



13/10/13

RYEDALE DM

10 OCT 2013

DEVELOPMENT
MANAGEMENT

design and access statement

Proposed Housing Development,
Station Road, Nawton, Beadlam,
North Yorkshire

for Yorkshire Housing
September 2013

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introduction

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This Design and Access Statement forms part of the planning application for 10 new dwellings at Station Road, Nawton. It will form Phase 2 of the recent development to the west of the site constructed in 2010.

The scheme is for affordable rent with a mix of accommodation incorporating 3No terraced houses, 2No semi-detached dwelling, 1No detached dwelling and 2No bungalows, in order to meet the demand for affordable homes within the Ryedale Parish.

The proposed site is classed as an exception site within Ryedale District Council.

Phase 1 & Phase 2 Station Road



Phase 1 development comprised of a range of 10No new dwellings, comprising of 6No semi-detached three bedroom dwellings, 1No two bedroom bungalow and a terrace of 3No two bedroom dwellings, all with associated parking, access and public open space.



Due to the success of the Phase 1 development since it was completed in 2010. Yorkshire Housing, with support from Ryedale Council, are proposing to extend this scheme by another 10No new dwellings in order to satisfy the demand for affordable units with the area.

Regular meetings and contact with Ryedale District Council has established this need for affordable housings within the area, this has led to an interesting scheme with a variety of housing types and sizes.

site & context

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Nawton is a village and civil parish in the Ryedale district of North Yorkshire, on the edge of the North Yorks Moors National Park, with an approximate population of 570 people (2011 census)

Situated off the A170 road, adjacent to Beadlam and three miles west of Kirkbymoorside. Within a half hour drive from Thirsk and 20 minutes' drive from Pickering. In an ideal location close to the town centre and local transport connections.

The site is currently vacant land adjacent to Phase 1 of the development, to the south-west, and with existing dwellings to the North of the site.

The location of the sites for Phase 1 and Phase 2 off Station Road, Nawton, North Yorkshire

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site & context

proposed site plan, with the proposed dwellings facing the existing houses to the North of the site with the Phase 2 dwellings to the west of the site.

site & context



proposed site : currently not used



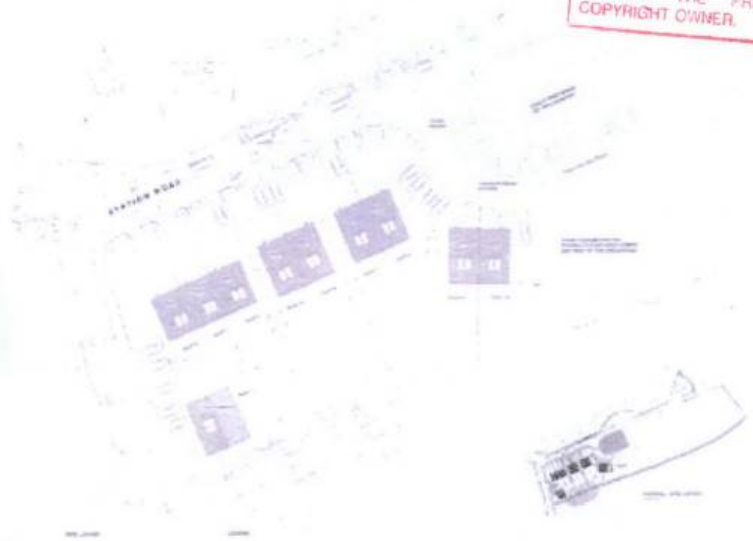
Station Road : phase 1 to the south-west of the proposed site



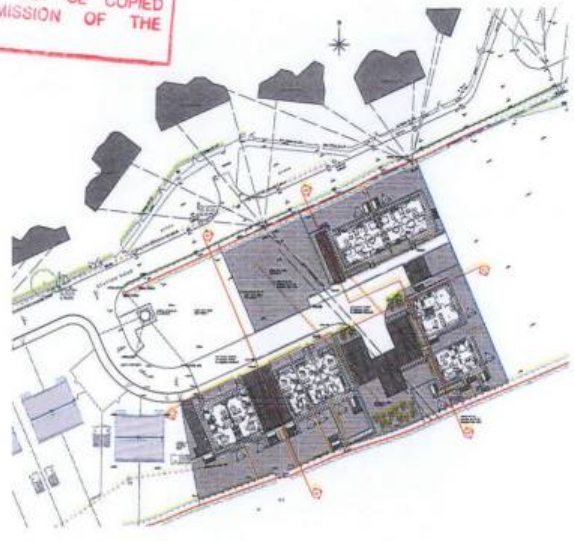
Station Road : existing houses to the North of the site

site & context

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previous scheme completed in 2010



proposed site plan

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character

The overall theme of the proposals is considered to be one of simplicity. The dwellings opposite the site are simple in form and detailing and have been taken as a point of reference for the proposed scheme.

There are examples of estate type dwellings in the vicinity, at the junction of Station Road and the A170. These tend to be cottage like in appearance and are considered locally distinctive - and have also been used as a reference point for the proposed scheme.

layout

The layout of the site comprises of 10No new dwellings, which continue on from the Phase 1 development of the scheme complete in 2010. To the north-west of the site has been designated as public open space, creating a 'village green' for both the new and existing residents.

The public open space to be included expands upon the existing wide verge and open space created for Phase 1 Station Road, in order to create a 'green' with dwellings gathered around it. This intends to mirror the character and layout of the existing dwellings on the opposite side of Station Road.

The proposal uses the existing road layout of Station Road, continuing the existing road set out for Phase 1 of the scheme. All new dwellings face directly onto either a street frontage or are clustered around the central green area.

The aim of the proposals is to echo the grain of the existing buildings to the other side of Station Road. The new development is clear and unambiguous in its layout, following on from the distinct hierarchy of the established road layout.

The site road layout has been organised in order to comply with the engineers details for an adoptable turning head.

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proposed front elevations



Unit 1 & 2: 3 bed / 5 person - 89m²

Unit 3,4,5: 2 bed / 4 person - 76m²



Unit 6/7: 1 bed / 2 person
 46m² / 50m²



Unit 8: 5 bed / 7 person - 126m²



Unit 9 & 10: 2 bed / 3 person - 68m²

appearance

The architecture is intended to be relatively simple, yet well-mannered and set within a well planted setting. The majority of the existing dwellings opposite have cottage like appearance with mellow brick walls under a clay pantiled roof, between 35° and 40°, central and/ or end stacks, pointed verges, well positioned windows with simple, traditional form of opening, set in deep reveals, with stone lintels. The proposal will use a similar palette of materials and detailing and are intended to sit harmoniously with the existing and Phase 1 of the development.

The proposal responds to the local vernacular in scale, proportion and style. With the use of brick, timber painted windows and natural clay pantiles. The overall density of the scheme responds to the rural nature of the site and the aspect from existing housing on Station Road.

amount

accommodation schedule

Units 1-2 ---- semi-detached houses --- 3 bed / 5 person ---- 89m²
 Units 3-5 ---- terraced houses ----- 2 bed / 4 person ---- 76m²
 Units 6-7 ---- apartments ----- 1 bed / 2 person ---- 46m² (6) / 50m² (
 Unit 8 ----- detached house ----- 4 bed / 7 person ---- 126m²
 Units 9-10 ---- bungalows ----- 2 bed / 3 person ---- 68m²

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scale

The proposed dwellings remain at a modest scale, no larger than two storeys in order to reflect the surrounding houses and recent development to the west of the site.

The scheme is for a mix of accommodation incorporating 10 dwellings as well as a two storey bungalows, this will exhibit a variety of scale and proportion within the proposal in a similar style to Phase 1.

The total site area = 0.33Ha



proposed site section A-A



proposed site section B-B



site reference plan

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landscaping

The existing site is located on the edge of the village next to open fields. The density of the proposed scheme respects the rural nature of its surroundings. The hedge to the northern and southern boundaries is to be retained. The scheme will be supplemented by high levels of hard and soft landscaping to benefit the setting of the individual buildings creating a positive contribution to the local environment.

A specialist ecologist is to be employed to design the landscaping in an appropriate manner to suit the site and respond to the current local landscape and nature in the area.

All planting will minimise the effect of the new development and to provide privacy for the residents. A mix of hard and soft landscaping will be provided for the individual rear gardens for each property, soft landscaping will be provided to the front gardens of each property.

The current boundary hedges to the north and south of the site will remain undisturbed by the development as much as possible.

The proposed public space will extend the existing public space - created for Phase 1, this will become central to the knitting together of the existing residents around Station Road and new developments.

Separate bins stores and garden sheds have been provided for each dwelling within the curtilage.

access & transport

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The design of all the dwellings in this application has been informed by a range of accessibility requirements and criteria including *Part M* of the building Regulations, the essential standards laid out in the national Housing Federations '*Standards & Quality in Developments*' as well as the Housing Corporations '*Housing Quality Indicators version 4*'

The development is conveniently located within a short distance of the centre of Newton.

Two parking bays are provided for each dwelling, with two visitor parking spaces provided for the development. Parking is within the curtilage of each dwelling, created in small bays, sited immediately in front of or adjacent to each dwelling. These are well supervised from each dwelling, and will be landscaped to provide visual amenity to the streetscape. This provides the opportunity allow the area to be pedestrian centred, rather than car centred - in a continuing manner to Phase 1 of the development.

The design and orientation of the dwellings is the main consideration for the overall layout of the scheme. The road being designed as purely a means of access to the dwellings. It is also intended that the impact of the road will be softened by enhanced hard and soft landscaping in order to create a more pedestrian/ cycle friendly environment.

environment & sustainability

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The proposal is being funded by the Housing Corporation and as such will need to meet 'CODE 3' of the Code for Sustainable Homes. The key areas of this standards are as follows:

i) Energy / CO2

The 'Code 3' level requires a 25% improvements over 'Target Emission Rate' (TER) as determined by the 2006 Building Regulation Standards. This necessitates sustainable energy creation.

ii) Water

The 'Code 3' level requires an internal portable water consumption of a maximum of 105 litres per person per day.

iii) Materials

This part of the code measures the environment impact of materials and building elements against the 'BRE (Building Research Establishment) Green Guide 2006' and rewards responsible sourcing.

iv) Surface Water Run-off

The proposed scheme ensures that the peak rate of run-off over the development lifetime, allowing for climate change, will be no greater for the developed site than it was for the pre-development site. This should comply with the 1 year and 100 year return period events.

v) Waste

This category assesses the GWP (Global Warming Potential) of the proposed insulant as well as Nitrate Oxide (NOx) emissions of the space heating and hot water systems.

vi) Health and well-being

This category assesses daylight, sound insulation and private space in order to provided a pleasant internal environment.

vii) Management

This part of the code promotes the inclusion of a 'Home User Guide', the 'Considerate Constructors Scheme' assessment of construction site impacts and 'Secure by Design' criteria.

ix) Ecology

The ecological value of the site is assessment along with any proposed ecological enhancement. Credit is awarded for protections of ecological features and any change in the ecological value of the site. The building footprint is also assessment in order to determine impact.

crime prevention

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The design of all the dwellings in this application comply with the Secured by Design standards in order to meet 'Code 3' of the Sustainable Homes Standards.

The principles of Secured by Design have been proven to achieve a reduction of crime risk by 25%, by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space.

Areas of design that are enhanced in order to achieve Secured by Design Certification need to consider the seven attributes of sustainable communities, there need to be incorporated:

- Access & movement - *places with well defined and well used routes with spaces and entrances that provide for convenient movement without compromising security.*
- Structure - *places that are structured so that different users do not cause conflict.*
- Surveillance - *places where all publicly accessible spaces are overlooked*
- Ownership - *places that promote a sense of ownership, respect and territorial responsibility and community*
- Physical protection - *places that include necessary, well-designed security features*
- Activity - *places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times*
- Management and maintenance - *places that are designed with management and maintenance in mind, to discourage crime in the present and the future.*

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The site is classified as an exception site by Ryedale district Council. All normal planning and highways guidelines have been followed in the generation of the proposal. A Ryedale Planning Officer and Highways Engineer have been consulted during the process and their guidelines followed.

The proposal is a small-scale development designed to 'Code Level 3' of the 'Code for Sustainable homes'. The main focus of this Code are as follows:

- 25% better than Building Regulations.
- Standard of 105 litres of water usage per day.
- Energy efficient heating - solar thermal.
- Increased insulation.
- Good quality windows and doors.
- Good air tightness with fresh air supply.
- Site wider management of surface water run-off.
- Responsible specification of materials.

All of these above elements facilitate a sustainable dwelling that is very efficient and cost effective to run.

The proposal responds to the local vernacular in scale and proportion using brick, timber painted windows and natural clay pan tiles. The overall density is at the lower end of the guidelines to respond to the rural nature of the site and the aspect from the existing housing on Station Road.

The proposed access roads are to be to an adoptable standard where necessary and have been designed with the future of the site in mind. the widths of these roads and the provision of 2m pavements responds to potential proposed need.