

Nicholas Williams Chartered Architect

ncwarchitecture@gmail.com

Adaero Properties

(N158) Re-development of 314A Station Road, Bagworth, Coalville, Leics. LE67 1BN

PLANNING / DESIGN & ACCESS STATEMENT

Version 2 20.01.2024

314A, Station Road, Bagworth LE67 1BN

Planning History

23.12.2022 22/00733/FUL - Extension to 314a and development of 3 new dwellings and 1 No. HMO. REFUSAL

Appeal: 27.10.2023 APP/K2420/W/23/3319934 - DISMISSED

Application:

This application is a follow up to 22/00733/FUL which addresses the points raised by the refusal and subsequent comments made in the Appeal Decision Notice.

Differences to 22/00733/FUL

The proposals in this application vary from those in the above on the following points:

- HMO has been removed and replaced with a 3 bed detached house with 2 parking spaces
- Spacing between properties has been increased.
- proposals of a management plan to reduce amenity impact on 312 and 314 Station Road along the access road have been incorporated into the proposals (these were amendments made to the application during the previous determination period)
- Introduction of a landscape buffer zone along the Western boundary (again this was proposed and agreed with officers during the previous determination period)
- addressed the negative comments raised by the appeal inspector

Addressing Comments by Appeal Inspector

The appeal inspector when dismissing the appeal, was supportive of: 1) the principle of development of this site, 2) the general configuration, 3) access 4) the existing and the 3 new homes. 5) the architectural design.

Section 7 of the appeal report, the inspector states that the configuration of the larger HMO unit was such that it was too close to the other boundaries and was cramped on its site. As such this was harmful to the character of the area.

This proposal has removed the HMO and replaced it with a dwelling the same as the other properties. This has the following impacts on the proposals;

- reduces traffic movement
- moves the property away from the boundary
- ensures the footprint such that it is similar to the other units (much smaller than the HMO)
- ensures the property is not cramped on its site.
- maintained the character and appearance of the other areas of the site and surroundings as set out in Section 6 of his report

Existing Property

314A Station Road is a 1960's brick and tile built bungalow erected on the back land behind the row of 1930's semi detached houses on the Eastern side of Station Road. The land is sandwiched between the rear gardens of the houses and the former mine railway now an area of open woodland.

The site is not within a Conservation Area

The existing property is not listed or locally listed. No planning applications are registered on the site.

There are no heritage assets within a distance which will be affected by the development.

The property occupies a site area of **approximately 2000sqM** which is mainly open space. As well as the bungalow, the site has a large garage and workshop and a number of abandoned kennels.

The property has been empty for a couple of years.

Access:

314A is accessed from Station Road via a private access road between 312 and 314 Station Road.

314 has a garage space at the very end of their garden. There is no vehicular access to 312.

The road is generally in excess of 3 metres wide (in excess of 4 metres North of the existing dwelling 314) but is restricted to 2.7 metres for a small distance (2.7 metres) where there is an existing building.

Existing Dwelling;

The existing dwelling has been extended from the original bungalow converting what appears to be the original garage in to a bedroom and infilling the space between the garage and original house. This has been further extended with a PD compliant extension to the rear.

Outbuildings:

Gross External Floor Areas; Garage 103 sqM and Kennels 140sqM

Topology and adjacent sites

The plot is effectively level.

To the North is an area of open space and to the South a further open space / garden. To the East is open woodland which previously formed part of the mine / mineral railway.

314A, Station Road, Bagworth LE67 1BN

Proposals:

The proposal is to retain the existing extended dwelling and develop a further 4 properties on the remainder of the plot. All utilising the existing private road access with additional width. This would mean there are 5 properties utilising the widened private access road.

It is intended by the developer to retain these properties for the private rental sector.

New Dwellings

- 1) 4 no. 3 bedroom, 2 storey detached dwellings with masonry cavity walls and pitched tile roofs.

All new build properties are proposed to be a mixture of red brick and render with grey concrete tiles to reflect the materials palette of the existing local 1930's residential vernacular of the existing dwellings along this side of Station Road.

Siting

The new dwellings are all proposed to be on the NE side of the site, along the fence of the woodland to the rear. This places them at maximum distance from the existing dwellings on Station Road.

The closest facade to facade dimension between existing and new will be in excess of 40 metres. (see details on site plan)

The new dwellings are all 2 storey and so no taller than the existing houses on Station Road

Plot 5 which is the closest property to the rear of the houses on Station Road is orientated 90 degrees from the other properties. This ensures its main habitable room windows are not directly facing the rear of Station Road.

Proposals contd'

Parking

The proposals provide parking to meet the Highways requirements:

- Existing 4 bed bungalow - 3 spaces
- New 3 bed houses - 2 spaces plot
- 2 no. visitor spaces serving the development.

Access

The access road utilises the existing road serving 314a.

It has been increased in width by the 1000mm along its full-length to provide the requirements as set out in the Pre-App advise. as set out by LCC Highways
At the junction with Station Road, 4250mm width can be achieved for the first 5 metres back from the pavement, in addition to service zones.

This is shown on the Drive Way plan dwg. No. 05-10

Vision spays as set out in the Pre-App advise from Highways can also be achieved; namely 2x2 from the back edge of the pavement and 43x2.4 m for longer views.

There is one piece of street furniture (a metal railing) which obscures this view, as it currently does for the existing driveway. The applicant will be responsible for the costs of this revision, for any TRO changes.

Amenity.

With dedicated private gardens and the clear distances to other dwellings the outlook and privacy issues for the new dwellings and the dwellings along Station Road are maintained.

The increased traffic along the access road will have some impact on the current properties 314 and 312 station road. 314 already has 1800mm high closed boarded fencing along the driveway and enclosing its rear garden to the rear. As such it is already separated from the access road. 312 has a low fence and this will be replaced as part of the driveway width improvements to ensure adequate separation and so preservation of privacy and amenity is achieved.

Proposals contd'

In order to reduce the impact on the occupiers of 314 and 312 Station Road, the applicant is proposing the following points which can be collated as a management plan to be maintained in perpetuity.

- 1500mm high acoustic fence top to be installed on both sides of the driveway
- speed restricted to 10 MPH at all times
- No main beam headlamps to be used at any time
- Low level lighting to be provided to facilitate safe passage with restriction to fittings to ensure light spillage is restricted to 600mm above road surface
- Speed bumps / chicanes to reduce speed of vehicles
- Painted lines on surface to remark safe areas for pedestrian movement
- Raised kerb at pedestrian access points onto the driveway.

Landscape Proposals

Each new property has the benefit of a private rear garden to landscape as they wish. This strategically provides a buffer zone to the woodland area to ensure that no buildings are erected in this zone, generally 11 metres from the boundary.

Boundary treatments to the site currently have a wire mesh with concrete / steel posts. The proposal would be to soften this with mixed native species hedging in appropriate locations to improve bio-diversity. A one metre zone is shown on plan for a new native species hedge is shown on the plan running the whole length of the Western boundary, increasing in depth at the head of the access road. This is shown returning along the southern boundary of plot 5 to make a direct connection to the woodland area. This zone to be maintained in perpetuity.

Openings in the boundary and separating fences will also be provided to make the site permeable to small native mammals. (hedgehogs etc)
A number of feature native trees could also be provided

We would request that landscape detail is conditioned on any potential decision notice