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DESIGN STATEMENT

FOR

LAND AT 96 MILL LANE, EARL SHILTON LE9 7AX

Revision A

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1. Introduction

In accordance with the amendments to the Town & Country Planning Order (2006) this Design and Access Statement is submitted to support the planning application.

This statement has been complied in accordance with Circular 01/06- Guidance on Changes to the Planning System and the board advice given by the Commission for Architecture and the Built Environment (CABE) in their document 'Design and Access Statements – How to Write, Read and Use them' (2006).

This Design Statement has been prepared by CBP Architects on behalf of Andrew Homes for demolition of the existing Dormer Bungalow and the construction of 8 new dwellings.

The proposed houses consist of a 3, 4 and 5 bedroom detached and attached 2 storey houses, with good size ground floor accommodation with First floor consisting of good size bedrooms and a family sized bathrooms.

The proposed development of this site allows an opportunity to create a high quality environment. The proposed layout integrates the principles of defensible space providing natural surveillance throughout, with secure private rear gardens and within curtilage parking. This allows for the maximisation of safe public space and an appropriate hierarchy of both pedestrian and vehicular networks for access.

The design drawings comprise the following information:

- 3930 PLN (site) 100 - Existing Site Photographs
- 3930 PLN (site) 101 - Location Plan
- 3930 PLN (site) 102 - Existing Site Plan
- 3930 PLN (site) 103 - Block Plan
- 3930 PLN (fp0) 104 - Ground Floor Plans
- 3930 PLN (fp1) 105 - First Floor Plans
- 3930 PLN (ele) 106 - Street Elevations (sheet 1)
- 3930 PLN (ele) 107 - Street Elevations (sheet 2)
- 3930 PLN (ele) 108 - House Elevations Plots A and B
- 3930 PLN (ele) 109 - House Elevations Plots C and D

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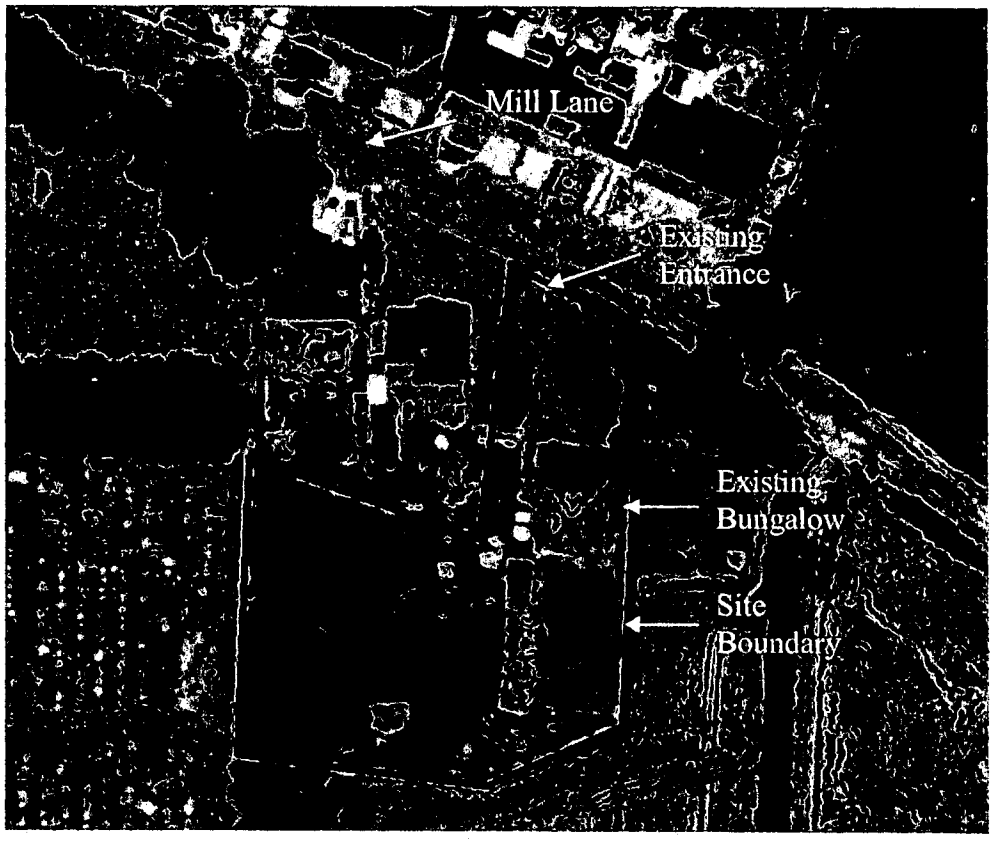

Site Plan

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2. Existing

2.01 Existing site

The existing housing within the surrounding area is generally of traditional construction of two storeys in height and is a variety of traditional patterns and design styles. The surrounding landscape is of particular importance and it is vital to the 'rural edge' setting and thus the character.

The site is generally flat with a slight fall to the South West corner. Access would be provided off Mill Lane as an extension and adaptation of the existing driveway to form an appropriate access road.

Currently the site houses a dormer bungalow which occupies a large area resulting in a low density. The house is also set back a considerable way from the road distorting the existing building line.

To the south and east, the site is bounded by a mature hedgerow. Beyond this hedgerow is 'open countryside' as defined by the proposals map of the location plan. The north of the site is bounded by Mill Lane and 2 storey housing. On the west side there are two existing 2 storey properties which have been appropriately respected.

3. Proposed

3.01 Design Considerations

Having now had a number of pre application meetings with the planning officers, the scheme has been revised accordingly to suit the latest Hinckley & Bosworth Borough Council requirements which have been driven by the latest CABE recommendations which are encapsulated in the CABE 20 point criteria for good design in housing and I would address these points as follows:

Character:

1 The scheme should be a place with a distinctive character.

We feel the scheme creates areas of interest with shared communal courtyard with wide access roads giving good views through the development to active street scenes.

2 Do buildings exhibit architectural quality?

The quality and design of the houses are of a high standard with quality low maintenance materials to enhance the facades of the buildings. There are a variety of house types including detached, semi-detached and attached houses. In terms size, the development comprises three, four and five bedroom houses to achieve the diversity as recommended by local authority. The external materials will be carefully chosen to enhance the development and colour and style of brickwork and roofing tiles will be agreed and approved by the local authority Planning Department. The windows will have soldier brick head and cast stone cills.

3 Are streets defined by a coherent and well structured layout?

The access road through the site has been carefully designed so that it does not dominate the layout and feeds directly to the heart of the development which is the shared communal courtyard as recommended by local authority.

4 Do buildings and layout make it easy to find your way around?

The buildings and road layout are very easy to follow with ample space to turn emergency and refuse vehicles around without the use of unsightly and space wasting turning heads which are discouraged in 'Manual for Streets'.

5 Does the scheme exploit existing buildings, landscape or topography?

The existing bungalow is going to be removed as part of the development. Existing landscaping to the boundary will be retained.

Roads, Parking and Pedestrianisation:

6 Does the building layout take priority over roads and car parking, so that highways do not dominate.

The layout of the buildings have been carefully designed to give active frontages to the street scenes as recommended in the Department for Transport Manual for Streets document, so that areas of interest are created and draw your eye into various points of the development. Not only was the internal street scene important, but also the existing street scenes to Mill Lane and therefore these were developed to give front elevation views to Plots A (House 1)and Plot C (House 4,5).
Parking has been kept within the curtilage of each house with garage and defined parking bays to avoid off street parking.

7 Are the streets pedestrian, cycle and vehicle friendly?

The roads have clear visibility paths to allow car users to see any potential cyclist within the development and gives safe areas within the family zones (shared surface areas) providing no through roads with slow vehicle movement with a know community.

8 Is car parking well integrated so it supports the street scene?

Garages have been provided for each dwelling. External parking space has been contained within the curtilage of each dwelling and where possible set back within the frontage of the houses. Car parking areas can be softened by careful planting and landscaping around it. Landscaping to non ownership areas will be designed for low maintenance and include carefully selected trees with limited size and growth.

9 Does the scheme integrate with existing roads, paths and surrounding development?

There is one existing vehicle entrances off Mill Lane which has been used as entrance into the new development. The entrance will be widened to 4.8M and footpath on both sides of the access will be linked to existing pedestrian on Mill Lane.

10 Are public spaces and pedestrian routes overlooked and do they feel safe?

All public areas, paths and roads are overlooked by house frontages with the majority of the development also being visible from Mill Lane. The access road is wide and gives good visibility over long distances.

Design and Construction:

11 Is the design specific to the scheme?

The design is very specific to the location, care has been taken to enhance the existing boundaries and integrate the scheme visually into the existing street scene with active frontage to Mill Lane.

12 Is public space well designed and does it have suitable management arrangements in place.

The communal space within the site have been carefully designed to incorporate them into the ownership of the dwellings to ensure continued maintenance. Landscaping to non ownership areas will be designed for low maintenance and include carefully selected trees with limited size and growth.

13 Do buildings or spaces outperform statutory minima, such as Building Regulations?

All latest construction methods and materials will be carefully selected to achieve, and where possible, exceed all current legislation. Advances in heating, lighting and insulation have given designers the opportunity to incorporate the latest energy saving technology into schemes at affordable costs, and this will be looked at carefully as part of the design process on this scheme.

14 Has the scheme made use of advances in construction or technology that enhances its performance, quality and attractiveness?

All aspects of the construction process will be carefully considered. Proposed buildings have been carefully positioned to optimise natural daylight and heat. Low energy light bulbs will be utilized in the development. Dwellings are going to be heated by energy-efficient means. Building fabric is going to be highly insulated. Good quality external materials will be chose to achieve high attractiveness.

15 Do internal spaces and layout allow for adaption, conversion or extension?
The internal spaces have been carefully designed to suit the needs of the potential home owner, however, internal walls have been constructed in non load bearing metal stud and plasterboard partitions, and therefore adaption of room spaces could be accommodated if required. Externally the envelope has been constructed in traditional brick which would allow for extensions and conservatories if so desired.

Environment and Community:
16 Does the development have easy access to public transport?
The development lies adjacent to Mill Lane which is residential area. The site is very close to Earl Shilton town centre High Street. Mill Lane also leads to the edge of Motorway M69.

17 Does the development have any features that reduce its environmental impact?
As previously stated the design of the buildings will incorporate the latest heating, lighting and insulation to maximise energy saving and reduce the carbon footprint of the scheme.

18 Is there a tenure mix that reflects the needs of the local community?
The houses will be offered for sale on the open market and gives a mixture of 3, 4 and 5 bedroom houses.

19 Is there a mix of accommodation that reflects the needs of the local community?
There is a mix of house types and sizes to provide a choice for the prospective purchaser.

20 Does the development provide (or is close to) community facilities, such as schools, park, play areas, shops, pubs or cafes?
The site sits adjacent to Mill Lane which leads to high street in Earl Shilton. The site is very close to Earl Shilton town centre which provides all types of community facilities.

3.02 The Proposal

The proposals provide an appropriate highway access onto Mill Lane the nature of this road, its width and direction should ensure reduced speed of traffic entering the site. The existing frontage of houses has been respected in relation to the road.

All the dwellings are design to provide active frontages to the street as recommended by the new 'Manual for Streets' document, which both add interest and a sense of ownership and security. As a result the following principles are applied:

- Prominent doors face the access road.
- Habitable room(s) which may include kitchen (with windows) especially at Ground Floor level are visible from the street.
- Parking is provided as close to the properties as possible and are overlooked.

The choice of window styles will be consistent in proportion throughout the development and will be constructed in white UPVC to comply with all the latest Building Regulation requirements.

Adequate provision has been made for the storage and screening of refuse bins, providing a suitable collection point just within the edge of the site for the convenience of the authorities.

Walls and fences to a minimum height of 1.8 metres are proposed for rear/side private garden boundaries adjacent to a roads all as indicated on the drawings.

The design of the landscape and external spaces is as important as the design of the buildings themselves in defining the character and quality of space and places. Achieving an appropriate design of materials, boundaries and planting will create a distinctive character for the development as a whole and will be subject to final approval by the local authority Planning Department.

It is proposed to provide a coordinated and simple approach to the choice of street furniture, lighting and signage, keeping elements to a minimum to avoid visual clutter. Appropriate lighting will fulfil its basic requirement of adequately illuminating streets and other public areas at night to allow safe use by residents and visitors, whilst discouraging other unacceptable or criminal activities.

Fir trees are to be removed however these will be replaced with numerous smaller trees in the gardens of the properties. Tree species that are of an appropriate size, character and habit for their location will be chosen to create a distinctive and unified image which enhances the identity of the neighbourhood. The tree species selection will be based on a seasonal/decorative criteria, form and ultimate size, and maintenance requirements.

4. Proposed parking and external space.

4.01 Car parking spaces/garages for each dwelling will be provided within the site together with additional spaces as indicated on the Site Plan.

4.02 The existing site will be re-landscaped with grass shrubs and trees to soften the existing and new hard surfacing upon completion of the work as shown on the plan.

4.03 Boundary walls/fencing to plot boundaries to L.A approval.

4.04 Block paving to car parking spaces to L.A approval.

5.0 Assessment

The assessment of the site explains how the site was initially appraised and how the opportunities and constraints of the site, as existing, led to the proposed development in its current form. In order to achieve this, the 'local context' of the site was examined along with physical, social and economic issues and the established local and national planning policies.

5.1 Physical

5.1.1 Flood Risk Assessment

We believe the site is not identified by the Environment Agency as potentially prone to flooding. A flood risk assessment is therefore not included as part of the Planning Application.

5.1.2 Adjacent Buildings

Adjacent buildings are two storey houses.

5.1.3 Tree Survey/Arboricultural Statement

There are a number of trees to be removed from the Site, but these will be replaced with new planting and trees to new landscaped areas.

5.1.4 Land Contamination Survey

The existing site is of a domestic/rural nature and therefore contamination of the soil is not anticipated.
A contamination survey is therefore unlikely to be required.

5.1.5 Archaeological Assessment

The proposed site falls within an area of archaeological interest as detailed in the Historic Environment Record (HER) although it is not within the Historic Settlement core of Earl Shilton.
It is likely therefore that it will be a requirement for all works to be monitored by a specialist archaeological organisation approved by the local authority, and that the works are carried out in strict accordance with their specifications and that appropriate costs and a timetable for carrying out this work are allocated to the project.

5.1.6 Noise Assessment

The proposal is for a housing development within an existing housing area.
It is therefore not anticipated that a Noise Assessment survey will be required.

5.1.7 Air Quality Assessment

The proposals will in no way adversely affect air quality or be potentially pollutant. It is therefore assumed that an Air Quality Assessment is not required.

5.1.8 Daylight Assessment

The proposal will in no way adversely affect daylight enjoyed by other adjacent buildings, due to the distances provided between the proposals and the surroundings. It is therefore assumed that a Daylighting Assessment is not required.

5.1.9 Rights of Way

There are assumed to be no existing rights of way onto or across the site.

5.2 Planning Policy

The development has been designed to take into account and to satisfy all relevant Planning policies for this site and location.

5.3 Security

This development is a secure cul-de-sac development with parking contained within the cartilage of each dwelling to promote self regulation of car park security and will work well with a neighbourhood watch scheme.

6. Access

The buildings have been designed to incorporate current policies on providing reasonable access for all.

6.1 How access will be achieved

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The new vehicular access position will comply with L.A Highways adoptable standards and Department for Transport Manual for Streets Document 2007.
The Site is at the end of an adopted estate road. Past the Site, the road narrows down to a single track country lane which gives access to an equestrian centre. Past the equestrian centre the lane degenerates into an uneven potholed track.
From the Site entrance, visibility is very good in both directions and will comfortably achieve a minimum 70m visibility splay. The road is also infrequently used and has a speed limit of 30mph.

7.Conclusion

It is our view that this proposal has been designed specifically for this site with the immediate environment taken into consideration. This design and access statement and accompanying drawings which set out details on context, access, appearance/ design, layout and landscaping. We feel that the proposed design will not have an adverse impact on the character of the area and therefore it is hoped that the proposals can satisfy the criterion contained within the Local Plan Policies.