SCHEDULE OF DOCUMENTATION IN SUPPORT

Application for Approval of Details Reserved by Planning Conditions

Planning Permission SMD/2019/0255

Proposed Detached House and Detached Garage/Log Store and Associated Access and Parking Arrangements

Blacksmiths Farm, High Street, Kingsley ST10 2AE

Condition 3. (Materials)

Facing Bricks

It is proposed to use Wienerberger Kassandra facing bricks on all external elevations of the new house, single garage and detached garage/log store. The chosen brick type comprises a mixture of different colours and hues, as may be seen below, and has a fine textured surface. It is not dissimilar to the brickwork of the host dwelling and, it is considered, will blend satisfactorily with its surroundings.



Roofing Tiles

The roof tiles proposed to be used on the roofs of the new house, single garage and detached garage/log store are, as shown below, Marley Eternit Hawkins Clay Tiles - Staffordshire Blue colour, 265mm x165mm.



The proposed roof tiles are of a similar size, colour and texture to those traditionally used in the locality, many examples of which remain to this day. The minimum roof pitch for which these tiles are suitable is 30 degrees – the roof pitches of the various elements of the proposed development are 35 degrees and therefore the proposed use of the tiles accords with the manufacturer's technical requirements.

Quoins and Window Cills

It is proposed to use reconstituted stone chamfered quoins on the new house (as illustrated below) supplied by “Addstone” in a Bathstone colour and having a smooth texture. Window cills supplied by the same Company will be used throughout the new house to match. Stone cills of a similar colour are a feature of the host dwelling.



Paving Slabs

The pathways and proposed rear patio are to be paved using Marshalls Pendle Buff 600mm x 600mm flagstones as illustrated below.



Gravel Drive and Parking Area to New Dwelling

The gravel driveway between the access road and the frontage of the new house and the associated parking area is proposed to be surfaced in 20 mm sized Peakstone aggregate (sometimes referred to as Dove Grey stone). This natural material is shown in the photograph below. The size of the aggregate and its angular shape provide a firm porous surface, the individual stones of which are less likely to “travel” when subjected to vehicular movement than gravels having a rounded and smooth profile. The colour of stone chosen attractively darkens as rain dampens it.



Peakstone Aggregate (Dove Grey Stone)

Access Road

The material proposed to be used in resurfacing the access road back from the boundary with the public highway is black porous tarmac.

Condition 9. (Visibility Splay)

This condition requires details of a 2.4m x 30m visibility splay to the south of the access position to be submitted for the approval of the Local Planning Authority. The requisite splay line is shown in blue on Drawing reference R 51 EKIN A4-2 submitted with this application - the X distance is 2.4 m measured back from the edge of the carriageway along the centre line of the widened access drive and the Y distance is 30 metres measured along the carriageway kerb line in a southerly direction from the centre line of the widened access drive. It may be noted that the splay appears to clip the edge of a low frontage wall nearest to the back of pavement line and if this is the case when the line is set out in detail on site then the portion of wall concerned, which is in the ownership of the applicant will be reduced to a maximum height of 900mm above the adjoining carriageway level as required. It is confirmed that the approved visibility splay will be provided fully in accordance with the terms of condition 9 prior to the new development first being brought into use and thereafter it will be maintained free of obstructions to visibility over 900 mm above the adjacent carriageway height. It may be noted that the existing telegraph pole (which is operational) situated at the back of pavement line clearly is not owned by the applicant. Its retention, however, will have little practical impact upon visibility and does not worsen the existing situation.

Condition 11. (Surface Water Drainage Interceptor)

Drawing reference R/51 EKIN A4-1-1 submitted with this application shows the proposed installation of a surface water drainage interceptor channel to reduce surface water run-off reaching the carriageway, as requested by the County Highway Authority. The channel will discharge to a proposed soakaway. The amount of surface water run-off from the driveway will be less than otherwise would be the case, because of the use of porous tarmac to surface it.