



South Derbyshire District Council

29 JUL 2019

Community & Planning Services

DESIGN AND ACCESS STATEMENT FOR PROPOSED ERECTION  
OF 3 NO DETACHED DWELLINGS.

On Land to the Rear of 180 Linton Heath, Linton,  
Swadlincote, Derbyshire.

For: Mr & Mrs R. Perry.

## 1. Introduction

1.1 This Design and Access Statement (DAS) accompanies an outline planning application for the use of a vacant plot for residential development to rear of 180 Linton Heath, Linton, Swadlincote, Derbyshire.

1.2 As this is an outline proposal with no specific design completed, some aspects such as the social and economic context, are of limited applicability.

## 2. Design Principles and Concepts

### 2.1 Amount

2.1.1 The site has an area of 0.06 hectares. Guidance in Planning Policy recommends a minimum density of 30 dwellings per hectare. To meet this minimum density suggests the site would be suitable for three dwellings. All the existing properties on Linton Heath are terraced or semi-detached style dwellings.

2.1.2 It is recognised that new housing development cannot be viewed in isolation. It emphasises the wider context and the townscape.

2.1.3 In developing the site the following 7 criteria have been considered. Each of the criteria is considered below:

(i) The site is within the existing Linton village settlement boundary and is not allocated for an alternative use. Previous use has been as a lock up garage and garden area, the plot for 3 dwellings was originally purchased along with 180 Linton Heath.

(ii) It has no effect on the access, parking or amenity space arrangements of any existing dwellings.

(iii) The existing 4.0m wide access to the plot is to be retained to serve the proposed development, No 180 Linton Heath will retain a right to use of this access.

This is acceptable to the highway authority, and the access itself would not harm neighbours

(iv) A dedicated access can be provided to the proposed dwellings and can be constructed to achieve the requirements of the highway authority. Off road parking for 6 vehicles is achievable. The majority of parking to dwellings on Linton Heath is "off-road"

(v) The site is not on the edge of the settlement and forms an infill to the existing settlement.

(vi) The proposed design would be such as to blend with the existing streetscene and would be considered such that it would not cause a loss of privacy to adjacent properties.

2.1.4. Consideration has been given to the scale of development possible and a maximum of 3 detached type dwellings is considered achievable.

## 2.2 Layout

2.2.1 The existing dwellings on Linton Heath are predominantly semi-detached style dwellings, many of which are ex council stock, constructed in the early part of the 1960's.

2.2.2 The driveway within the site is dedicated solely to the new dwellings.

2.2.3 Any future layout proposed would meet the requirements of the local planning authority and be subject of a detailed planning application.

## 2.3 Scale

2.3.1 A design will be prepared so as to demonstrate the appropriateness of the scale relative to the existing adjacent properties. This again will be subject of a detailed planning application.

2.3.2 The suggested design of the dwellings has been configured to take account of adjacent properties and elevations adjacent to boundaries. To this end the style of dwellings has been considered to blend well with the existing street scene. The dwellings have also been set as far back on the plot as possible to minimise the effect at the rear on existing adjacent properties.

2.3.3 The depths of existing properties in Linton Heath are extensive and as such there are no issues with loss of privacy or overlooking.

2.3.4 The Circular accompanying the regulations says that the elements of the design have to be justified in terms of human scale. As this is a domestic application designed to relate well to its neighbours it is considered to be well related to the human scale.

## 2.4 Landscaping

2.4.1 The site has been a maintained garden area for many years and has no other use, it is not associated with any other adjacent dwellings. There are no existing plants or shrubs on the site, an area of land to the frontage will lend itself to some ground cover planting.

2.4.2. The boundaries to the site are predominantly 1.8m high close boarded timber fences, in view of the garden layout it is relatively private and again no changes are proposed.

2.4.3 Currently there is a low brick wall as means of enclosure on the front of the site and the existing open aspect will remain.

2.4.4 The front garden will be laid as small planted beds adjoining the block paved parking areas.

2.4.5 Driveways are a standard feature in Linton Heath and existing parking is largely based off road.

2.4.6 The Circular accompanying the regulations says that a DAS must explain how landscaping will be maintained. In this case all the space is private and the apartment owners/residents will maintain the landscaping.

## 3. Access

### 3.1 Access to the Transport Network

3.1.1 The site is within the built up area of Linton. It is well located for pedestrian access to facilities as set out below.

2.3 Convenience shop – 1000 metres

2.4 Local shopping centre – Three mile

2.5 Doctors – Three a mile.

2.6 School – Half a mile

2.7 Public open space – Half a mile

In all cases there are no steep gradients or major roads to cross, giving good accessibility to all in the community.

3.1.2 There is no local special provision for cyclists and as this is a small residential development it is inappropriate for this development to make any off site provision.

3.1.3 Public transport is well provided for in the locality. There are bus stops on the main road adjacent to the school, these are less than 500 metres from the site. The service to Swadlincote town centre is half hourly during the day, reducing to hourly from 6pm through to 11pm. The bus service gives access to employment and shopping facilities as well as

evening entertainment.

3.1.4 The location of the site is sustainable and with the exception of cycling has good provision for means other than the car.

### 3.2 Car Provision

3.2.1. The scheme allows for off road parking of six cars to serve the proposed dwelling.

3.2.2 The proposal does not allow for any garages.

### 3.3 Inclusive Access

3.3.1 The development site is predominantly level, and a gently sloping access is provided from the footpath in Linton Heath to the front doors. A block paved surface is proposed. This is suitable for use by prams and wheelchairs, as the textured base means it has a firm surface.

## 4. Consultations

4.1 The neighbours adjoining the site have not been consulted.

4.2 The Environment Agency's website has been checked. This shows that the site is not subject to flooding.

4.3 As this is a private housing development and not a public building no consultation has been undertaken with any access group.

