

PDP

The Planning & Design Partnership Planning.. Architecture.. Interiors.. Landscape

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DESIGN & ACCESS STATEMENT

18no. PROPOSED DWELLINGS TO LAND NORTH OF
LAKESIDE WAY, NORTON. YO17 9PG.



AERIAL VIEW OF SITE

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1. INTRODUCTION

This Design and Access Statement has been prepared in support of the outline planning application submission with some matters reserved for residential development on the site lying north of the modern housing development bounding Lakeside Way, Norton.

The Design and Access Statement has been carried out in accordance with the guidance published by CABI regarding the preparation of such statements. The statement has been written to show the efforts that have been made to provide for a development that will be compatible with the site's surroundings, having regard to local character and will be accessible and inclusive.

The National Planning Policy Framework (PPS1) sets out the general planning policies on the delivery of sustainable development through the planning system. Under section heading of 'Design' PPS1 states that:-

"Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning."

PPS3 Housing seeks to promote more sustainable residential environments through requiring developers to make efficient use of land and states that good design is fundamental to this objective. It also includes an emphasis on the need to design in order to create places for people. New, well designed development can enhance the character and quality of an area and intensification need not result in increased building heights or low quality accommodation with inappropriate space.

2. ASSESSMENT OF SITE

The application site lies within the market town of Norton and is identified as being within the development limits site no. 423 set out on the proposals map of Ryedale District Local Plan which was adopted in September 2013.

The application site is located north of Lakeside Way which forms the principle road within a modern housing development and is currently occupied by Rawlings Agricultural depot which is now redundant. It is bounded on all sides by housing development from various eras and has a public footpath running along the southern boundary.

The site is 0.5 hectares in area and triangular in shape. Buildings and open roofed structures currently occupy the site comprising corrugated metal roofing to the main building, metal barrel vaulting to sheds and timber construction to walls. Hardstanding areas surround the buildings with much of the site being grassed with some trees and shrubs. An arboricultural survey has been undertaken to provide detailed, independent and arboricultural advice on the trees present in the context of potential housing development on the site.

In planning terms, the site is considered to be 'previously developed'. The National Planning Policy Framework for Housing (PPS3), requires local planning authorities to deliver a "flexible responsive supply of land including the re-use of previously developed land, where appropriate". Therefore, as the site is defined as a 'brownfield' or 'previously developed' site and located within the agreed development limits it is considered that there are not any policy constraints that will prevent the site being developed for residential use.

3. USE & AMOUNT

It is proposed to provide 18 new dwellings on the site by demolishing the existing agricultural buildings. The 18 dwellings would meet the minimum housing density requirement of 30 dwellings per hectare as set out in PPS3.

The proposals envisage that the dwellings will comprise a variety of house types in a variety of sizes. Each unit will have the required amount of parking provision situated on the driveways and permeable communal car parking areas on the site.

Overall, the indicative layout for the development proposes a mix of two storey residential dwellings, providing for a range of needs and the inclusion of affordable homes. Provision has been made for 1 bedroomed flats with parking/cycle & refuse storage provision; 3 & 4 bedroomed semi-detached houses with garaging; 4 bedroomed linked detached with integral garages and 5 bedroomed detached with garages. Each house unit will have an adequate amount of parking provision provided by permeable hardstandings to the front.

Accommodation Schedule

Building No.	No. of Beds	No. of Floors	House Type	Parking Provision	Cycle/Refuse Storage
1	5	2	Detached	Integral garage & drive	Garage
2	3	2	Semi	Detached	Garage
3	3	2	Semi	Single garage & drive	Garage
4	5	2	Detached	Integral garage & drive	Garage
5	4	2	Detached	Integral garage & drive	Garage
6	5	2	Detached	Integral garage & drive	Garage
7	4	2	Semi	Integral garage & drive	Garage
8	4	2	Semi	Integral garage & drive	Garage
9	4	2	Linked	Integral garage & drive	Garage
10	4	2	Linked	Integral garage & drive	Garage
11	5	2	Detached	Integral garage & drive	Garage
12	5	2	Detached	Integral garage & drive	Garage
13	1	1	Flat	Carpark Space	External Store
14	1	1	Flat	Carpark Space	External Store
15	1	1	Flat	Carpark Space	External Store
16	1	1	Flat	Carpark Space	External Store
17	1	1	Flat	Carpark Space	External Store
18	1	1	Flat	Carpark Space	External Store

4. PLANNING POLICY CONTEXT

Please See Planning Supporting Statement by Yew Tree Associates.

5. LAYOUT & SCALE

In line with national and local government policy, considerable importance has been placed on arriving at a layout which has been well thought out, to provide for a development that is compatible with the site's surroundings, having regard to local character and which is accessible and inclusive.

The site has space to provide enclosed private amenity space for each house comfortably with adequate space for waste/bin storage either externally to the rear of each property or within the curtilage of the garage. The one bedroomed flats have an external single storey storage building for cycle storage to one half and refuse/recycling waste store to the other with accessible communal gardens to front and rear.

The majority of the housing surrounding the site is two storey and this theme has been continued on the site including the affordable flats situated on the eastern end of the site. It is proposed that the flats be accessed via St. Peter's Street as this provides a much better layout and accessibility over all. The Flats have been orientated in such a way as to limit the overlooking issues from first floor to both existing and proposed neighbours. Landscaping this area to provide shrub and tree screening will be necessary to delineate the communal areas and provide privacy to the incumbants.

6. LANDSCAPE

It is intended that more landscaping is incorporated into the development, particularly to the eastern area surrounding the flat development area. In accordance with the Arboricultural Report, where possible existing trees and hedgerows will be retained to form the enclosures to the proposed gardens. New tree planting and screening is proposed to the eastern area of the site where there is a dirth of soft landscaping to the garden boundaries of Springfield Garth.

The access road will be a continuation of Lakeside way with tarmac finish and road gulleys, however the new private drive and 16m square turning area will be in permeable block paving to allow for natural drainage and retain rainwater for the new gardens. It is proposed that all drives, pedestrian access and the communal car parking area to the flats will be in permeable paving also.

7. APPEARANCE

Careful consideration has been given to the proposal to ensure that the design maximises the use of the site without impacting on the existing built up suburban environment. The units have been positioned on the site in a way that minimises the overlooking issues and attempts to allow existing adjacent householders some degree of openness to their rear aspect. Separation distances of properties are at or beyond the normally accepted 21m from Spring Field Garth and Welham Road. Materials will be of brick and roof tile to match samples submitted at reserved matters stage.

8. ACCESS

The main vehicular access to the site is proposed off Lakeside Way as this allows for good visibility in both directions, which is in line with the Manual for Streets.

It is proposed that a subsidiary access is provided to the eastern end of the site directly from St. Peter Street which will serve the one bedroom flat block only. The access will go directly into the communal car parking area which will aid movement of larger vehicles such as refuse wagons

9. CONCLUSIONS

As stated in the Supporting Planning Statement that has been produced to be read in conjunction with this Design & Access Statement, the proposal is for 18 residential units of differing type and size. Under PPS3 'Housing' it states that the reuse of previously developed land is an effective way to supply housing development.

Through this report and accompanying documents for the planning application an appraisal of the site in relation to its surroundings has been undertaken to inform the initial design process. Every effort has been made to take account of any relevant planning issues that may emerge through the consideration of the application. Notwithstanding this, we remain willing to discuss any aspect of the proposal with the Local Planning Authority.