DEVELOPMENT SERVICES
11 JUN 2008
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# PROPOSED RESIDENTIAL DEVELOPMENT

# 51/55 MARKFIELD ROAD (GROBY GARAGE), GROBY

## ACCESS & DESIGN STATEMENT

**Site:**

The site lies within Groby village boundaries at the edge of the conservation area (as indicated in Appendix A). The site is located on the old A50 Leicester to Coalville Road. A former garage and associated workshop, the site is currently disused, and surrounded by residential properties.

**Access:**

Village amenities are available in the village centre about 500m away with a footpath available at the side of the main road. Although no dedicated cycle route is directly available the presence of the dual-carriageway by-pass has reduced traffic flow vastly on this road. Bus services to Coalville pass the site and services to Leicester are available in the village centre. Currently there is no direct bus link to Hinckley.

Access to the previously built plot was granted from the highway, across the former forecourt and through the centre of this site. This has not been implemented yet, access currently being gained via the adjoining private access road. The former design of these two plots meant that this access could not be completed as they 'straddled' the proposed access route. The re-design has taken account of this providing access from front to rear of the site. To avoid increasing two-way traffic flow on the relatively narrow lane excessively it is proposed to utilise both accesses to form a one way system for all three properties – access from the adjoining private lane, with egress out of the front of the plot to the highway. This would reduce any need for queuing / waiting time on the carriageway for cars to exit before a vehicle could enter. It is considered that vehicular activity from the two additional dwellings would be less overall than its previous use as a garage, particularly as the village centre is within walking distance.

Access for disabled persons will be provided by vehicular access to the site and hard standing access from both the roadside and garage/parking areas. Given the rise in ground levels particularly to the rear of the site, disabled persons access has been provided from the roadside areas via the 'exit' driveway with a 1:20 rise to the level access at the rear of the property. This has necessitated finished floor levels as indicated resulting in an Approved Document M compliant stepped approach to the front entrances.

Facilities internally will be in accordance with Approved Document M of The Building Regulations.

**Conservation Area Statement:**

The principle of demolition of the existing commercial building and replacement has already been established by previous approvals documented in the Planning Statement below.

Nevertheless it can be seen from the photographs of the existing site ( Appendix B) that the site nor the buildings add to the conservation area and are in fact an eyesore detracting from the immediate area.

The existing disused commercial workshop is of (generally) painted brickwork with a corrugated sheet roof and large roller shutter doors to the front/street elevation.

Demolition of this building and the site painted blockwork wall (and associated railings) will improve the area immediately and remove the anomaly of a commercial building/use in what is predominately a residential area. This meets requirement BE8 of the Hinckley & Bosworth District Plan.

The proposal is to provide two dwellings which will enhance the character and feel of the Conservation area as detailed in the Design Principles below.

**Design Principles:**

The site had outline planning permission (reference 01/00062/OUT) for three plots. Plot 3 has since been built, however the configuration for the remaining two plots shown on the above permission will not fit on the plot due to it not being square and narrowing from front to rear.

The current (and previously approved ) proposal(s) require the demolition of the former workshop. As previously stated the premises were a garage with associated workshop and construction consists of a basic brick shed with corrugated sheet roof and a large roller shutter to the roadside elevation. Notwithstanding the fact that it was a commercial premises in a predominately residential area, the look and construction is not that benefiting a conservation area. Removal of these premises and the adjoining yard wall will not be detrimental to the surrounding area and therefore in accordance with BE 8 of H&B Local Plan.

Similarly the replacement of this eyesore with two new dwellings echoing the construction of the adjoining dwellings and those in the surrounding village, will further enhance the immediate area, meeting the policies of BE7 and BE 8 of the H&B Local Plan

The proposal is to maintain the previously approved design principles as far as possible with due consideration to site constraints, whilst referencing the vernacular construction of the surrounding properties as before.

Buildings to the south and east are of brick construction with slate roofing whilst to the west the property is of stone construction with a thatched roof. The proposal, as before, is for a development of facing brick construction and relatively steep pitched slate or reconstituted-slate tiled roof as the majority of the surrounding buildings,

As previously stated the site actually narrows from front to rear, a fact not previously taken account of. The reduction in the width of the 'link block' facilitates a solution that provides elevations to the adjoining properties that are almost identical to that previously approved ; whilst presenting very similar elevations to the front and rear. Whilst this results in some minor internal design layout it presents a neat solution to various problems.

The former use as garage/ industrial site had relatively high traffic flows and was out of keeping in a predominately residential area. The proposed use for two dwellings provides defined access and egress for low volume vehicular traffic, with parking and garaging areas in accordance to parking guidelines. The housing density, view lines etc are within those identified in the local plan.

There is an existing 1.8m high close-boarded fence to the east and southern boundaries of the site. This will be replicated on the western side of the site (albeit at a lower height) defining the site boundary whilst maintaining a minimum 4.25m clear width to the existing private access road. A landscaping particularly to the front of the properties will give due consideration to pedestrian and vehicular site lines etc. A pavement (metalled footway) will be provided across the front of the site with appropriate drop-kerbs/crossing points. The driveway and parking spaces will be completed with tarmacadam. (These are all in accordance with the requirements of BE 1 of the H&B Local Plan).

**Economic Statement :**

The site is currently vacant/disused and therefore provides no facility or economic benefit to the community. There are a number of small shops and businesses in the village centre, which is within walking distance, which would benefit from additional trade which should occur when the dwellings are occupied.

**Environmental Statement :**

Being an overgrown disused commercial site, development of the area should not adversely affect any environmental issues, particularly if materials and labour etc are sourced locally.

Land contamination assessment will be carried out if considered necessary.

**Heritage Statement:**

There are no architectural or heritage features of any merit on this site.

**Landscaping :**

Generally the driveway, parking areas etc will have a tarmacadam finish. Aco or similar surface water channels will be incorporated across the drive on at least two locations to take account of rainwater running down the drive. Boundaries will be demarked by close board fencing at the heights indicated. To the frontage will be dwarf local stone wall either side of the stepped approach with small shrubs etc in borders to the front garden.

**Planning Statement:**

The principle of demolition of the existing commercial building and replacement with dwellings has already been established by previous approvals:

Outline Planning consent was previously granted for three dwellings on the site (01/00062/OUT) Reserved matters were partially dealt with under 03/00684/REM

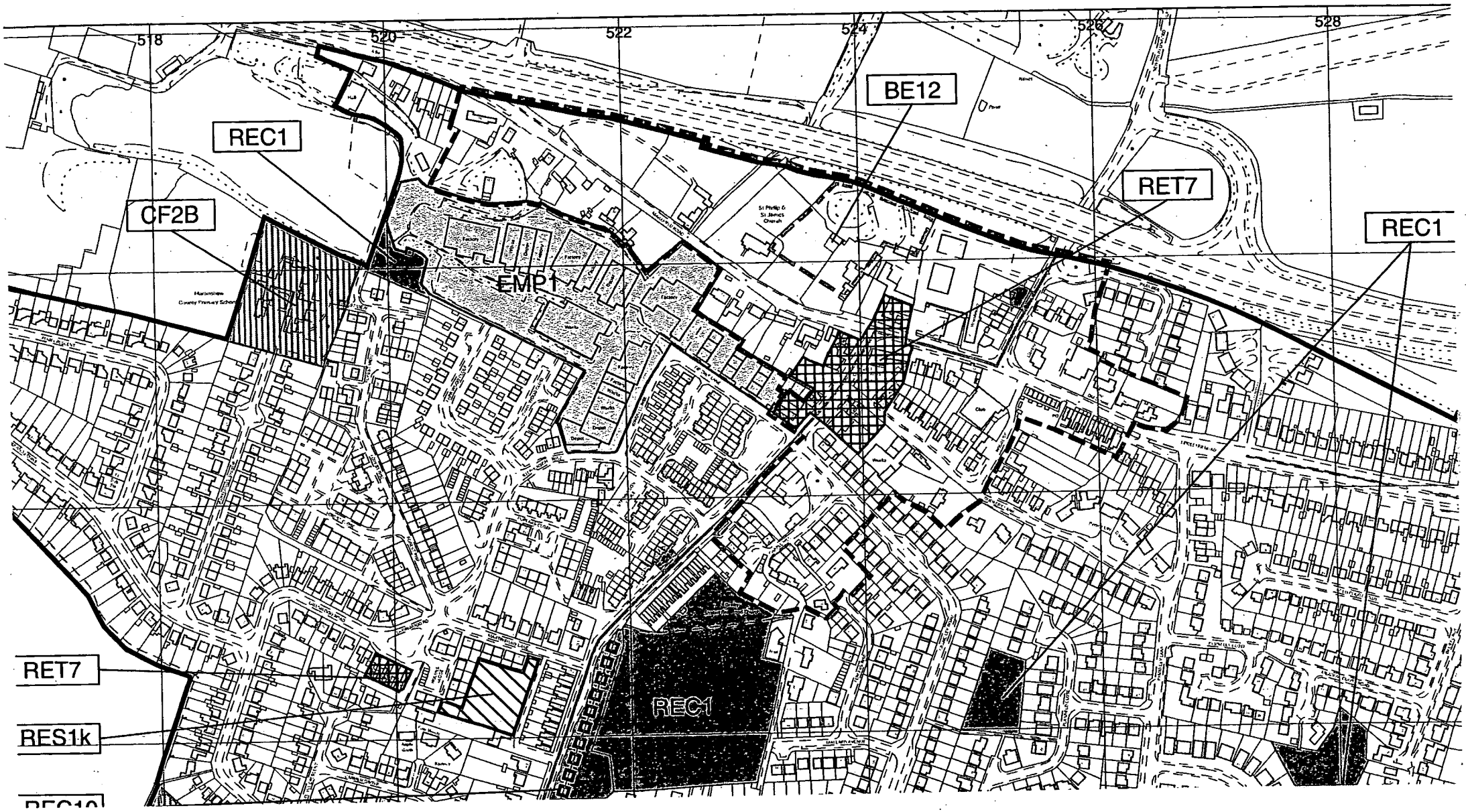
Full Planning permission was granted for plot 3 (02/00923/FUL) and this has subsequently been built.

Planning and Conservation Area consent applications are running concurrently for this proposal.

Drainage will be separate systems to the existing sewer connections available on site.

**Summary:**

The outline proposal is to remove a currently disused commercial building and replace it with two dwellings sympathetically designed to maintain the character of the Conservation Area which in conclusion will enhance the immediate vicinity and benefit the whole area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# Appendix B

## Existing Site Photographs

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WATFORD COMMERCIALS
SPECIALISTS IN MERCEDES BENZ, OTHER COMMERCIAL VEHICLES & ALL TYPES OF CARS
SERVICE - REPAIRS - M.O.T. PREPARATIONS
Tel LEICESTER 313140

03.06.2008

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SPECIALISTS IN: MERCEDES BENZ OTHER COMMERCIAL VEHICLES & ALL TYPES OF CARS
SERVICE REPAIRS M.O.T. PREPARATIONS
Tel LEICESTER 313140
03.06.2006

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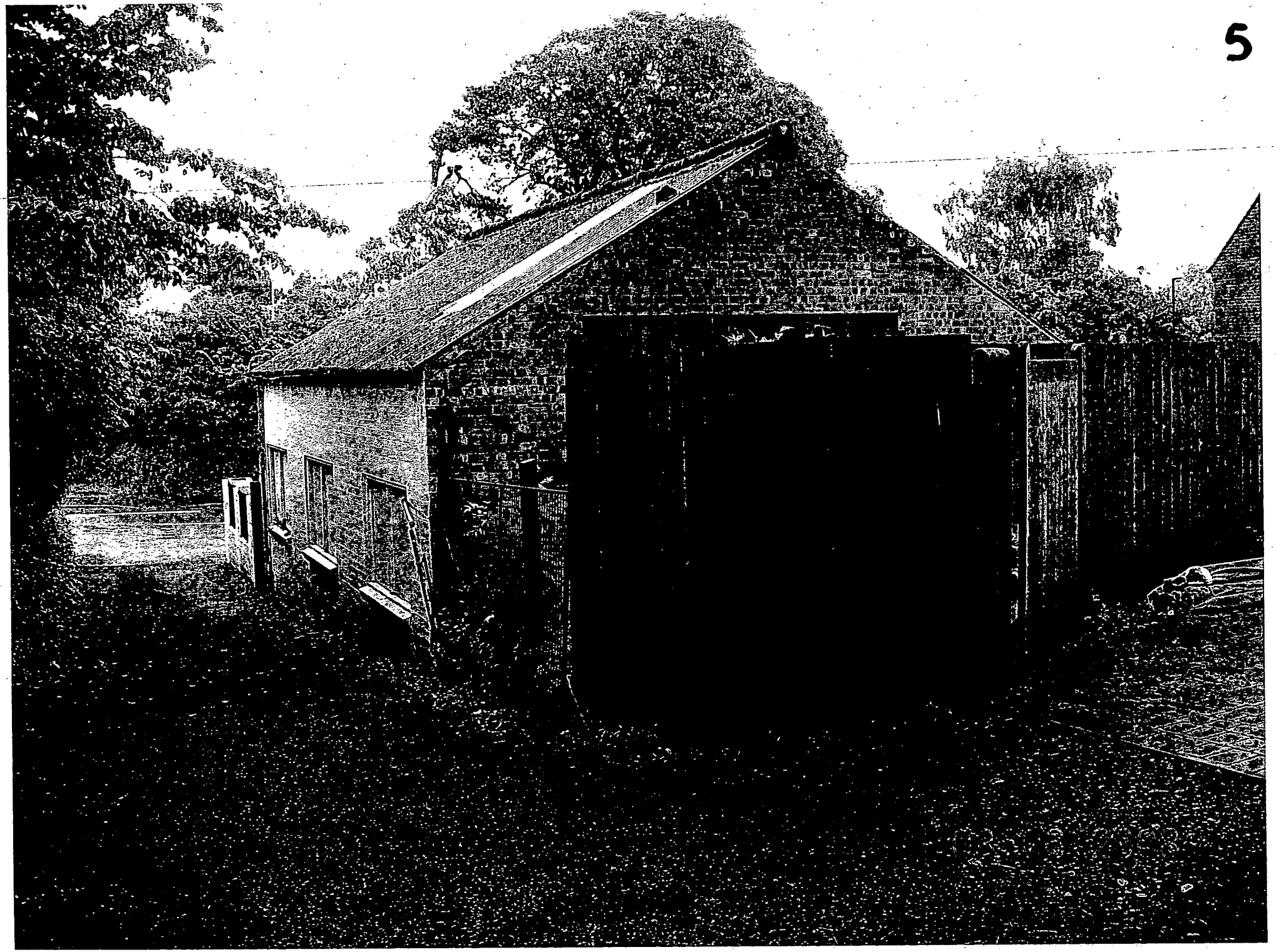

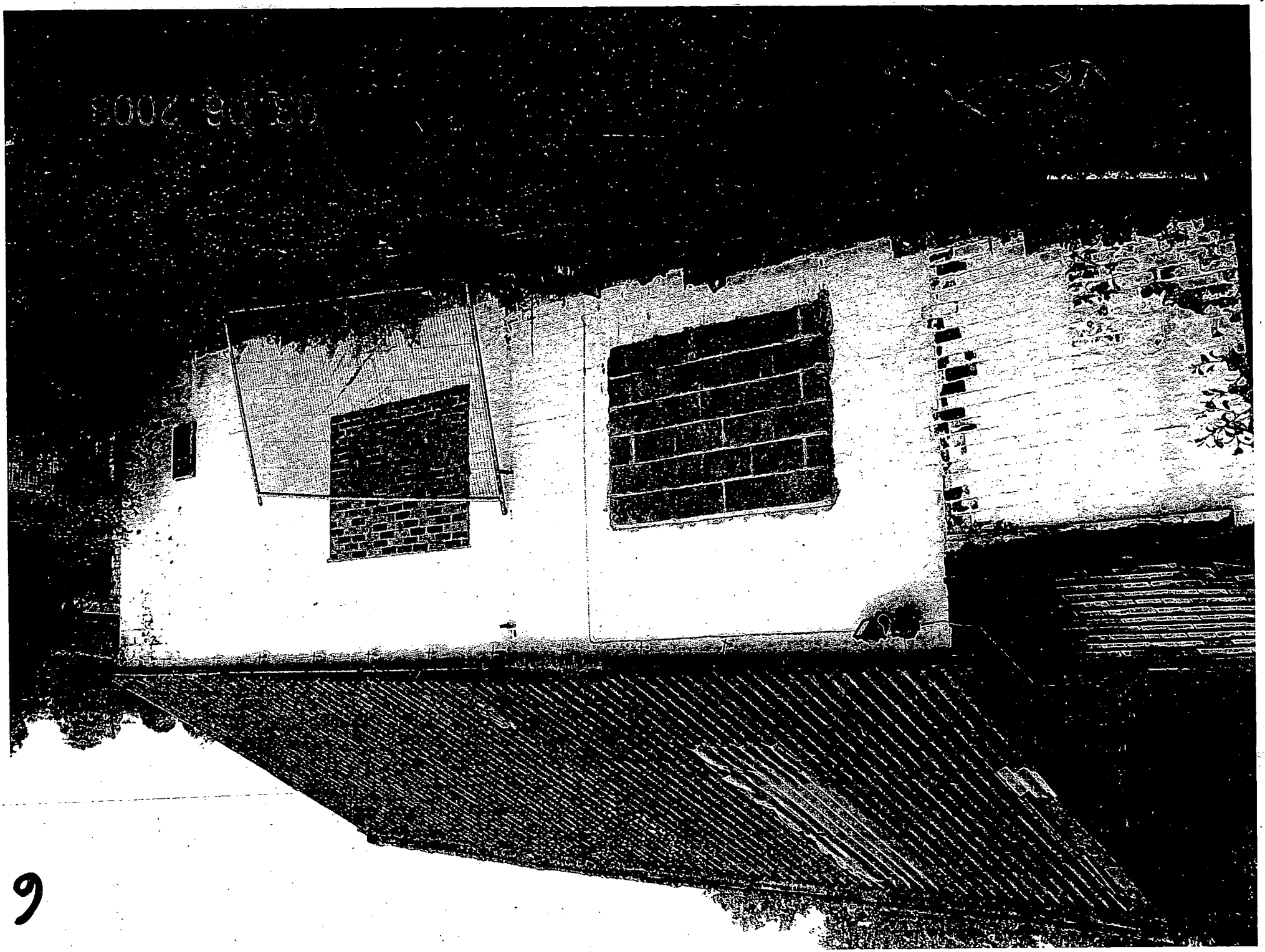

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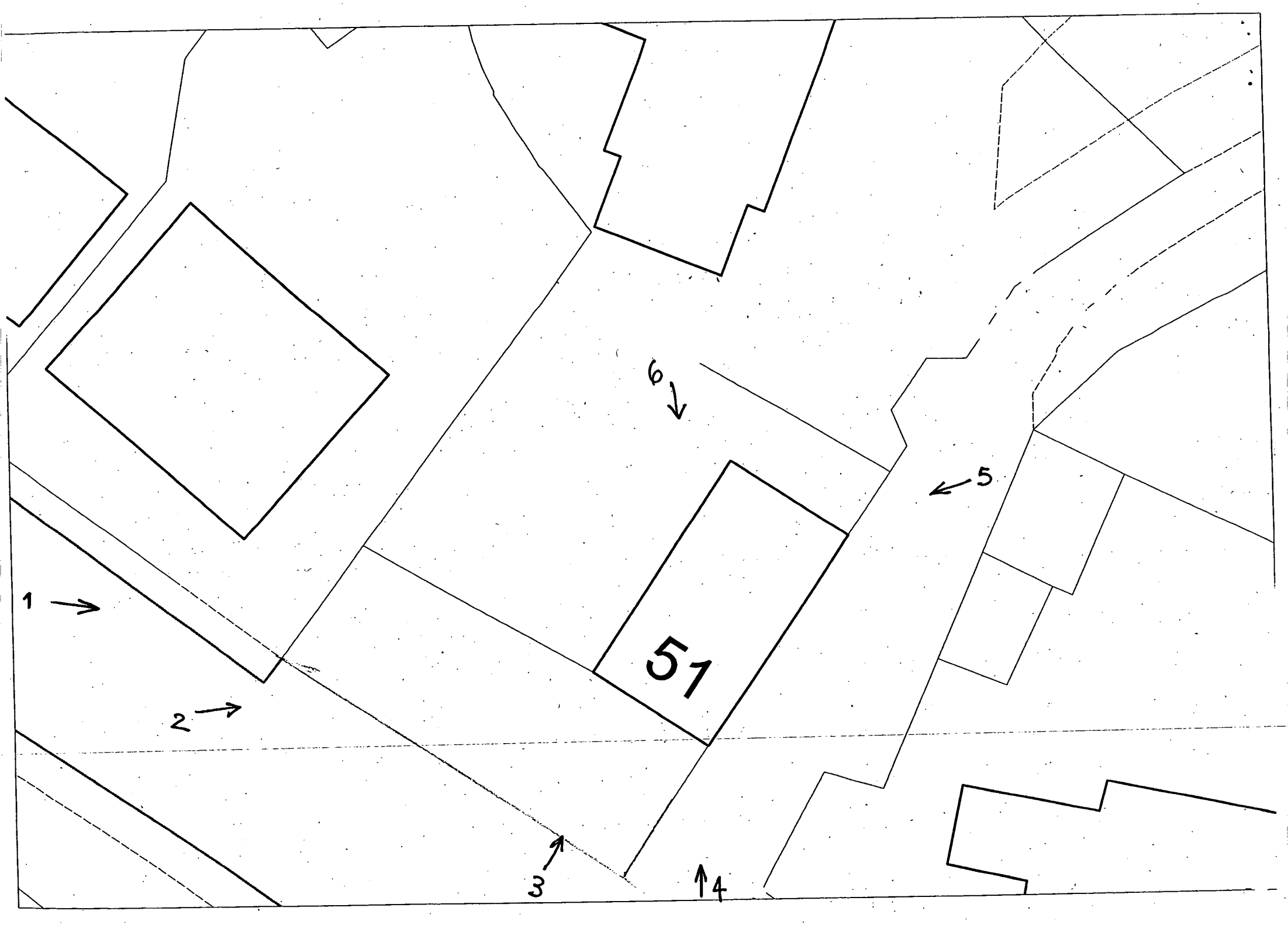
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