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ARCHITECTS
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DESIGN & ACCESS STATEMENT

Project Ref:	**08896**
Address:	**36 Grove Road Burbage Leicestershire**
Proposal:	**Proposed New Dwelling**
Date:	**15-01-09**
Document Revision:	**B**

Document Revisions:
B 10/05/09 NA Updated following amendments required by LPA.

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1.0 Design

1.1 The Process

The project has been built up using the following steps of: Assessment, Involvement, Evaluation and Design.

1.1.1 Assessment

1.1.1.1 Physical

Grove Road runs in an east west direction leading from the B578 Hinckley Road onto Sketchley Road leading to the B4109 Rugby Road. The site lies at the rear of No 36 which can be accessed off a private highway leading towards a Junior School. Dwellings along Grove Road are varied in period, are variably set back from the public highway and generally 2 storey. The site is within approximately 5 minutes walking distance from the local village facilities including library, schools, post office and public houses. The existing garden to No 36 is very large and its change of use to accommodate a new dwelling would not be a detrimental loss to the amenity of the existing property.

1.1.1.2 Social

This development lies in an existing domestic area entailing single storey dwellings in backland situations accessed off an existing private highway leading to a Junior School. Its erection would not compromise the local vernacular and in particular the street scene along Grove Road.

1.1.1.3 Economic

Gaining a planning permission to develop the site in itself will increase the value of the land; however, any residential development on this plot will generally follow market values for dwellings in the area.

1.1.1.4 Planning policy

The scheme has been developed with reference to Local Planning Policies RES1, BE1, T5 and National Planning Policies Guidance Statements PPS1: Delivering Sustainable Development (February 2005), PPG3: Housing (2000) and PPG13: Transport (2001).

1.1.2 Involvement

Consultations were held with:
Planning Officer – Eleanor Shaw
Highways Officer – Matt Lennon
Leicestershire County Council Land & Resources Department – David Berry and Rebecca Lee

Local Residents action group – n/a

1.1.3 Evaluation

The client is seeking an approval for a family dwelling with parking facilities for up to three vehicles and external garden provisions.

Following pre application enquiries with Eleanor Shaw in December 2008, it had been established that a new dwelling would be acceptable in principle. Some minor modifications had been implemented to address issues of scale of development within the constraints of the site.

During initial liaison, the planning officer confirmed that no Ecological Report not Tree Survey Report was required to accompany the application.

Access is required onto the site via a privately adopted road currently owned by Leicestershire County Council. The client has received confirmation by LCC that access would be granted on the proviso of a number of conditions as identified in correspondence received. The client has no objection in meeting their requirements.

An application was submitted on the 15th January 2009 and the application was refused on the 17th April 2009. The primary reasons for refusal were associated with the site layout, footprint size, orientation within the plot and the extent of brickwork to the facades.

The revised drawing now responds to the planning authority's concerns, whereupon the building has been rotated within the plot, reduced in footprint area and rendered panels have been introduced to the elevations.

1.1.4 Design

The proposal reflects the client's brief of 3 bedrooms, ensuites and bathroom on first floor with kitchen/diner and living spaces on ground floor with associated car parking and garden amenity spaces externally. The design follows a vernacular style and scale that would be appropriate for back land development.

The revised scheme now reflects the comments made by the LPA.

1.2 USE

The proposed development is simply a 1.5 storey residential development with associated car parking.

1.3 AMOUNT

The planning application is for a 3 bedroom dwelling and is considered an appropriate use of a brownfield site in a village settlement. Any additional dwellings may be considered as over development and incongruous to the vernacular. The dwelling meets the LA requirements for the provision bicycle stores, external amenity areas, refuse areas, car parking provisions and is within 5 minute walking distance to the nearest bus stop.

1.4 LAYOUT

The building has been set out to ensure adequate parking provisions within the site and ample external garden amenity space within a given plot area.

The site includes an area for Bin & Recycling Storage.

All first floor windows are set out to avoid any overlooking aspects onto neighbouring properties, in particular No 36 Grove Road.

1.5 SCALE

The scale of the proposal reflects the existing adjacent backland dwellings and responds to the existing topography of the site.

Eaves levels are set out to a height of approximately 4.5m and the ridge height is predetermined at approximately 6.5 based upon a 35 degree roof pitch

Windows and doors are sized and positioned to reflect interior function.

1.6 LANDSCAPING

The proposed scheme permits opportunity to establish a low maintenance landscaping scheme to the front, side and rear of the property.

1.7 APPEARANCE

The proposed design of the dwelling echoes a conventional and vernacular approach of its period, with the use of some materials indigenous to Leicestershire.

Materials consist of red facing brick walls, concrete rendered panels, contrasting blue corbelling and blue/grey slate roof; windows and doors are configured to reflect interior function.

Juliet balconies consist of Black Polyester vertical railings with a Stainless Steel Handrail to provide contemporary texture.

2.0 ACCESS

This statement will look at the two main facets of access relating to the application, Vehicular and transport links and Inclusive Access.

2.1 Vehicular and Transport Links

The existing access is considered poor and a new improved access will be set out to serve the new dwelling.

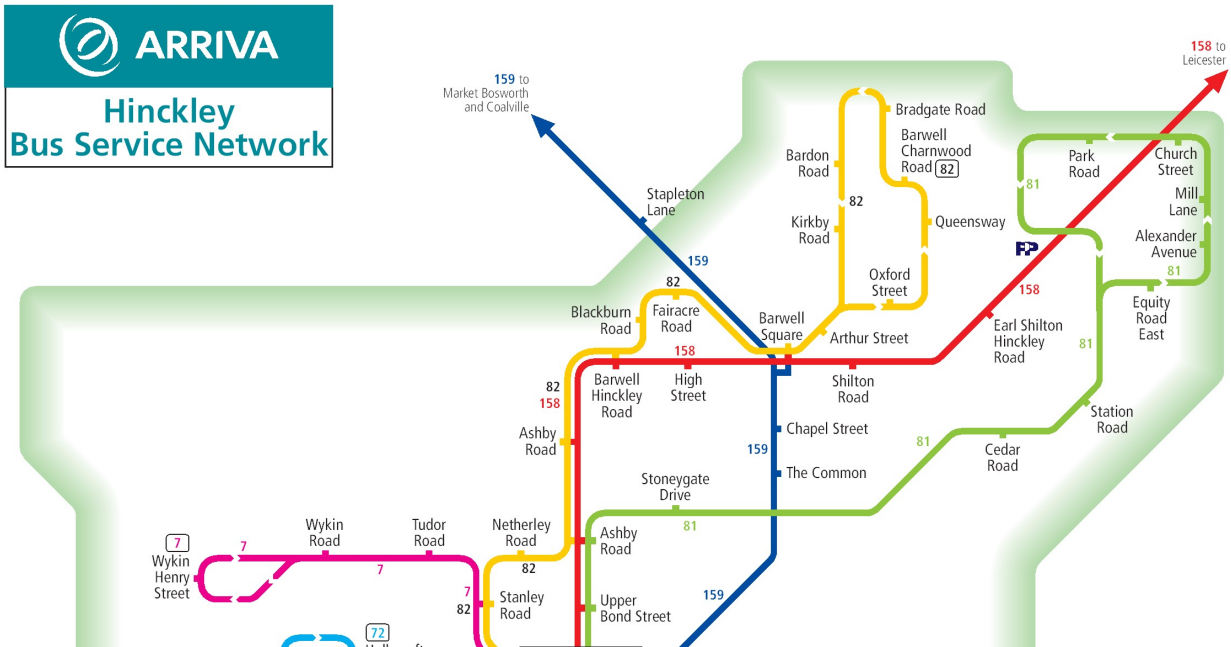
2.1.3 Access and Egress Locations

The new vehicular and pedestrian access location onto the site off the privately adopted road is predetermined by the new building layout.

The new access is set out with the current requirements established by local highway authority for pedestrian and vehicle safety.

2.1.4 Local Public Transport

Bus Route No 71 travels through the village connecting to Hinckley Town Centre and the current bus operator is Arriva.
The closest train station is in Hinckley



Inclusive Access

This section aims to describe how everyone can get to and move through the proposal on equal terms regardless of age, disability, ethnicity or social grouping.

- The existing vehicular access is relocated to provide improved visibility splays for pedestrian safety and highway safety along the private access.
- A new pedestrian level access is provided to the ground floor.
- The new access has a minimum 1:15 gradient to accommodate any disabled personnel accessing the ground floor entrances from the car park. External ambient lighting will be provided within the curtilage of the site leading up to the dwelling entrance.
- External areas to new the new dwellings are laid to falls with minimum 1:15 gradients.

- All internal rooms on ground floor have level access, including access to the rear garden.