Planning Application for the Erection of a New House at No. 5 Springfield Road, Hinckley, Leicestershire LE10 1AN

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DESIGN & ACCESS STATEMENT

Site Appraisal

Stage 1 - Assessment

a) Physical Context - The site on the north side of Springfield Road is currently used for two private garages and a garden. It is within walking distance of the town centre, bus and rail stations. The plot immediately to the east of the site and the plot immediately to the west of the site are both occupied by private garages as the attached photographs illustrate. The rest of Springfield Road is characterised by larger than average, private, two and three storey houses of traditional construction sited at varying distances back from the pavement. The proposal would represent a continuation of the established, plot pattern to this residential road.

b) Social Context - Local people will not be adversely affected by the addition of an additional dwellings in a largely residential area and they do not appear to have any other aspirations for the site.

c) Economic Context - The construction of the new house will result in the payment of additional Council Tax and more customers for retail outlets etc. thus making a positive contribution to the local economy.

d) Planning Policy Context - The proposal complies with the local planning policy for the area and site, i.e. residential use.

Stage 2 - Involvement

In March 2007 I wrote to the Council Planning Department, enclosing a site/location plan and describing the proposal. The reply confirmed that a residential development would conform to the planning policy for the site.

Stage 3 - Evaluation

The evaluation of the previous stages shows that there are no conflicting issues to be resolved.

Stage 4 - Design

The house has been designed to be sympathetic in scale, form and materials to the neighbouring houses, thus paying regard to the policies of the Local Plan. The design takes the form of a detached house of two conventional storeys with a third storey entirely within the pitched roof space.

The house is set back into the site, but no farther than other houses nearby, so that the integral garage can be placed at the front of the house, thus making possible the maximum use of the narrow site for the living area plan. The layout of the plot provides ample parking, turning and landscaping to the road frontage of the house.
The Site Plan, showing the position of the proposed house, garage and the vehicle access drive, illustrates that all of the above have been taken into account.

Stage 5 - The Design Component
a) Use - The site is within an area of residential use. The proposed house, on an infill site, is positioned and designed in detail to avoid intrusion into the privacy of any neighbouring houses. The existing vehicle access will adequately serve the new house
b) Layout - The proposed design as shown on the design drawings is in accordance with the above. The house has been designed so that the windows are positioned to take advantage of the aspect and prospect of the house whilst not looking into those of any existing houses.
c) Scale - The proposed house is two storeys in height with a prominent roof pitch accommodating the third floor. This is a form in sympathy with the scale of the surrounding domestic buildings.
d) Landscaping - The hard and soft landscaping of the proposed scheme will be sympathetic to and enhance the existing residential landscaping character.
e) Appearance - The appearance and detailed design of the proposed house is sympathetic to and enhances the existing residential architectural environment.

Stage 6 - The Access Component
a) Policy - The development will have access to the pavements and carriageway of Springfield Road, entirely residential in character, providing public and private transport as well as pedestrian facilities, into and out of the town. Consideration has been given for pedestrian disabled access into the site when designing the access drive. The site has a very gentle slope from the main highway access point up to the proposed house access.
b) Design - The access drive is designed to have site lines of 2 metres by 2 metres, from the back of the pavement. The detail specification of the pedestrian and vehicle access will be in accordance with the requirements of the Borough and County Councils.