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DESIGN & ACCESS STATEMENT

ENABLING DEVELOPMENT

BRADGATE HOME FARM
GROBY
LEICESTER
2009

C250-D&A - E.D.

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Stephen Clarke MRAC FRICS FAAV
104 Station Road, Ibstock, Leicestershire LE67 6JJ
Telephone & Fax: 01530 263696 Mobile: 07850 661180
email: stephenclarke@sansomclarke.co.uk

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Date: 9th July 2009
Client: T. Chapman Esq.
Ref: C250 & HMD/0167
Project:

Proposed erection of two new-build residential dwellings in barn – conversion style to the rear of the range of traditional buildings comprising farmhouse, cottage and adjacent barn at Bradgate Home Farm Groby, for the purposes of enabling the provision of an important junction improvement to the A50 Dual Carriageway at the entrance to the farm.

Drwg. No's: HMD/0167/PD/01, 08 - 10

This statement has been prepared under the guidelines of DCLG Circular 01/2006 and CABE.

INTRODUCTION:

A separate contemporaneous application has been made in respect of this property, for alterations and improvements to the farmhouse and cottage and the conversion of the traditional farmbuildings to 6 barn conversion dwellings.

The information contained in that application demonstrates that there will be an increase in vehicle movements as a consequence of that development, although there will be a much greater proportion of motor cars and much less heavy commercial and slow-moving and cumbersome agricultural traffic.

A significant improvement to the junction can be achieved, which would more than compensate for any change in vehicle movements to and from the farm. Probably more importantly, it would significantly improve the safety of local residents on both sides of the A50 along this stretch, (where there is a distance of 3 miles

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between the nearest 2 roundabouts), in travelling to and from their properties.

Residents living on the west-bound carriageway to the east of this point will be able to turn round safely to travel eastwards and the residents to the west of this point on that side will be able to return from a westerly direction more safely by crossing over at this point.

Similarly, residents on the east-bound carriageway to the east of this junction will be able to approach their properties more safely from the west-bound carriageway by having a safe right turning harbour and wide crossing point with clear visibility towards on-coming traffic.

The details of this major highway improvement are shown on the plans attached to this application prepared by a national firm of highway consultants. It is estimated that the cost of this improvement will be significantly in excess of £200,000. The contemporaneous planning application for alterations to farmhouse and cottage and six barn conversions cannot stand the cost of the highway improvement, especially when the necessary relocation of the agricultural business is taken into account.

Therefore, the purpose of this application is to seek permission for two new-build dwellings, sympathetically designed and positioned to the rear of the main block of traditional buildings and helping to form the courtyard pattern so strongly established by the original design of this homestead, the value of which would be dedicated to implementing the road improvement for the benefit of the proposed development, the safety of all road-users in general, and local residents in particular.

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USE:

The present use of the land is mainly garden ground attached to the farmhouse and cottage, which is mostly laid to lawn.

The proposed use is for the formation of a courtyard to the rear of the farmhouse and cottage, to be framed by the proposed two barn-conversion style dwellings with garaging and open style gardens, and amenity areas, all as shown on HMD/0167/PD/01.

AMOUNT:

The proposed development would offer accommodation set partly over two floors and provide a total of 4200 sq. feet, (680 sq.m) of floorspace (area net of perimeter wall thickness) plus external garages etc.

Floor Areas:-	**Living**	**Garaging**
Unit No. 9	1800 sq.ft (sq.m)	340 sq.ft (sq.m)
Unit No. 10	2400 sq.ft (sq.m)	340 sq.ft (sq.m)
TOTALS...	4200 sq.ft (sq.m)	680sq.ft.(sq.m)

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LAYOUT:

The site layout plan (HMD/0167/PD/01) illustrates the relationship between the proposed buildings and the existing cottage/farmhouse and traditional farm buildings.

Under the contemporaneous application proposals, there is a complete courtyard set to the west of the access drive and this is separated from the remainder by the replacement building intended for garaging. To the east of the drive is a long range of stone farm buildings (part two-storey) which connect directly to the cottage, which itself is attached to the farmhouse at the extreme western end. Vehicular access around the eastern end of this range leads to a rear courtyard and to the new double garage to be provided for the farmhouse. These two new dwellings are set on the edge of the courtyard in order to frame it and give cohesion to the overall appearance.

Open-style garden areas have been designed around the perimeter of the building footprints, bordered by mainly existing fencing and stone walls, to be augmented where necessary by hawthorn hedges, new post and rail fencing and some additional tree planting. There is no formal designation between garden areas in order to retain the open rural setting of the group. This helps to preserve the parkland setting and avoid dominance by the motor car.

Accommodation of the individual units is as follows:-

UNIT 9

Ground Floor - Entrance Hall, Washroom. Garden Room, Breakfast Kitchen, Utility Room, Sitting Room, Main Hall (stairs to first floor)

First Floor - Galleried Landing, Master Chamber (with en-suite), 3 Chambers, Family Bathroom, Linen Cupboard

UNIT 10

Ground Floor - Entrance Hall, Cloakroom, Washroom, Breakfast Kitchen, Utility Room, Dining Room, Sitting Room, Study, with stairs to first floor

First Floor - Galleried Landing, Master Chamber (with en-suite), 3 Chambers, Family Bathroom, Linen Cupboard

LANDSCAPING:

Full advantage is taken of the existing natural landscaping elements in the proposed design of the scheme. These will be augmented by some individual tree planting and laying out of garden areas principally to grass with some mature shrub species.

All existing trees on the site or in the vicinity will be retained and all existing boundary walls and fences will also be retained wherever possible, with hawthorn hedge or new rustic post and rail fence augmentation.

Courtyard areas will be finished with Breedon Amber Stone chippings to retain an informal appearance.

SCALE:

The scale of the buildings is designed to be exactly in keeping with the scales of the existing traditional buildings at the farmstead

faithfully reflecting their original intended proportions and relationships.

The scale of the designed buildings would be: -
(measured from ground floor slab level in all cases)

UNIT NO.	STOREY	EAVES	RIDGE
9	Two-Storey		
	max.	5.0	7.1
	min.	4.0	6.0
	Single-max.	3.3	5.5
	min.	2.6	4.8
10	Single-max.	4.0	7.0
	min.	2.6	5.7

APPEARANCE:

Almost all the older buildings in the vicinity have been built using the plentiful supply of local building materials; principally Bradgate Stone and Swithland Slate. The orange brickwork to window and door openings etc which was incorporated into the original designs for these buildings, is also of a local type.

As far as is practicable and possible, these traditional local materials will be used in the limited new-build proposed, including the use of lime-mortar in pointing the stone walls, so that the group of new plus old buildings will retain an original historic character as much as possible.

The location of the proposals to the rear of the existing group of buildings will make a minimal impact on the appearance of the farmstead from all public viewpoints.

ACCESS:

The present access to and from the A50 will be retained, with the provision of a suitable wide section around the mid-point along the drive length to ensure that all types of vehicle can pass each other with safety and ease. The drive will be more permanently hard-surfaced with tarmacadam or similar hard, bound, material

New driveways, parking and turning areas are proposed where necessary to facilitate manoeuvring of occupiers' and visitors' vehicles to and from individual dwellings with adequate and safe provision for turning, parking and garaging of vehicles.

Under the contemporaneous application proposals, a turning head for emergency/service vehicles is situated at the junction of the drive with the run of buildings on the northern perimeter of the farmstead. From this point, separate driveways have been provided for access to the west (including the western courtyard), to the east (including to the rear of the buildings east of the drive) and to the southern boundary of the site at roughly mid-point, for maintenance purposes.

All doorway openings will be made suitable for access by wheelchair users and to conform with Part M of the Building Regulations. Front doors are provided in appropriate locations for visitor access and individual dwellings have a french door or similar access to private rear gardens.

The wider accessibility of the property is facilitated by the A50 Stoke/Leicester road at the entrance to the site, which leads to the M1 at Markfield, just over 3 miles to the northwest and to the Leicester Western Bypass at Groby, only 2 miles to the east, which links to the A46 north to Lincoln and the M1 (south) and M69 to Coventry to the south-west.

The nearest railway station is Leicester City from where a significant number of destinations at all points of the compass, can be conveniently reached. The station is about 7 miles from the site.

There are three bus services which pass the property, operated by Arriva (Midlands) under Service Nos. X2/28A & 28B. These provide hourly services during the week, which are staggered to provide 3 opportunities to travel either east or west within the hour. The 'X2' service connects Leicester to Burton on Trent, whilst the '28' services link to Coalville only. There is an hourly service week day evenings in both directions.

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PLAN REFERENCE Nos:

HMD/PD/0167/:-

01 Site Layout Plan 1:200

07 Floor Plans and Elevations for Unit No. 9

08 Ground Floor Plans for Unit No. 10

09 First Floor Plan for Unit No. 10

10 Elevations for Unit No. 10