DESIGN AND ACCESS STATEMENT

FOR

SIX TERRACED DWELLINGS

AT

FARM ROAD, KENDRAY

FOR

THE LUKE HILTON TRUST FUND

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1. DESCRIPTION

The site is undesignated land within the residential area of Kendray between No. 90 and 100 Farm Road. It is not within any conservation area and is not green belt. This Outline Application seeks approval for six terraced dwellings on a site of 0.14 hectares and the site plan at 1:500 indicates a suggested footprint and parking layout.

2. USE

The proposals are totally residential in nature.

3. AMOUNT

The Outline Application suggests a footprint block which would result in 6 No two storey dwellings of approximately 1000 sq. ft. internal floor area.

4. LAYOUT

The application reserves layout details but we anticipate kitchens to the front (North) and Living Rooms to the rear (South) facing the garden area.

5. SCALE

The issue of scale has been addressed and a site topographical survey is enclosed with the application. Although 'scale' has also been reserved we feel that an indication of relative levels and heights will be useful for planning considerations. From the levels indicated we feel that there are no issues of excessive scale, mass or size from the proposal.

6. LANDSCAPE

We would expect the matter of landscaping would be dealt with by condition at the reserved matters application. By setting the proposed block to the building line of adjacent properties (90 and 100) we are able to indicate good sized rear gardens/amenity land. Any landscape scheme would include these areas together with details of planting and / or hedge to the perimeter footpath.

7. APPEARANCE

This issue is also 'reserved' but we anticipate the construction to be in facing brick with simple fenestration and detailing to match and be sympathetic with the surrounding dwellings.

8. ACCESS

The issue of vehicle parking and access has been carefully considered with the option of either providing two car spaces per dwelling at the front

of the units or to the rear with joint drives to the East and West. On balance we feel that the layout indicated on the site plan offers the best solution in that the vehicles parked at the front will be more visible and therefore more secure.
The rear garden areas will then offer better amenity land and greater privacy to each unit.
The single disadvantage of the front parking is that there will be no off-street turning available and vehicles will reverse onto the road. However, we consider Farm Road to be a quiet residential feeder road with little through traffic.
The issues of access for the disabled will be addressed at the Reserved Matters and Building Regulation stage. Level access for the parking, ground floor WC's and accessible switches and sockets will be incorporated. As the proposal is within an existing residential area the surrounding infrastructure ensures that the development will be fully sustainable.
The footpath indicated to the East, West and South perimeter will allow the residents to access their rear garden areas (for such matters as maintenance) without having to pass through the ground floor of the dwelling.

9. CONCLUSION

The proposal is fully compliant with the local and national planning policies and guidelines and will result in a useful addition to the housing stock of low cost, small (1000 sq. ft.) dwellings in line with the area and local housing requirements.