AXONBECKETT

DESIGN & ACCESS STATEMENT

Project Ref:	**07844**
Address:	**125 The Park Market Bosworth Leicestershire**
Proposal:	**Proposed Residential Extension**
Date:	**05-08-08**
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1.0 Design

1.1 The Process

The project has been built up using the following steps of: Assessment, Involvement, Evaluation and Design.

1.1.1 Assessment

1.1.1.1 Physical

The Park is situated along the B585 and lies to the East of Market Bosworth. The road runs in an East/West direction that leads to Market Bosworth and the A447. The Park entails linear settlement of dwellings originating around the early part of the twentieth century and lie within 'Open Countryside'.
The Park comprises a predominance of large sized dwellings set back approximately 8-10m overlooking Bosworth Park and open countryside to the rear. A terrace of dwellings is situated directly to the west of the site and the larger detached dwellings lie to the east leading up to the original gateway of the village. All dwellings are individually designed and vary in style, have been extended and altered extensively over the years and have been done so in sympathy to the original styles.

1.1.1.2 Social

The site lies within a linear settlement in open countryside. Providing that any extensions/alterations to the existing premises are in harmony with the vernacular, the development will have very little impact on the locality.

1.1.1.3 Economic

The existing property is in poor derelict condition. Gaining planning permission to extend and refurbish the premises in itself will increase the value of the property and will generally follow market values for dwellings in the area. Upon completion of redevelopment, the site will command premium values for such location.

1.1.1.4 Planning policy

The scheme has been developed with reference to Local Planning Policies NE5 and RES7 and National Planning Policy Guidance/Statements PPS1: Delivering Sustainable Development (February 2005), PPG3: Housing (2000) and PPG13: Transport (2001).

1.1.2 Involvement

Consultations were held with:
Planning Officer – Historically David Groocock & David Ward, more recently Cathy Horton & James Hicks
Highways Officer – n/a
Local Residents action group – n/a

1.1.3 Evaluation

The existing property has been vacant for a number of years, is in a very poor condition and has an undignified impact on the remaining settlement of dwellings. Fig 01 & 02



Fig 01

A Planning Permission had previously been granted by Hinckley & Bosworth Borough Council in 2007 for extending and refurbishing the premises (P/07/00240/ful) submitted by another firm of Architects. The approved scheme at the time was unsuitable to meet the current client's brief.



Fig 02

The client gained a subsequent Planning Permission (P/08/00405/FUL) that sympathetically extended the period property with an extensive lower ground floor level to meet the requirements of the brief (Appendix A). Following initial construction estimates by various local building contractors it has been established that the lower ground floor construction in parallel to maintaining the existing structure in situ, proved financially burdensome.

Maintaining dialogue with the LPA provided opportunity to revaluate, amend and improve the scheme to enhance the properties dignified character. The revisions entailed vastly reducing the lower ground floor area and reapportioning some of the areas onto ground and first floor levels. The second floor is unaffected. The amendments have very little impact on the south elevation (street elevation), however, the amendments have provided the opportunity to refine and rearticulate the west and north elevations

It had been established with the LPA that the new proposals were to not digress from the previously approved scheme in terms of height and width along the street scene.

The proposed scheme retains existing structure as previously granted to ensure that the extent of alterations is not considered as demolition. Demolition of the existing would lead to the permanent loss of structure under the current policy of ‘open countryside’.

Following continuous channels of communication and meetings with the case officer, it had been established that the initial proposals tabled including underground structure was acceptable, subject to a structural method statement for retaining and protecting the existing structure during the construction period. Appendix B

An Ecology report has been prepared as requested by the case officer as appended. Appendix C.

1.1.4 Design

The proposal reflects the client's brief of a 4 bedroom family dwelling incorporating design requirements for their children and guests, which include the lower ground floor and second floor areas. The slightly larger footprints on ground floor and first floors provides opportunity to vastly reduce the lower ground floor where previously was necessary to meet the brief.

The extension design is sympathetic to the existing and has subtle elements of contemporary styling to the main entrance and the rear. As part of the consultation process with H&BBC, it has been established that additional articulation was necessary along the western boundary which is exposed to the highway along The Park and the proposed garage to be situated to the rear of the property to reduce the massing impact along The Park street scene.

1.2 USE

The extension is to provide an appropriate level of accommodation to an existing dwelling to provide a safe and stable family home for now and the future.

1.3 AMOUNT

The client is applying for an extension of the existing dwelling house that can be financially sustainable. The previous planning permission may have accommodated the brief, however, costs for its erection and maintaining the existing proved unjustifiable. A replacement dwelling is still considered to be the most cost effective, however, this would be contrary to local planning policies of 'open countryside' and the character of the original dwelling house would be lost.

It is considered that the existing site is suitable for extending only and any additional or larger replacement dwellings may be considered as over development in this area.

1.4 LAYOUT

The extension has been designed with sensitivity to adjacent dwellings, visual impact from the highway and spacial integration with the existing.

Visual aspects from the dwelling, in particular the bedrooms on first floor, are positioned to reduce the impact of visual intrusion to neighbouring properties, whilst capitalizing the views of open countryside to the north and south.

The external configuration allows adequate space for manoeuvring and parking vehicles within the curtilage of the new property, in addition to the provision of a new garage.

1.5 SCALE

A sympathetic extension is considered most appropriate for the site, since its scale is particularly sensitive to the surrounding area. The level of the building responds to existing topography and landscaping. A 3 storey extension above ground to accommodate similar areas would be incongruous to the street scene.

The removal of the original entrance demonstrates a challenge to ensure the new entrance is sufficiently bold, yet, is subservient to the original dwelling house. Windows and doors are configured and sized to reflect interior function and are set out to provide considered articulated facades.

1.6 LANDSCAPING

The existing site has an established variety of trees and shrubbery and the current proposal exploits their existing positions.

As part of re-establishing the existing vehicular access along the western boundary, soft landscaping for sound attenuation purposes are proposed, which will provide a green corridor to the garages at the rear.

1.7 APPEARANCE

The design and detail of the proposed extension is generally to echo the original, yet has subtle contemporary elements throughout. All the materials and details of the extension are indigenous to Leicestershire.

All windows to the original dwelling will be replaced to match new glazing elements throughout.

2.0 ACCESS

This statement will look at the two main facets of access relating to the application, Vehicular and transport links and Inclusive Access.

2.1 Vehicular and Transport Links

An existing access serves the existing dwelling

2.1.3 Access and Egress Locations

Access to and from the site will remain unchanged.

2.1.4 Local Public Transport

Bus Route No.153 travels between Leicester and Market Bosworth and bus route No159 travels between Hinckley & Market Bosworth.

The closest train station is Hinckley.

2.2 Inclusive Access

This section aims to describe how everyone can get to and move through the dwelling as extended on equal terms regardless of age, disability, ethnicity or social grouping.

- New level access for pedestrians is provided at the front, side and rear of the property.
- The new accesses have a maximum 1:20 gradient to accommodate disability requirements. External ambient lighting will be provided along the length of the access drive and within the curtilage of the site leading to the main entrance.
- External areas immediate to the dwelling, with the exception of rear terracing in the garden, are laid to falls with minimum 1:20 gradients.
- The new main entrance of the dwelling is visibly apparent on entry to the site.
- A separate WC is provided on the ground floor.
- All internal rooms have level access, including access to the rear garden area.

Appendix A
Planning Permission Drawings
P/08/00405/ful

Appendix B
Structural Statement
By Francis Bradshaw Partnership

Appendix C
Ecology Report
By Curious Ecologists