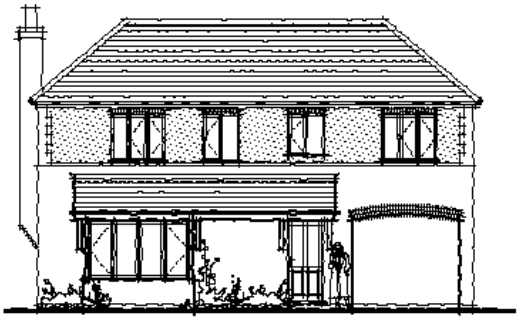
G B a & e
DEVELOPMENT CONSULTANCY ARCHITECTURE CONTRACT ADMINISTRATION PROTECTED SPECIES SURVEYS WILDLIFE PRODUCTS

DESIGN & ACCESS STATEMENT

for a

Proposed Detached Dwelling



at
10 Glebe Road
Hinckley
Leicestershire
LE10 1HG

for

Mr. C. Jolley

Chartered Institute of
Architectural Technologists

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The Old Dairy 25 Brookside Stretton-on-Dunsmore Rugby Warwickshire CV23 9NH 02476 541776 george.burton@sky.com www.gbae.co.uk

This statement has been prepared in accordance with CABE Document 'Design Statements – How to Write and Read them'

ASSESSMENT

Physical Context

The subject site is at No.10 Glebe Road, Hinckley, Leicestershire, and comprises part of the rear garden of a detached two-storey dwelling on a corner plot in Glebe Road with two road frontages. The existing dwelling is located at the south-western end of the plot and fronts a length of Glebe Road running south-east to north-west from a junction with Forest Road. Glebe Road then turns through a right angle on a south-west/north-east orientation with the proposed development plot fronting the south-east side.



Locally the area is generally dominated by inter-world war detached and semi-detached dwellings in a variety of styles and materials. However the predominant style comprises brickwork and render walls with plain clay tiled hipped or gabled roofs.



Social Context

Local people and the wider community are likely to have no particular aspirations for the site as it has been a residential garden since the dwelling associated therewith came into use, probably in the 1930's. It has not, to our knowledge, been the subject of any Planning Applications in the past and has not therefore undergone a consultation process during which the comments of interested parties would have been invited and made. One would expect therefore that the local community would anticipate any development on this site to be of a residential nature.

Economic Context

The site currently comprises a modest 3 bedroom detached dwelling on a corner plot and, as such, the site is not maximised nor does it make efficient use of available land; government guidance suggests that a site of this area (c.390m²) should accommodate a minimum of 1.17 to 1.95no. dwellings at a density of 30-50d.p.h. subject to constraints and, developed as such, *would* constitute efficient use of land.

The erection of a dwelling would undoubtedly provide employment for local professionals and construction workers; and future occupants would contribute to the local economy, possibly being employed therein, but certainly disposing of income locally too.

Planning Policy

Hinckley & Bosworth Local Plan indicates the following policies may be applicable to this site:

2.1.0 Housing

This section seeks to encourage higher density development of previously used land within settlement boundaries where good transport facilities are available and to comply with other design policies in combination therewith.

RES 5

Covers residential development of sites not specifically allocated through the Local plan process and seeks to encourage small infill sites provided that design issues to not detract from the amenity of existing nearby sites nor the general character of the area.

"**2.11.5 POLICY RES5 - RESIDENTIAL PROPOSALS ON UNALLOCATED SITES.**

ON SITES WHICH ARE NOT SPECIFICALLY ALLOCATED IN THE PLAN FOR HOUSING, PLANNING PERMISSION WILL ONLY BE GRANTED FOR NEW RESIDENTIAL DEVELOPMENT IF:

a) THE SITE LIES WITHIN THE BOUNDARIES OF AN URBAN AREA OR RURAL SETTLEMENT AS DEFINED ON THE PROPOSALS MAP, AND

b) THE SITING, DESIGN AND LAYOUT OF THE PROPOSAL DO NOT CONFLICT WITH THE RELEVANT PLAN POLICIES."

The HBBC Residential Design Guide 2000 seeks to ensure high design standards for new residential development:

Design of new buildings and layout are considered important:

"The main aims of this guidance are to ensure new developments are well integrated into their surroundings, offer a good standard of security and amenity to future residents, protect the amenity of existing occupiers and are locally distinctive in their appearance."

Density is suggested to be determined by a combination of natural features, necessary open space, character of the area, provision of a variety of housing types.

Design of new development should be shaped by the character of the surrounding built environment.

Materials should reflect the locality.

Layout should favourably integrate into its surroundings and should take account of levels, orientation, access to light, exposure to sunlight, etc.

Safe and convenient access should be provided and security maximised.

Car parking should be provided in accordance with PPG 3, i.e. to achieve a Borough-wide average of 1.5 car spaces per dwelling unit.

Layout should maximise amenity and interest.

Separation distances of 25m between habitable room windows can be relaxed where glazed elements at single-storey height are concerned and where privacy and minimum garden areas are maintained. Minimum garden lengths of 12.5m may be reduced where a minimum garden area is provided. Minimum garden areas are 60m2 for two-bedroom properties and 80m2 for three bedrooms. The garden area should not be out of keeping with the general character of the area.

Gardens should be adequately screened in keeping with the locality.

Highway design should be as specified in LCC 'Highway Requirements for Development'.
Note: Standards are generally minima and are not intended to preclude the proposal of imaginative schemes.

Involvement

Pre-application discussions have not been held with planning officers of Hinckley & Bosworth Borough Council but the following points are relevant:

- In principle the development is acceptable in terms of density.
- The Highways Authority would require requisite parking provision.
- The character of the dwellings in the locality albeit not defined as "distinctive character" should be reflected in the final design.
- Distances from principal windows would need to be met together with other S.P.D guidance.

Evaluation/Design

The above sections of this statement give clear guidance on the use of previously developed land within the settlements of the Borough.

It is not the applicant's intention to include the demolition of the existing dwelling in the proposal in order to develop the site. This would be wholly impractical both economically and in terms of efficiency. The notion that the existing building might be demolished to make way for another dwelling is unsustainable, illogical and consequently the efficient development of the remaining land is the obvious conclusion to draw as this would have the same overall effect, resulting in a site which would then accommodate 2no. dwellings overall thus meeting Government guidance and local policy on increasing density referred to above.

Dimensions from, and to, principal windows can be addressed in the design.

Car parking is available for both the proposed dwelling and existing dwelling.

The impact on existing and proposed dwellings in the locality is minimised by ensuring that 45º guideline and similar theoretical design principles are applied.

Use:

The site is currently in residential use in a largely residential area of Hinckley. This use is intended to be perpetuated, as the inclusion of any other type of use would not accord with Local Plan Policies nor applicable Government guidance and would be wholly illogical.

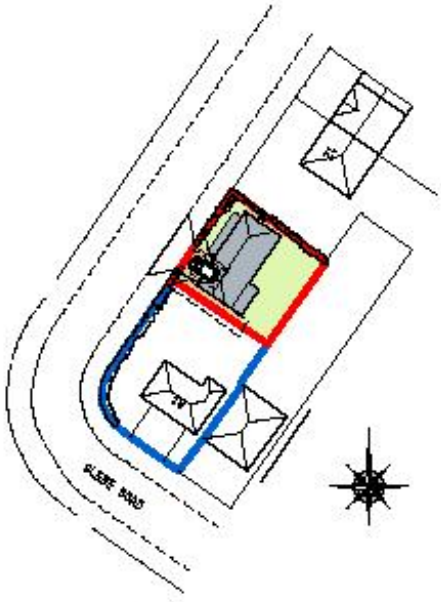
Amount:

The existing modest dwelling is intended to be retained and it is the intention to erect a further modest dwelling which would increase the efficiency of land use in line with Government guidance. The proposed dwelling could provide accommodation of up to approximately 88m² gross internal floor area.

Layout:

The size of the site and the presence and location of the existing dwelling clearly limits the extent of development possible and the layout, consequently, being restricted as it is by the constraints discussed above, is a response that is viable in design terms and in line with applicable policies. The use of an existing car parking space is included in the application and confirms that vehicle parking arrangements can be adequately provided off-street. The recent completion of a Tesco store and other amenities within walking distance preclude the need for a high level of car parking at this location.

Glazing to the rear elevation at first floor level offers secondary natural lighting to two bedrooms and a landing therefore this has been treated by provision of rooflights thus simultaneously overcoming any views overlooking gardens to the south-east

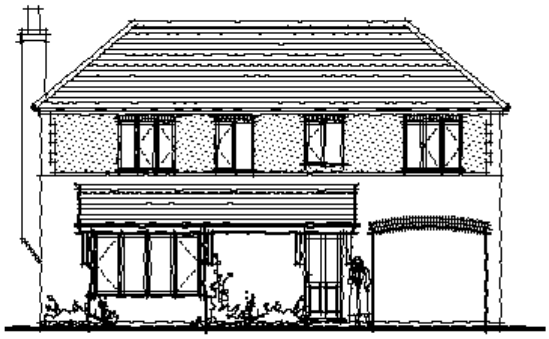


Site Layout Plan as Proposed

Scale:

The scale of the proposed new dwelling is in-keeping with the existing dwellings nearby and in Hinckley as a whole, and, given the dominance of two-storey dwellings in the immediate and wider area, it is appropriate to propose to build a two-storey dwelling at this location. This, for reasons stated above, also addresses the constraints set out.

The roof is hopped to reflect adjacent dwellings.



Landscaping:

A detailed landscaping proposal is not offered herewith as this can be dealt with by condition. It is clearly logical however to maintain the existing ambience of the location by using materials in-keeping therewith at an appropriate scale and height. It is imagined that new boundary treatments will reflect those existing locally and that landscaping of the private garden will be, in the main, lawn with traditional borders of perennials. The existing hedges would be retained where possible as these are established privet hedges and of amenity and some ecological value. Other boundary treatments would be subject to future agreement as a reserved matter but are indicated on the site layout. Visibility from the existing vehicular access to Glebe Road would be improved by trimming the hedge to maximum 900mm high.

In respect of the access driveway it is proposed to be a porous hard-surface in order to otherwise prevent any loose chippings being deposited on the driveway and in order to promote ease of drainage.

Access Component

Access to the site from the highway by foot or vehicle would be ‘level’ in terms of inclusive access, as would foot access to the dwellings, as existing levels are conducive to this approach. The development is therefore accessible to all.

Emergency vehicle access is provided for in compliance with the Building Regulations.