

Design and Access Statement – Replacement Dwelling Cottage Farm.

1 Introduction

1.1 This statement accompanies plans and drawings prepared by GWH Limited, a highly regarded local practice with significant expertise in projects of this nature.

2 Site and Planning History

2.1 The application site comprises a poor quality, extended and modified detached dwelling within the rural settlement of Newbold Verdon. There has been a farm house / residential property on this site from circa 1900.

2.2 Surrounding land uses include a residential property to the south, agricultural land to the north, east and west and Farm agricultural buildings are present to the west of the plot.

2.3 The site is enclosed by a variety of boundary treatments, including timber fencing stock fencing, hedges, trees and general farm land boundaries. The boundary to the main access Kirby Road is a full hedgerow, punctuated with farm access gates.

2.4 The site is relatively flat. It is accessed via a gated driveway off Kirby Road. The existing access is shared with the farm that currently has 4 access points off the main road. It is intended this access point is for the residential property only.

2.5 There is no real planning history for the building but looking at old maps it would appear the building has been extended over the years.

2.6 The site and surroundings are shown on the following aerial photograph:- Figure 1 - Aerial photograph of site



2.7 photo of the existing property from the road.



3 The Proposed Development

3.1 The applicants family home has low ceilings and is in a state of disrepair, the property is very dated and has various extensions that are not upto current standards. The decision has been made to replace the building with a more aesthetically pleasing property in modern materials more in keeping with its location.

3.2 It is now proposed to replace the existing property in its entirety,

3.3 The design of the replacement dwelling is as the details submitted as part of the application. The property will be positioned on the site in a similar location to the existing property taking up a slightly larger footprint.

3.4 The site access is to be modified slightly to take the existing gates from the highway boundary, 5.0m within the site to allow for a parked vehicle to be on the drive off the road.

4 Planning Policy Context National Planning Policy Framework

4.1 Paragraph 2 of the NPPF states that “applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.

4.2 Paragraph 11 of the NPPF establishes a presumption in favour of sustainable development. It explains that in the context of decision taking, this means approving proposals that accord with the development plan without delay.

4.3 Paragraph 12 confirms that the presumption in favour of sustainable development established by the Framework does not change the statutory status of the development plan as the starting point for decision making. This is the replacement of an existing dwelling on the site and is no worse than currently unencumbered on the site.

4.4 Paragraph 60 of the NPPF expresses a commitment to delivering housing growth. It states “To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed”.

4.5 Paragraph 126 of the Framework relates to design quality. It states “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

4.6 Carlton is identified as a ‘Rural Hamlet’ by the Hinckley and Bosworth Core Strategy. Policy 13 of the Core Strategy relates specifically to development in the Rural Hamlets and is broadly supportive of additional housing development within the built framework of the settlement. Erection of a Dwelling – 39 Main Street, Carlton 7 Hinckley and Bosworth Site Allocations and Development Management Policies DPD (2016)

4.7 The Borough Council’s Site Allocations and Development Management Policies DPD (SADMP) sets out a settlement boundary for Carlton. The application site lies within the settlement boundary.

4.8 Policy DM10 of the SADMP requires that new development either complements or enhances the character and appearance of its surroundings and does not compromise the amenities enjoyed by the occupiers of nearby properties.

5 Planning Considerations Principle of Development

5.1 The site lies outside the settlement boundary of Newbold Verdon, but the existing property being replaced allows for the site to be a stand alone residential site.

5.2 The proposals seek to replace the existing dwelling. They would not involve a net gain in the number of dwellings on the site.

5.3 The proposals therefore constitute sustainable development as supported by both local and national planning policies.

5.4 The proposed dwelling has been informed by the massing of the existing property. The height and massing viewed from the passing roadside would appear to have a building of a similar size. The modern look to the building is more in keeping with a modern barn on the site. Giving a more agricultural feel to the site.

5.5 The proposals would result in an increase in built form on the site. However, the plot is relatively large (c.0.155 hectare), and more than sufficient space is retained for parking, turning and outdoor amenities. The scale of the proposed dwelling is commensurate with the plot and surrounding built form and would not result in overdevelopment of the plot. The overall size of the dwelling is similar to existing.

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5.6 The proposals would not harm the character or appearance of the area. Impact upon Residential Amenity is very limited with the nearest property being over 100m away and is the new farm house for the farmer.

5.7 The proposals are sufficiently distant from Home Field House to avoid causing any material loss of daylight or privacy to its occupiers.

5.8 The proposals therefore safeguard the amenities enjoyed by the occupiers of neighbouring dwellings. The proposals therefore accord with the requirements of Policy DM10 of the SAMDP relating to residential amenity. Highway Safety

5.9 Paragraph 111 of the NPPF states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

5.10 The proposals do not involve any increase in the total number of dwellings on the site. Main Street is subject to a 60mph speed limit and visibility is good in both directions.

5.11 The proposals would not therefore prejudice the safe or efficient use of the highway network.

5.12 The site lies within Flood Zone 1 where there is a less than 1 in 1000 annual probability of fluvial flooding and will not materially increase flood risk elsewhere.

5.13 There are no other material planning considerations preventing the approval of these proposals