Design and Access Statement

This statement has been prepared in support of the application to create a new vehicle access entrance to the rear of Carlecotes hall.

1. Outline

There is currently no vehicle access to the rear of Carlecotes Hall as the existing right of way through The Grange was removed on the deeds dated July 2009.

This means that:

a. We have to use ladders to maintain the roof at the rear of our house and outbuildings. Because the ground slopes away from these buildings, the roof is effectively 2.5 storey height. Using ladders is therefore extremely dangerous

b. We are unable to access the 2 acre paddock, which is clearly visible from the village, with our lawn tractor and as a result it looks unkept and unsightly

c. Any maintenance and upkeep of the 8 acre woodland, including safe, seasonal trimming of trees overhanging a public right of way, is not possible because we have no vehicular access for elevated equipment.

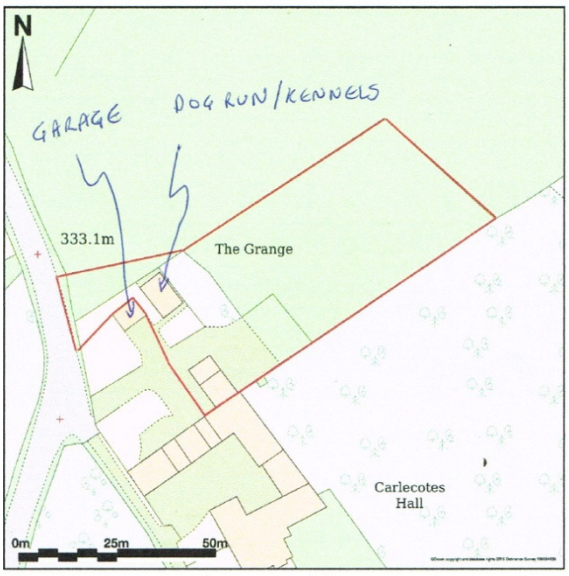
This application is for domestic purposes only (not agricultural or commercial). The proposal will not lead to any increase in traffic.

2. Application site appraisal

The application site is currently a grassed area of land falling away slightly from Brooke Hill Road.

The owner of the Grange has no objection to this development.

The access road would run east from Brook Hill Road past the rear of The Grange's garage. The '01 Block' shows a structure across the proposed route. This is an existing dog run (see image below) made from two timber garden sheds that are in a dilapidated state of repair. These will be removed irrespective of the outcome of this application as they are unsightly.



3. Design proposal

Overall, a high standard of design will be achieved and the following considerations have been taken into account:

a. The access route has been sited as close as possible to the garage to reduce encroachment onto the adjacent field
b. The proposed application will provide access for domestic vehicles and lawn mowing equipment (garden tractor) and the applicant does not own any agricultural vehicles
c. The proposed design includes a 7m set back so that vehicles can pull off the road before opening the gate.
d. Other vehicles required to carry out the tasks detailed in 1a and 1b above safely would use the access
e. The proposal would use dry stone walling throughout to match existing
f. The gateposts would be natural stone and match those in close proximity to the site.
g. There will be no storage of any materials on or near the proposed access

4. Trees and hedges

The proposal does not involve the removal of any trees

5. Flooding

Flooding details have been checked on the Environmental Agency website and there is no flooding implications on this site.

The new access route slopes away from Brook Hill Road and therefore would not cause an issue with rainwater run-off onto the highway or verge. The access route surface would also be permeable, again eliminating the likelihood of surface run off. The height of the ground on the access route would not be changed.

6. Design

The entrance of the new access from Brook Hill Road would have natural stone gateposts that would match a pair in close proximity to this site. A timber field gate would be hung on the stone posts so that it was indistinguishable to the other field entrances in the area.

All dry stone walls would be completed by locally based, professional wallers.

The surface of the proposed new access would be of a hard material to avoid mud and debris being trailed onto the road. As with the gateposts, it would be from locally sourced material. This would be levelled, graded, compacted and of a size that would not adhere to vehicle wheels, preventing any material being trailed onto the road. The work would be carried out by a professional surfacing company.

Conclusion

Overall, therefore, the application presents a scheme that is appropriate to the setting of the site, with the intention to provide a proposal with a sympathetic scale and use of appropriate materials that is in keeping with the area.