DESIGN & ACCESS STATEMENT

LAND TO THE REAR OF 131 STATION ROAD, RATBY

The proposal is to construct a pair of single storey dwellings on land to the rear of 131 Station Road, Ratby. The project involves the demolition of former garages and the development of land which had formerly lain derelict as gardens associated with no. 131 Station Road. 131 Station Road has recently been renovated and remains in use as 2 no. flats.

1.0 INTRODUCTION

1.1 This statement has been prepared in line with the format set out in the CABE Publication Design & Access Statements.

1.2 The development site has recent planning history involving the approval of a proposal to construct a single 2 storey dwelling with associated car parking.

1.3 The proposed development site provides no amenity value to the occupation of the existing flats and has recently been cleared of undergrowth.

1.4 The proposed development site is surrounded on the north-west and north-east site by private gardens and the south-east boundary is defined by a public footpath alongside an access to sheltered housing at Centurion Court. The northern corner of the site benefits from existing trees which it is proposed to retain and which preclude views into and out of the site at that point.

1.5 The public right of way does not benefit from any direct surveillance and has limited street lighting and is potentially a risk to public safety in consequence any proposed development would enhance public safety by providing a degree of surveillance to this pedestrian route.

1.6 The residential properties to the north-east are distanced from the development site and this development would provide sufficient distance between opposing windows to avoid any perceived loss of amenity and indeed the proposed development is only single storey.

1.7 Set back from the pavement with a railed frontage, development would provide surveillance to the public footpath without impinging upon the amenity of the accommodation proposed.

1.8 The precedent for the form and detailing of the proposed dwellings is based on early 19th Century cottage buildings, typical of this part of Leicestershire. Simple cottage style windows provide a familiar pattern of fenestration. A combination of red brick and grey tiled roof with low eaves and ridge, would serve to minimise a visual impact of the development and create a new sense of place along the public footpath.

2.0 **USE**

2.1 The proposed use of the site is the provision of 2 single storey dwellings with ancillary car parking and amenity space.

3.0 **AMOUNT**

3.1 The amount of development proposed on the site is 2 no. dwellings of modest size along with 3 no. parking spaces and the opportunity to provide tandem parking on 2 no. spaces.

4.0 **LAYOUT**

4.1 The site layout has been designed to maintain the existing vehicle access from the private lane which serves also to give access to the existing car parking associated with no. 131 Station Road, Ratby.

4.2 The development has essentially two frontages, the principal one being to the private drive and the second one on the south-west elevation providing access to the second dwelling.

4.3 The forecourt car parking provides space for 3 vehicles, 2 spaces of which would facilitate tandem parking. The parking spaces are set back from the north-west boundary to allow the planting of native species, trees and hedging. To the north-east of the parking area a pedestrian zone is maintained outside the plot fencing and a further forecourt garden ensures reasonable distance between habitable rooms and a parking area.

4.4 The properties have been sized and positioned to ensure an appropriate area of amenity space to the north-east and the retention of the existing trees and the relative distances ensures reasonable amenity to both existing and proposed dwellings.

5.0 **SCALE**

5.1 The proposed dwellings have been designed to be subordinate in scale to no. 131 Station Road and to ensure that the development does not have an over-bearing effect on neighbouring properties and the private drive to Centurion Court.

5.2 The proximately of the proposed dwellings to the public right of way will serve to provide passive surveillance along this otherwise poorly lit and un-monitored route.

6.0 LANDSCAPE

6.1 The development proposes a paved forecourt for parking and a designated pedestrian margin finished in block paving.

6.2 The car parking is set with a backdrop of native tree planting.

6.3 The forecourt areas to the south-west and south-east are generally open with a limited number of specimen trees planted and the plots are surrounded on their frontages with 80mm high picket fencing.

6.4 The garden boundaries are enclosed with 1800mm high closed boarded timber fencing with specimen trees planted to soften the edge of the public realm.

6.5 Details of the landscaping are included on the application drawings.

7.0 APPEARANCE

7.1 The appearance of the proposed dwellings is of a cottage-type building subordinate in scale to the principal dwelling at no. 131 Station Road.

7.2 The proposal is to provide simple brick elevations under a slate grey tiled roof with careful detailing of eaves, verges, cills and heads.

7.3 The cottages are aligned along the public right of way to provide a defined edge to the street scene and overlooking windows to provide passive surveillance.

8.0 DESIGN STATEMENT SUMMARY

8.1 The design has evolved through careful study and analysis of the site, the adjacent building and with regard to the amenity of surrounding properties.

8.2 The proposal is considered to provide a positive contribution to this part of the village and to enhance the public domain.

9.0 VEHICULAR ACCESS

9.1 The vehicular access to the site remains unchanged from its present form.

9.2 The proposed forecourt area will provide adequate parking to support two dwellings and is additional to the car parking existing for the flats at no. 131 Station Road.

9.3 The applicant is aware of the private status of the drive from Station Road and it is understood to be in the ownership of the District Council. The applicant has agreed in principle with the District Council to the necessary right of access to maintain the ongoing use of the existing access way.

10.0 INCLUSIVE ACCESS

10.1 The design makes provision for pedestrian access from Station Road to the south-west along the public right of way heading in a north-easterly direction.

10.2 The property is situated in close proximity to local services and public transport and is designed such that gradients do not preclude the use of wheelchairs.

10.3 The design makes provision for level access into and out of the properties with paving linking parking areas to entrance doors.

10.4 With all accommodation situated on one level, all accommodation is available to ambulant and non-ambulant visitors.

10.5 Within the property full regard has been had to the requirement of the Building Regulation dealing with inclusive access.