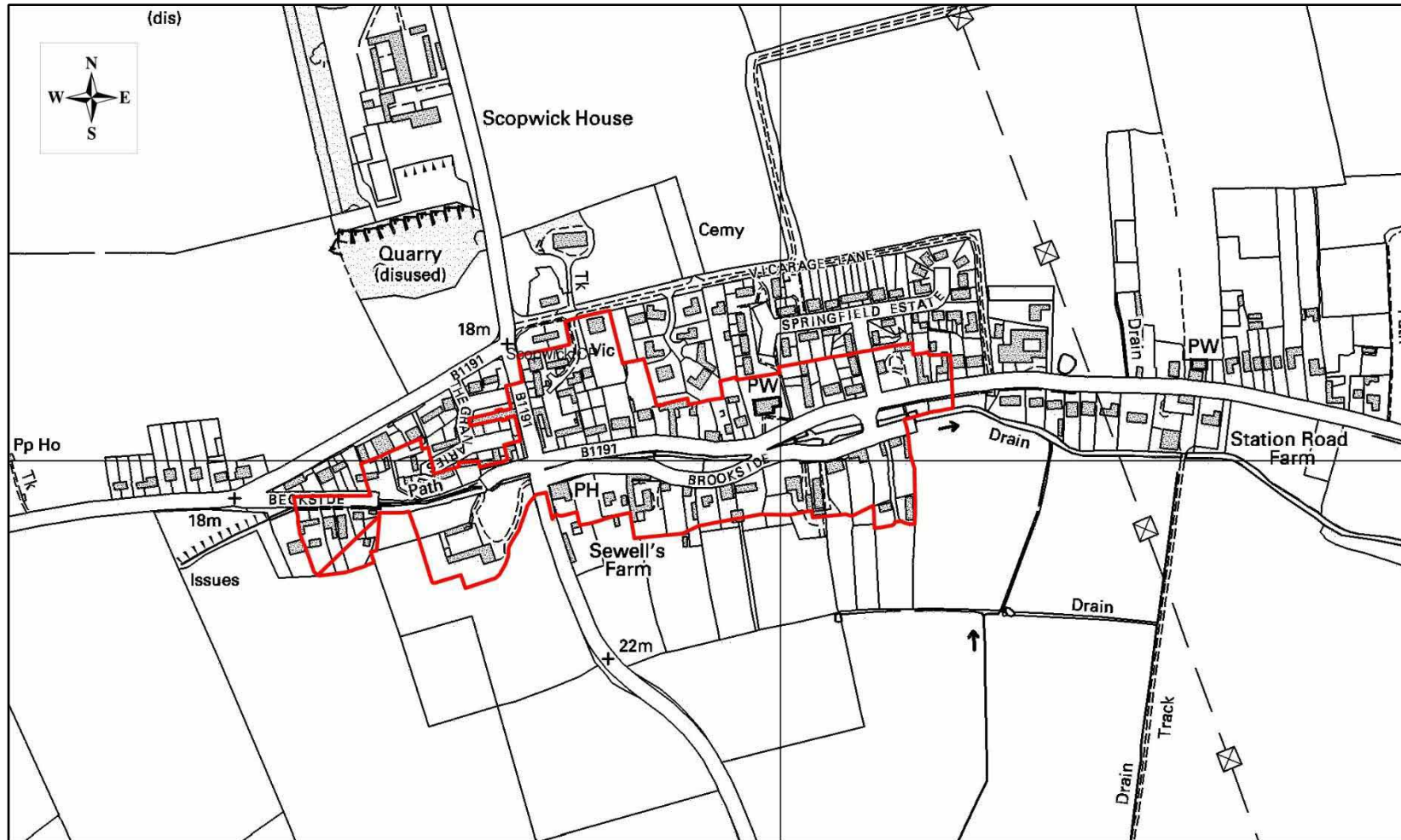
natural light through rooflights. The introduction of a parapet wall to the flat roof area will complement the existing property.

4.0 **CONCLUSION**

- 4.1 The character of the street scene is maintained as the proposals to the front to match existing features on both the original property and nearby properties.
- 4.2 The proposals are unobtrusive and sympathetic in style and form to the original property. The proposals will enhance the property within its surroundings, the proposals are in-keeping and sympathetic to the style of the original property.
- 4.3 The proposals respond well to the design considerations and will not have any adverse impact on the character of the area. The proposals will therefore have little or no harm to the setting of the nearby listed building or conservation area.
- 4.4 The proposals will provide safer access and more suitable living accommodation for the occupants.

5.0 **APPENDIX**

5.1 Scopwick Conservation Area Map - obtained from Local Authority website.



North Kesteven District Council
District Council Offices,
Kesteven Street,
Sleaford,
Lincolnshire, NG34 7EF

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Location : Scopwick conservation area

Map Scale : 1:5,000

5.2 Plan indicating vehicular access and improved visibility when crossing the highway.

