

Planning Statement & Design and Access Statement

Client

Hinckley and Bosworth Borough Council

Project

Dropped kerb and vehicle access application
36 London Road, Markfield LE67 9UR

Document No.

25/441 LR PDA Statements

Introduction

The tenant at 36 London Road, Markfield has a disabled child and there is no official off road parking outside the house which makes the transfer from car to house very difficult if there aren't any free spaces on the road outside the house, especially if the only free spaces are on the other side of the main part of London Road. 36 London Road is part of the service road and is set back from the main London Road.

Also, in conjunction with Hinckley and Bosworth Borough Council (Planned Contracts and Adaptations), there is a separate planning application under consideration (planning ref. 25/01057/HOU) for a side extension to provide three additional bedrooms to accommodate the whole family.

Site & Proposals

There are a few properties with dropped kerbs on the service road section of London Road and a mixture of off road and on street parking. No. 36 is suitable for off road parking because it is located on a quiet section of the main road and there is space in front of the house to form a drive.

The overall site area is 359m². The dwelling is set within a large corner site and there is a good amount of rear amenity space, even with the proposal for a side extension, and a large area to the front of the house which could be used as parking and still have space left over for planting. The statutory dimensions for parking space standards would mean that there is enough space to provide a parking space for only one car but realistically at least two cars would fit on the space in front of the house.

There will be a 500mm border of edging stones at the boundary of the property and the parking area will be formed with hardstanding laid at a gradient of 1:20 and the proposed dropped kerb width is 3.0m plus 1no. standard dropper kerb stone either side.

Because of the orientation of the road and house, there will be a long stretch of pavement crossing to the drive. As a result of the dropped kerb and access, the grass between road and proposed drive will need to be replaced to allow for the pavement crossing and an existing manhole cover will need to be re-laid to suit the new pavement crossing. The new pavement crossing will be laid at a gradient of 1:20.

Context

The proposal has been prepared with reference to:

- Leicestershire County Council Vehicle Access (Dropped Kerbs) Information Pack,
- Leicestershire Highway Design Guide,
- Hinckley & Bosworth Borough Council SPD – The Good Design Guide.