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Access and Design Statement

Riding Centre
Land to Rear of 34 Fern Crescent
Groby, Leicester.



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1.0 Introduction

This Design and Access statement has been prepared in respect of an Application for Planning Permission at the land to the rear of 34 Fern Crescent Groby. The design and access statement presented here is to supplement the aforementioned application and in line with the government planning guidance and demonstrate the process arrived at the following scheme. In our opinion the scheme fits into its countryside surroundings and helps improve the environment and makes a positive contribution to the village.

2.0 Site Analysis

Site Location and Description

The site is at the rear of no 34 Fern Crescent and adjacent properties. It slopes down to the north, towards the main Markfield road. It has long been used for riding and horse grazing in the past, containing stables, ménage and storage for feed.

3.0 Use

The proposed development

It is intended to remove the dilapidated old lorry trailers, the old stables that are in a state of collapse and to remove the existing ménage.

The development intends to form a concentrated centre around and incorporating the existing concrete block stables and the covered feed store; together with the construction of a new block of stables and a tack room. Additionally a garage will be built to accommodate a horsebox, horse trailer and towing vehicle. The garage is essential after experience at a previous site where the vehicle, trailer and horsebox were stolen.

In order to achieve experience a new ménage will be constructed to international sizes.

Amount

The application is for the above stables, ménage, garage and new access. It is believed this is an appropriate amount of development and a sensible sized riding centre for the plot, providing a good balance of building to grazing area area.

4.0 Layout

The site layout has been designed to take into account the existing constrains imposed by the position of the existing stables and the slope of the ground.

The building has been positioned to form a compact centre for equestrian training and improvement. Parking is provided as your policy.

5.0 Scale

The proposed stable buildings have a low profile and accentuate the line of the contour. The garage has a
The dimensions of the proposal are not deemed to be a significant imposition on the site.

The whole scale of the buildings is considered to be in keeping with the surrounding neighbourhood and is not overpowering for its location. Equally the proposed buildings have been located with sufficient distance not to be dominated by its neighbours.

6.0 Landscaping

The site is in open country side and has been well planted along the road boundary with tress by the national forest. The National Forest has indicated that they will carry out further planting on the site.

Discussions have taken place with the ecological group of the LCC at Holly Hayes, Birstall and they have no concerns that grazing by horses will affect the area they have allocated for special protection.

Additional planting will be carried out to increase colour and texture.

The parking and vehicular surface will be hard wearing material but with a porous element so rain water will pass through and not collected into the drainage system. The material will be laid to a specification and gradient to allow easy access to and from the proposed development for all.

7.0 Appearance

The building will be clad with timber to achieve a unity in the finish of all the units. Timber being a natural material for stables and the ancillary buildings associated with the of riding environment. The roofs to the structures will be green mineral felt. An overhang 1000mm at the front of the stables will be constructed to provide shelter for the horses.

The windows will be stained timber in a style to reflect the shape suitable for stables.
The intention is for the buildings to form a cohesive unit, together with the ménage, for the purpose of equestrian training and development of rider skills.

8.0 Access

A pedestrian access is from the dwelling and vehicular assess is from the busy Markfield road. The vehicular access is to the east of the site. A cross over to the eastern lane of the carriageway has been constructed. The traffic flow on the road is very high and exiting and crossing the

carriageway is potentially dangerous. The traffic from the east come over the brow of a hill and descends towards the access. By moving the access towards the west it reduces the possibility of an accident. This potential hazard is further reduced by not permitting access across the highway to turn east. The access to the plot is to be agreed with the County Highways Department before any work commences on site.

Vehicle access and space within the site provides sufficient room for turning and that the buildings can be served by a fire appliance.

The site and access has been designed to allow vehicle, bicycles and pedestrian to move around the site together in safe conditions.

The access to the site is 5.00m and has a clear margin of at least 500mm from the fencing and the planting.