P 4 Architecture
A Member of the Chartered Institute of Architectural Technologists
Architectural & Construction Project Management Services

Lodge Hill, Wallbridge Drive, Leek
Staffordshire Moorlands, ST13 8TF
Mobile: (44) 07962 062 618
Email: P4architecture@hotmail.co.uk

# Design & Access Statement

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| Project | Mark Brassington<br>Park Bungalow<br>Blakeley Lane<br>Dilhorne<br>Stoke-on-Trent ST10 2PS | Project No. | MABR/2017 |

## 1.00 INTRODUCTION

1.1 This Design & Access Statement is submitted in support of the resubmission of Full Planning Application for the proposed replacement of a timber framed three bedroom bungalow known as Park Bungalow, Blakeley Lane, Dilhorne, Stoke on Trent. Previous application reference SMD/2017/0526. In addition the application seeks to make further adjustments to the residential curtilage by trading a section of garden area for what would originally have been agricultural land. Also included in this Application is a proposal to replace the existing prefabricated garage with a new brick built garage in close proximity to the vehicular access.

## 2.00 CONTEXT

2.01 The property known as Park Bungalow is situated in Blakeley Lane on the A52 on the northern boundaries of Dilhorne with Kingsley Moor.

2.02 The property which is partly timber framed was constructed in the early 1920's and is considered to be inadequate in modern living standards. The building although sub-standard was occupied as a tenanted residential property until 19 months ago.

2.03 The site area as illustrated on the Site Plan and Block Plan edged red is equal to 818m2 with elongated roadside garden areas. The garden areas are currently cut grass without boarders or planting.

2.04 The curtilage of the residential boundary produces a narrow strip with road frontage of approximately 70m with a depth of approximately 14m. The relative lower floor levels to the higher road surface varies between 1.0m-1.5m.

2.05 As the property lies in close proximity to the A52 Trunk Road the property is subject to increasing problems of vibration, pollution and noise from traffic volumes and in

particularly that generated by the heavier commercial vehicles associated with trunk roads. The Highway modifications carried out over the past 90 years have seen considerable modifications in terms of surfaces, levels and carriageway widths resulting in a particularly poor relationship of highway and property occupancy.

2.06 The property is serviced by existing mains water and electricity. The property is not connected to mains drainage, but does have the benefit of a septic tank which is in good working order and will be retained. Storm water runs to soakaways which would be retained for future use.

2.07 The property is serviced by two vehicular access points the original which due to highway modifications is now a steep concrete driveway which lies in close proximity to the east side of the property and is used infrequently. The second access point lies to the west which combines with field access and has over more recent years been the preferred safer option.

2.08 There is a single tree located in the boundary area with the A52 which lies within the hedgerow area and will not be affected by the proposal. This is shown on the submitted Site Layout Plan.

**3.00 DESIGN COMPONENT**

3.01 The proposal would seek to maintain three bedroom accommodation with the necessary re-positioning of the building footprint away from the existing hazardous relationship with the A52 Truck Road. This would be achieved through the trading of land designation and the re-shaping of the residential curtilage. The land to be exchanged from residential to agricultural land is 264m2 with a slightly reduced amount of 236m2 to become curtilage to the proposal. This is detailed in drawing No. MABR/PP/02/002 /B. The repositioning of the property away from the highway produces considerable improvements not only to the safety of occupants but would also produce environment improvement in the relationship of air and noise pollution.

3.02 Due to the nature of ground levels the proposal would benefit form a split level designed property, retaining the single storey proportion to the roadside elevation whilst to the rear creating a lower ground level which follow the contours with dormer type accommodation over. It is believed that the repositioning of the property away from the highway will minimise the otherwise small impact which would have been produced had the proposal have been located on the line of the existing property frontage. R2 of the Adopted Core Strategy supports *Proposals for replacement dwellings, provided they do not have a significantly greater detrimental impact on the existing character of the rural area than the original dwelling or result in the loss of a building which is intrinsic to the character of the area.*

3.03 Whilst the proposal would seek to increase the floor space by a modest amount this would be necessary to meet minimum housing standards for a three bedroom property. The increased floor space being largely down to much needed circulation and amenity space. The original property being inadequate in this respect as most of the habitable rooms stem from the Living Room which is also the main entrance. See Plans as Existing included in the submission Ref MABR/PP/02/001. The floor area would increase from the current 61m2 floor area by approx. 59%. However the existing floor area is particularly small for a three bedroomed property and when compared to that of the permitted development rights for the existing property which would be single storey extension works. It is thought that the

footprint could be increased by in the region of 116%. Drawing No. MABR/PP/02/003/A illustrates how this figure is achieved.

3.04 The revised design for the proposed dwelling would provide a selection of traditional materials which would be a red / brown brick with grey plain tile roof covering, which would be considered under a conditional approval.

3.05 It is proposed that a new detached single garage will replace the sub-standard prefabricated garage which is a concrete panel structure, which is poorly located on the east side of the current dwelling. The new garage would be sited to the west side of the property accessed to the highway by existing vehicular access. The garage floor level would be constructed at level appropriate to the existing access arrangements and the new dwelling. Materials would be those as specified for the main dwelling.

3.06 Off road parking will be provided for a minimum of 3 vehicles together with associated turning facilities.

3.07 A shrub and tree planting proposal would be considered as part of a conditional approval.

**4.00 ACCESS STATEMENT**

4.01 The property would be accessed from the upper and lower ground floor levels both doorways providing a 830mm clear width opening and level to meet the requirements of Part M of the Building Regulation.

4.02 A new vehicle parking area located to the area adjacent to the new side entrance and provides ideal and convenient access to the main residence and new garage block.

4.03 The provision of open plan living area, ground floor toilet facilities, bedroom and bathroom create enhanced disabled facilities.

4.04 Public transport is available in Blakeley Lane the bus stops located approximately 40m and 100m to the west of the gateway to Park Bungalow. The First bus services 32 & 32A proving direct connection to Hanley (Stoke on Trent), Cheadle, Uttoxeter and Rocester. To supplement this service there is also a regular bus service run by Clowes's Bus Service 234 which runs between Leek and Cheadle. Local school bus services connect with various primary schools and secondary school, Moorside ( Cellarhead) , Cheadle Academy and Painsley RC Collage ( Cheadle)

**5.00 Conclusion**

5.01 It is appreciated that the proposal would see an increase the current height to achieve the required dormer bungalow accommodation. This however will produce a single storey appearance in its relationship with the highway and neighbouring property.

5.02 This area of Blakeley Lane has already seen a number of properties being redeveloped and in some cases rebuilt to provide improved accommodation. The proposal is considered to modest sized property which will aim to provide further improvement to this small settlement.

5.03 The replacement of this timber clad and brickwork dwelling what would have been described when built in the 1920's as temporary and could not be regarded as a sustainable property. With issues such as poor layout of internal arrangement, thermal gain in the summer and loss in the winter months, unacceptable proximity and association with the highway. The replacement property would see a considerable improvement in occupancy living standards, energy savings and general amenity.

5.04 It is believed that adjustments to the positioning of the property together with the improvement of associated levels would define the success of this replacement dwelling in planning and design terms. Concluding in the provision of a sustainable family sized property which would produce the benefits of modern facility with adequate space provision.