

Design and Access Statement

Brief

Due to poor vehicular access to the site near the railway bridge the application is for a new access which will improve both ingress and egress for vehicles visiting the property. The proposed access and changes in ground levels are commensurate with previous plans which were assessed and found to be acceptable by the Planning Inspector. This is shown on the Driveway Plan 'Drg: 2013.003.01.A'.

Design Response

Whilst in discussions with LPA Officer and Tree Officer it was recommended that due to the engineering works that it would be safer to remove trees adjacent to the access and plant replacements using a landscaping scheme. At this suggestion a Chartered Landscape Architect was instructed to design a scheme that would retain the character of the area whilst improving the ecology by the number and type of trees and plants used. This is shown on plan '433 01 Planting Plan' and roadside elevation on 'Drg: 2013.003.08.A'. No TPO trees will be removed, pruned or affected by the proposed plan. The dwarf retaining walls will be made of similar stone to other walls on site. Cross sectional elevations and their positions have been provided on 'Drg: 2013.003.02.A', 'Drg: 2013.003.03.A', 'Drg: 2013.003.04.A' & 'Drg: 2013.003.05.A' to demonstrate maximum reduction in ground height is 2m and that the majority is less than 1.5m, the proposed contours are also provided on 'Drg: 2013.003.07.A' to demonstrate this further. The current contours, trees and heights are on plan 'Topographical & Tree Survey'.

The Canal & Rivers Trust has not be consulted as this the closest point of this application is in excess of 10 away and even accounting for height rise does not come under the Party Wall Act. Also the closest engineering works is limited to the bottom of the stone wall that retains the current concrete parking area and will therefore not alter the Southern embankment or affect the stability of the slope as lateral loads on the slope will not increase.

The current use of the land is garden curtilage and to current known knowledge is not contaminated.

Access

Currently access to the site is by a track that is tight to the road and on a bend near the railway bridge. The entrance is such that it takes some manoeuvring to leave the access in a Westerly direction without crossing the double white lines. The current access does not allow for the ingress and egress of vehicles at the same time.

This design has been positioned to accommodate visibility splay and forward visibility figures provided by the highways authority whilst maximising protection of the TPO'd trees along the road edge due to the required engineering works.

To satisfy highway requirements the plan Visibility Splays 'Drg: 2013:003.006.A' shows this detail, dropped curbs and drainage.

This design allows for both ingress and egress of vehicles at the same time. The entrance and immediate manoeuvring area have a maximum rise of 1:10 as provisionally allowed by highways in this particular instance.

Summary

This design has been discussed with the highways department and was provisionally indicated as appropriate. The design and landscaping have also be discussed at length with the LPA. The planning application is intended to formalise the design of the driveway access and seek approval for a much improved design which will also retain the Sylvania character of the area.