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## DESIGN AND ACCESS STATEMENT

VERSION 1

for a  
HOUSING DEVELOPMENT  
at  
LAND EAST OF MANOR FARM, HIGH STREET, AMOTHERBY,  
MALTON, NORTH YORKSHIRE, YO17 6TG

**PDA**

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## VERSION INFORMATION

<u>VERSION</u>	<u>ISSUE DATE</u>	<u>BY</u>	<u>REVISIONS</u>
1	16/05/17	NS	

## 1 INTRODUCTION

This design statement has been prepared generally in accordance with the requirements set out by DCLG Circular 01/2006 – Section 3. The appraisal follows some of the process advocated by the CABE Guide to good practice. It should be read in conjunction with the attached Planning Statement.

The application is for an **Outline Application** to develop a vacant green field site, situated on High Street in Amotherby, for twenty new houses.

The **Reserved Matters** are Appearance and Scale.

### **APPLICANT**

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## 2 DESIGN STATEMENT

### USE

The site will be developed for residential use. Presently the site is a green field, vacant piece of grassland adjacent to Manor Farm presently used as an equestrian paddock. It is situated in the small village of Amotherby in the Ryedale district of North Yorkshire. The site borders High Street, the main road that runs east-west through the village. The site is outside of the village's development limits. See Image 1 below.

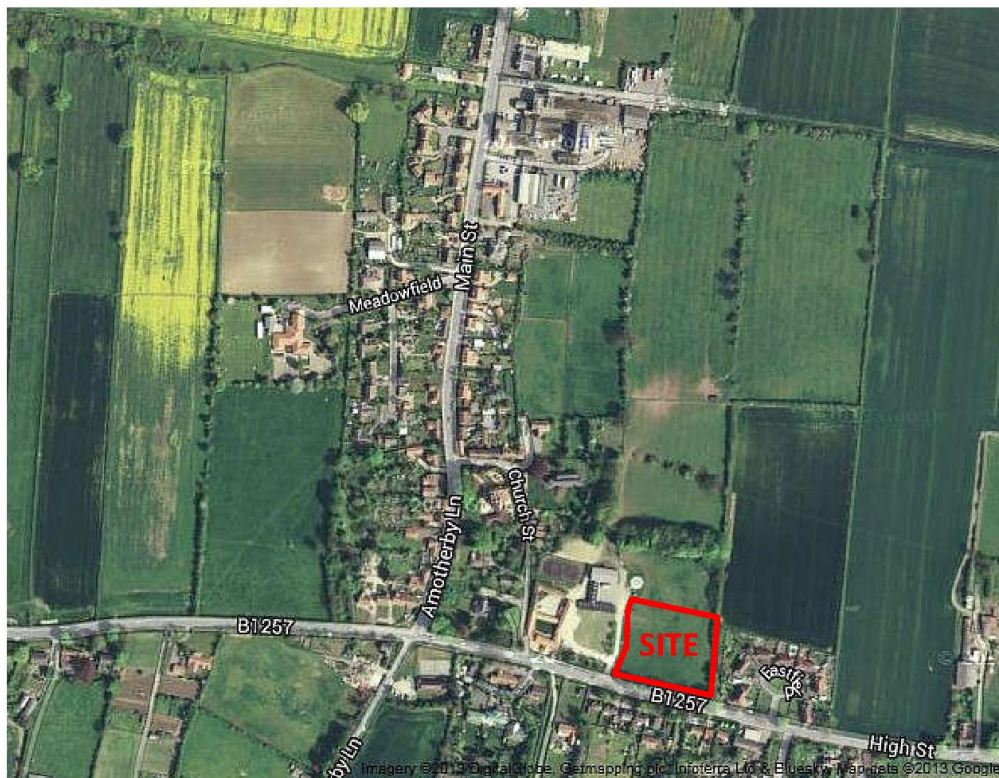


Image 1 – Aerial view of Amotherby

### AMOUNT

The proposal is for twenty new houses with associated driveways, gardens and combined bin stores/garden sheds.

The total area of the site is 7,877m<sup>2</sup>.

Eight houses will be semi-detached two storey, three bedroom, five person houses. Four will be semi-detached two storey, four bedroom, six person houses. Eight will be terraced two storey, two bedroom, four person houses. Also to be provided will be a new 5m wide shared surface access road accessed via a newly formed junction on High Street.

## LAYOUT

The houses will be arranged around a shared surface access way. The front houses will sit behind a line of mature trees, two lesser trees of which will need to be removed to form the access road. These houses will present an accessible frontage for pedestrians using a new gravel path on High Street, the new footpath being located to the north side of the trees, thereby moving it away from the main road.

Four houses to the front area of the site will be dual aspect, with vehicular access from the back, single garages, and two parking spaces each. The smaller terraced houses here will have a communal parking area to their rear with 1.5 spaces per house. Refuse and recycling collection will also be accessed from the back of these houses, with refuse vehicles using the turning head.

The rearmost line of houses will be more conventionally arranged with driveways to the front and bins at the rear, accessed from the shared surface. Two parking spaces are provided to each of these houses, including single garages.

A 5m wide tarmac adoptable standard access road will lead to a 21m turning head. Beyond the turning head the road will narrow either side to 3.5m and form private shared drives to the dwellings with car turning spaces at the ends of these narrower roads. The idea of the reduced road width is to lower car speed and create a rural community feeling to the development.



*Image 2 – Site frontage along High Street*

It is intended to retain the strong tree line along the High Street and add new hedges and barred timber gates to reflect the rural nature of the surrounding land.



The private front garden area of each house will be surrounded in hedges. Rear gardens will be surrounded by 1.8m close boarded fences for privacy and security.

In terms of security the proposed dwellings will be arranged, and will be internally designed, to provide mutual supervision of the frontage using mid height hedges to the front gardens, front lounges in the houses themselves, and open timber gates. The rear access road will be kept as an open space and well lit using a good level of energy efficient external lighting. The distinct entrance gate feature at the start of the site will act as a visual border to the property to dissuade antisocial access by non-residents. This provision of distinct borders with well-defined public and private space should discourage antisocial behaviour.

All the above is in accordance with Safer Places – the Planning System and Crime Prevention 2003 in terms of providing sustainable dwellings, natural surveillance, and provision of suitable security measures and enclosure to the housing plots themselves.



Image 3 – Proposed site layout

The new houses will also be constructed in accordance with Part Q of the Building Regulations which relates to external door and window security.

## **SCALE**

### **Reserved**

See the attached site layout drawing for the scale of the dwellings.

## **APPEARANCE**

### **Reserved**

In principle, the style of the proposed dwellings will be typically English vernacular, intended to be sympathetic to the local character and continue the theme of pitched pantile roofs, brick or rendered walls, with white uPVC double glazed windows and doors.



*Image 4 – Cottages in Amotherby near church*

## **LANDSCAPING**

See the attached landscaping scheme for detailed landscaping proposals.

The proposed scheme will include the retention of most of the existing mature trees except those located close to the proposed entrance to the site. The houses are all to be set far enough back to ensure that the existing trees and houses are protected from damage.

The boundaries between the properties will be a mixture of hedging to the front and timber fencing to the rear, with planting adjacent to the fences to soften them.

The plots will have gravelled access drives. Front gardens will be partially grassed lawns and partially planted as shown in the attached scheme. Rear gardens will be mostly grass lawn with an area of porous paved patio and a porous paved pathway to the bin store and shed.



*Image 5 – Modern housing in Amotherby*



### 3 ACCESS STATEMENT

The vehicular access to each housing plot will be via the adopted shared surface drive via a new junction on High Street. High Street is a 40mph road at this location and as such it is planned that the junction will require a 2m x 120m sightline. This is achievable and has been indicated on the site plan, it is thought that the trunk of one nearby mature tree to the east of the new junction may very slightly clip this sightline.

The site is located along High Street in the centre of Amotherby. The new access road will be 5m wide with a 24m turning head and will narrow to 3.5m wide private shared drives further away towards the last houses. Car turning heads will be provided at the two ends of the private shared drive.

A new 2m wide footpath will be provided on one side of the access road terminating at the shared surface when pedestrians will expect to transverse onto the road. This is in accordance with good highway design to slow cars down and create an equality in priority between vehicle and pedestrian. A new footpath will also be constructed along the front of the site, behind the mature tree line, to replace the existing narrow footpath adjacent to the 40mph High Street. This is to provide safe pedestrian access to the front of the houses.

The site slopes down to a fair degree from a high level at High Street down towards the back of the site.



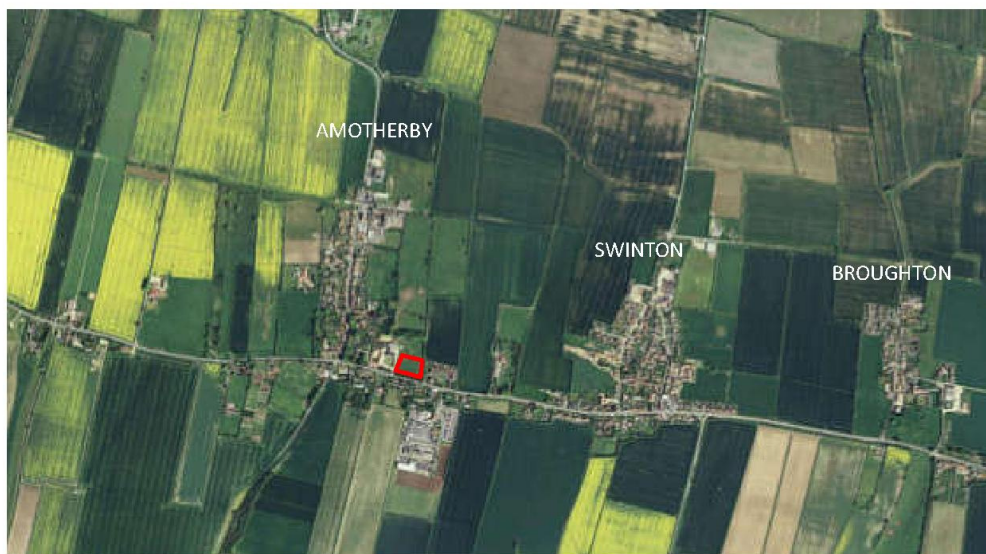
*Image 6 – Site view looking southeast from Manor Farm towards High Street trees*

The houses' vehicular access will be off the interior shared surface drive using new gravelled level drives to the rear of each house which will include parking provision for at least two parked cars. An accessible porously paved path will be provided from the rear gates to the rear door of the houses, including access to the bin stores located in the rear gardens.

Refuse and recycling storage has been provided in each dwelling by allowing for three bins in a bins store located at the rear of the properties.

Facilities provided in Amotherby within walking distance from the site include: Amotherby County Primary School, Village Hall, St Helens Church, a cricket ground and tennis court, and the Queen's Head public house.

Amotherby lies about 3 miles west of Malton roughly midway between York and Scarborough. Buses go to Malton and Pickering on a roughly 2 hourly schedule, with a bus stop situated on High Street on the western corner of the site.



*Image 6 – Amotherby aerial view*

Emergency access for fire-fighting would be from the shared driveway, which is less than 22m from any of the dwellings. Suitable turning for fight-fighting vehicles has been provided by a 24m turning head. The houses will be designed internally in accordance with Part B of the Building Regulations Approved Documents 2013, regarding fire safety, and Part M, regarding accessibility.

## **4 UTILITIES AND SUSTAINABILITY**

Services connections will be finalised during later design stages but the intended strategy for these is as follows.

### **FOUL WATER DRAINAGE**

A new foul water sewer will be installed under the new access road, running to an existing foul sewer that crosses over the rear of the site.

### **SURFACE WATER DRAINAGE**

New paving and driveways locally to houses will be porous throughout to reduce surface water runoff. Surface water from houses will be drained using soakaways under the gardens which will be sized by a specialist following a series of infiltration tests. Surface water from the roadway will be directed to a SUDDS system to specialist design - likely located under the roadway. Surface water will be attenuated if required by Yorkshire Water and the Council's drainage department.

### **WATER SUPPLY**

A new supply pipe will need to be brought from High Street. All water fittings to houses will be aerating/water saving, toilets will be provided with dual flush cisterns.

### **GAS**

There is no mains gas in the village. The new houses would employ electric ovens out of preference. Tenants could employ LPG or oil tanks if desired.

### **ELECTRIC**

A new electric supply cable will be brought from High Street. Sockets and light switches in houses will be sited to accessibility standards. All lighting will be low energy.

### **TELEPHONE**

A new underground cable will be brought from High Street. Houses will be provided with a main phone socket near the television point for use with smart televisions and an extension socket to the upper floor main bedroom.

### **BROADBAND**

The site has no present fibre broadband availability, broadband provision would be via phone lines.

### **SUSTAINABILITY**

Wood burning stoves may be offered as a preference to gas fires. External wood storage shelters would be provided in that case. Houses will be constructed to be highly sustainable with thermal fabric above current Building Regulation requirements. A sustainable means of space heating will be explored. Houses will be provided with roof mounted solar panels for electricity. A 'whole house' energy strategy will be adopted utilising passive solar gains and natural ventilation where possible, considering limits on the orientation. Dual aspect units improve the quality of daylight and sunlight which is the case in this instance. The north-south aspect of the dwellings combined with the positioning of them as far away from the existing mature trees as possible will help mitigate any significant overshadowing.

## 5 FLOOD RISK STATEMENT

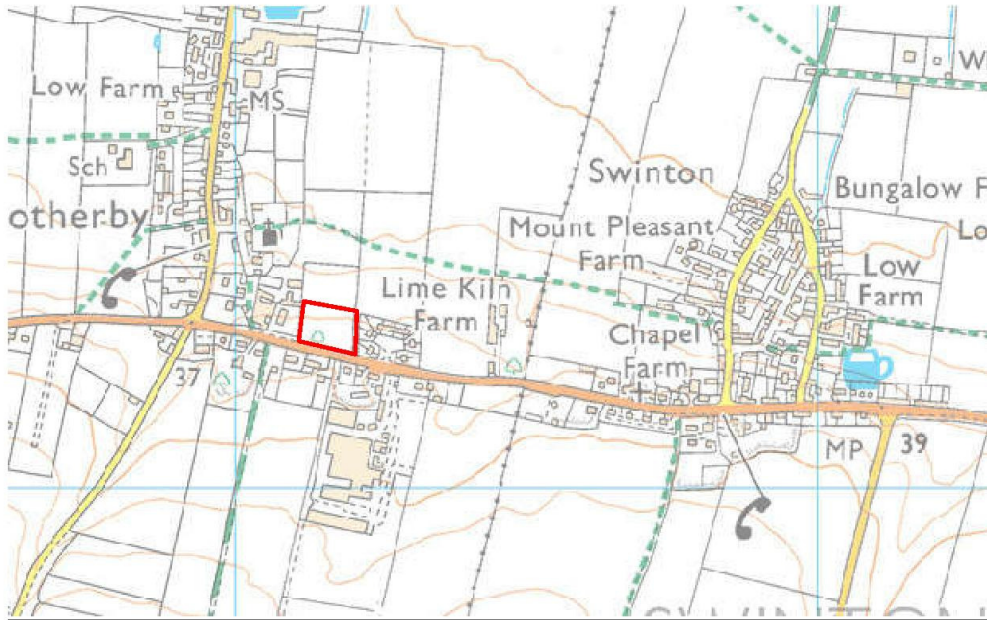


Image 7 – Fluvial Flood Risk Map

This development, being new residential, is classed as being 'More Vulnerable'.

The area flood risk map above, provided by the Environment Agency website, indicates that the site is in Flood Zone 1. There is no or very low risk of fluvial flooding, and therefore no need for a flood risk assessment to be provided:

*Flood Zone 1 - land assessed as having less than 1 in 1,000 annual probability of river flooding (< 0.1%)*