

## **Design and Access Statement**

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### **Design**

The proposed development is five detached dwellings. This is in accordance with the outline planning consent (your ref: M06/P/0162 condition 12) which limits the extent of development due to the use of a private road to access the site.

The design of the proposed development is a consequence of the local context. Particular regard is had to the fact that the site is adjacent to the private rear gardens of the existing dwellings on Lea Road and to the opportunities of a site adjacent to the open countryside.

The dwellings are organised on the site around a private access road – this has been located and designed:

- To form the simplest route into the site taking a minimum amount of space away from dwellings (i.e to use the available area efficiently and sustainably)
- To keep vehicle movements at a reasonable distance from the rear boundary of the existing dwellings on Lea Road
- To assist in the creation of identifiable 'fronts and backs' to the proposed dwellings.

The dwellings follow the geometry of the access road and effectively divide the site in two – a side facing the open countryside and the other facing the rear gardens.

It is proposed to place two dwellings adjacent to the rear gardens – these are placed off the boundary (by approximately 1.5m) and orientated to present end elevations to the Lea Road properties preserving the privacy of the existing gardens. This orientation spaces the dwellings out along to reduce the visual effect along the boundary. These dwellings are smaller than others on the site and of compact design to further ensure that the massing is not unreasonable.

It is proposed to place three larger dwellings facing onto the paddock – these occupy wider sites in order to maximise the benefit of the countryside view across the paddock. The designs vary to respond the middle and ends of the site, and also to prevent any overlooking of the private gardens of the other two dwellings.

Particular attention is paid to the access road elevation design where differing eaves heights and set backs in both layout and detail will prevent a monotonous 'tunnel' effect, and provide interest and a feeling of space along the road.

All the dwellings offer large private garden spaces with the potential for outbuildings/small extensions if desired.

Three different designs are offered on the site according to their position and context, and this will offer visual interest. The materials and details will be traditional reflecting the local vernacular and help to ground the proposed dwellings in the area.

It is proposed to treat the access road as a shared surface road in order to give the highest quality external environment and introduce a more relaxed 'rural' feel to the proposed development. The passing area on the existing private road will be maintained – a bin store will be included in this area such that a refuse lorry will not have to enter the main part of the site, and can use the passing area and new private access road as a turning head.

A high quality hard and soft landscaping scheme is proposed to include new treatments up to each boundary (built on the development land only) – this will include a 'ha-ha' or sunken fence to the west boundary.

## **Designing Out Crime**

### **Approach and External Circulation**

Vehicle and pedestrian access to the new dwellings will be via a new private drive accessed from Moorhouse Close. The rest of the perimeter of the site will be walled/fenced as shown on the drawings.

The approaches to the main entrances of both dwellings are overlooked from the properties and can be viewed from the street. Car parking will be on site and vehicles will be visible from the properties.

### **Doors**

Main Entrance Doors – Doors to be constructed to BSI PAS 24-1: 1999 'Doors for Enhanced Security, and BSI PAS 23-1: 1999 'General Performance Requirements for Door Assemblies'. Doors to incorporate multi-point dead-locking system, external release to be by use of key not lever.

Glazed Patio Doors/French Doors: To incorporate multi point locking system – all glass to be minimum 6.4mm laminated.

### **Lighting**

External lighting to be installed to all external areas to BS 5489. Activation by PIR will be considered

### **Landscaping**

New landscaping to complement existing retained landscaping, to be designed to avoid the creation of hiding spaces and to avoid compromising the field of vision from properties.

### **Dwelling Identification**

Clear signage to each property to be visible from the highway

### **Access to Meters and Postal Deliveries**

Utilities and post boxes are to be access externally to avoid the need for access into internal communal areas.

## **Access Statement**

The proposals have been prepared to be fully compliant with Part M of the Building Regulations (revised 2004) with respect to access for both ambulant and wheelchair disabled persons:

### **Local Transport**

The site is off one of the main roads leadig into central Gainsborough and is well served by public transport (bus). A local service train station is within 15 minutes walk

### **Approach to the Dwelling**

It will be possible to travel to the site by car and to approach close to the main entrance of both dwellings. The main entrance doors will have a level threshold and a minimum width of 775mm (915 proposed)

### **Entrance and Circulation within the Dwelling**

The main entrance opens into a wide space suitable for putting on coats and access by a wheelchair. Internal doors are proposed to have level thresholds and a minimum width of 750mm (proposed 915 to dwelling entrances, 770 or 825 within). The new dwelling will have access to a toilet suitable for use/adaptation for use by the disabled at entrance level. Stairs have been designed in accordance with the requirements for the ambulant disabled, having a stair width of greater than 800mm with handrails to both sides. It will be possible to adapt this stair to install a chair lift

