

DESIGN AND ACCESS STATEMENT

**MR D. WHITFIELD.
FORMER BECKERMET GARAGE,
NURSERY ROAD, BECKERMET**

DOC. REF: 25/02/1072 – DAS

PROCESS / USE

The application relates to the former Beckermet garage site on Nursery Road, Beckermet hereafter referred to as '*the application site*'.

The application site benefits from an outline planning permission (OPP) granted on 13/10/2023 under planning ref: 4/23/2034/001.

The application seeks reserved matters approval for 5 dwellings including access, layout, scale, appearance and landscaping. The submitted design is informed by pre-application advice, issued on 16/06/2025 under ref: PAA/25/0013.

A separate application will be submitted to address all pre-commencement planning conditions.

The reserved matters application is accompanied by the following:

- Location Plan.
- Existing Site Plan.
- Proposed Site Plan.
- Plot 1 Proposals.
- Plots 2 to 5 Proposals.
- Street Scene.
- Plot 1 Garage Proposals.
- External Material Schedule.
- Design & Access Statement.

AMOUNT

The proposed development comprises 5 dwellings.

Plot 1 is a 4-bed detached dwelling on two storeys with a G.I.A. of 170.10m². Plot 1 benefits from a detached garage with a G.I.A. of 16.50m² and in-curtilage parking.

Plots 2 to 5 form a terrace of four dwellings all of which have three bedrooms over three storeys with the upper storey being room in the roof accommodation. All the properties are the same size with a G.I.A. of 114.80m².

The dwelling types vary in accommodation, size and layout and result in a good mix catering for a variety of requirements and budgets.

LAYOUT

The OPP was supported by a Design Code. The PAA response confirmed that the sketch proposals submitted with the PPA application '*broadly complies with the previously approved and conditioned Design Code*'.

As stated above, the proposed development comprises 5 dwellings with parking at the rear of the site accessed by a private, shared access road. The location of the parking area is such that cars are concealed from view from the public highway.

Plot 1 is in a standalone plot located to the east of the access road. It has a large rear south facing garden with a detached garage located to the southwest of the dwelling. The garage is served by an appropriately sized private access drive.

Plots 2 to 5 are located to the west of the access road and form a terrace of four dwellings fronting the public highway. This arrangement reflects and responds to the character of the Conservation Area. All properties have an appropriately sized south facing rear garden accessed directly from the parking area.

Plots 2 to 5 benefit from two dedicated parking spaces each located in the parking area to the rear (southwest) of the site. The circulation area is sized so that cars (and small vans) can turn and egress the parking area in a forward gear.

Refuge collection will be direct from the public highway. Refer to 'Access' section below for further commentary.

It is considered that the proposed site layout ensures that adequate curtilage and a satisfactory level of amenity have been provided for all dwellings.

SCALE

Scale and massing of all dwellings is two storeys with plots 2 to 5 benefitting from room in the roof accommodation.

LANDSCAPING

Hard landscaping:

The access road along with the circulation space in the parking area will be finished in tarmac. The private drive serving plot 1 and parking spaces serving plots 2 to 5 will be finished in pavers. Perimeter paths and patios will be finished in Indian sandstone.

Soft landscaping:

The frontage planting to each property will be low level and will be maintained by each homeowner/ occupier. There are only two small areas of communal planting which will be maintained by the management company. These comprise a small shrub bed to the rear of plot 1 garage and a larger area alongside the gable of plot 2 which includes the bin collection point. Private lawns will either be turfed or seeded.

APPEARANCE

The appearance of the dwellings and proposed external material palette are appropriate to the Conservation Area location.

An External Material Schedule has been submitted as part of the application.

ACCESS

Access was not considered as part of the OPP, so the reserved matters submission seeks approval for access.

The proposed development is accessed via a new junction with the public highway. The PPA response confirmed that the proposed single point access was in the most suitable location. The required visibility splays of 43m in each direction have been provided as requested by the HA in the PPA response.

The private, shared access road within the site is designed to suit this small-scale residential development with a road width of 4.10m.

Plot 1 benefits from a detached garage and in-curtailage parking. The parking area serving plots 2 to 5 is at the rear of site with two dedicated parking spaces provided for each property. The circulation area is sized so that cars (and small vans) can turn and egress the parking area in a forward gear.

A frontage footpath is proposed at 1.20m wide. This footpath will remain private and not be dedicated as part of the public highway with maintenance being undertaken by a management company in conjunction with other communal areas on site. The PAA response suggested a 2.00m wide footpath would be required however it is considered that such a footpath width would be unnecessarily over-sized and would be detrimental to the character of the conservation area.

The frontage footpath is extended alongside the gable of plot 2 also at 1.20m wide and terminates at the entrance to the parking area. The footpath will provide a safe pedestrian route through the site.

The frontage footpath is separated from the public highway by a low sandstone wall. We consider the frontage wall is essential to retain character in the conservation area and being maximum 1.00m high, will not affect visibility. The frontage wall is dual-purpose in that it will also prevent fly-parking on the proposed frontage footpath.

Refuge collection will be direct from the public highway as is the case with the village generally. There is a bin collection point located within 12m of the public highway accessed via a footpath. The rear garden access gate to each property is located within 30m of the bin collection point. The above demonstrates alignment with the requirements of the CDG 2018.

Emergency vehicle access will also be direct from the public highway. All points within the properties are accessible inside the maximum distance for firefighting as required by the Building Regulations.

The public highway is adequately lit by existing street lighting.

The new access road and parking area will be lit by low-level lighting bollards which will either be solar powered, or mains fed via a landlord's meter and maintained by the management company.

Alpha Design
30/01/2026