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DESIGN & ACCESS STATEMENT

PROPOSED 61 UNIT MIXED TENURE HOUSING DEVELOPMENT ON THE FORMER ATS TYRE DEPOT, COMMERCIAL STREET, NORTON YO17 9HX

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VIEW OF SITE ENTRANCE FROM COMMERCIAL STREET LOOKING NORTH

CONTENTS

- 1 INTRODUCTION
- 2 USE
- 3 AMOUNT
- 4 APPEARANCE AND LAYOUT
- 5 SCALE
- 6 LANDSCAPE
- 7 PLANNING POLICY CONTEXT
- 8 HIGHWAYS
- 9 DRAINAGE
- 10 SUNLIGHT AND PRIVACY
- 11 FLOOD RISK
- 12 SUSTAINABILITY
- 13 DESIGNING OUT CRIME
- 14 HERITAGE STATEMENT
- 15 ACOUSTICS
- 16 CONTAMINATION
- 17 TREES
- 18 CONCLUSION



AERIAL VIEW OF THE SITE

1. INTRODUCTION

This design statement is prepared generally in accordance with the requirements set out by DCLG Circular 01/2006 - Section 3. The appraisal will follow some of the process advocated by the CABE Guide to good practice.

2. USE

This is a detailed planning application for a development of 61 No. units of mixed tenure housing on the former ATS Tyre Depot, Commercial Street, Norton YO17 9HX. The units will range from 4 bedroomed houses to single bed apartments with the ratio of each house type and variety of method of tenure having being discussed and agreed with Ryedale District Council and a local Housing Association. The majority of the units will be smaller single and two bedroomed units to meet the local housing need and to be appropriate for the town centre location.

The current form of the development is as the result of extensive consultation and a Pre-application Planning Advice Submission to Ryedale District Council.

3. AMOUNT

The site is sandwiched between the York to Scarborough railway and the main retail street in Norton (Commercial Street) with the plot facing south at the western end of the town shopping centre. The site is approximately rectangular 65 m wide and 80 m deep with an area of

4,897 m², it slopes down from the highway at 21.0 m AOD to 18.60 m AOD adjacent to the railway line. The River Derwent also runs between the two towns along the northern side the railway line and has influenced the building styles in the past with river trade and even boatbuilding featuring in historical records.

The existing retail units to the front (southern) boundary of the site will be retained with the land immediately behind them altered and landscaped to form communal amenity spaces, twelve parking bays and two new ancillary stores. The existing site access position will be retained but reduced to a more domestic scale 5.5 m wide and a new forked drive created to serve the front retail units and the residential complex further to the northern boundary.

Parking spaces will be provided in an undercroft beneath the main development and this will also provide a floodable void in the event of extreme flood conditions.

Additional parking bays will be provided to the rear of the existing buildings along Commercial Street which will help reduce daytime congestion in the Town Centre.

36 No. of the units will be single bed with internal floor areas of approximately 50 m², 20 No. 2 bed units at approximately 60 m², 3 No. three storey town houses with 3 beds at approximately and 2 No. 4 bedrooms and 110 m² internal floor area.

Private and distinct gardens will be provided for the town houses and shared communal spaces for the apartments along with cycle and refuse stores to the central courtyard.

The complex will be formally managed and supervised from a dedicated office on the ground floor.



VIEW OF THE SITE ENTRANCE LOOKING EAST ALONG COMMERCIAL STREET

4. APPEARANCE & LAYOUT

The town of Norton (population approx 7,000) runs alongside the southern bank of the River Derwent, with Malton (population approx 13,000) nearby on the northern bank. Malton is a market town and commercial centre with historic records dating back to a Roman fort - Derventio. The A64 trunk road skirts the northern edge of the towns and provides the main coastal trunkroad from York. The transpennine railway between Liverpool and Scarborough passes alongside the site with Malton Station within 700 m as is the bus station. The main land use in the area is agricultural but the towns are also known for a large bacon factory, many horse racing stables and a 27 hole golf course. Norton is a popular residential location for the major conurbations of Leeds, York and Hull which are readily accessible by commuters.

The proposed dwellings will be arranged in three connected wings around the boundary of the northern end of the site, but also to match the north south alignment of the adjacent burgage plots.

The development will be based predominantly on the characteristics of traditional Riverside Warehouses with the corner blocks incorporating full height glazed window bays to contrast with the fenestration of the connecting wings which is in a more domestic style and scale. The three storey building with loft accommodation will feature raised gable parapets, slate roofs and brick string courses and details to add interest and depth. The external doors and windows will include stone cills, brick arch heads and vertical sash windows set back within brick reveals.

The connecting and circulation spaces will utilise fully glazed walls to help define the separation between the differing housetypes and highlight the entry and exit positions.



VIEW OF THE SITE ENTRANCE LOOKING WEST ALONG COMMERCIAL STREET

5. SCALE

The existing buildings along the street frontage are three and two storey, stepping down and reducing in mass from Georgian town houses, to a more Victorian cottage terrace scale either side of the site access. The front elevations have been formally set out with geometric window groupings and contrasting brick details to emphasize quality and stature of the terrace with some still retaining most of their original features.

The proposed development will continue the theme in a similar manner and reinforce the local residential character, returning the industrial retail site to a more appropriate and community friendly use.



FRONT AND REAR VIEWS OF EXISTING THREE STOREY RETAIL UNITS TO THE SOUTHERN BOUNDARY

6. LANDSCAPE

See Tree Survey submitted with application, which concludes that the trees on the site are not worthy of retention, possibly giving shelter to vermin and contributing to the current run down and neglected appearance of the plot.

The proposed scheme includes a landscaping scheme which offers appropriate species and materials to further improve the area and contribute to an improved street scene, see Drawing Ref CSN L1.

7. PLANNING POLICY CONTEXT

See Planning Supporting Statement submitted with application.

8. HIGHWAYS

The existing vehicular access to the plot is from Commercial Street and will be retained although reduced in width to 5.5 m with the layout and arrangement having being discussed and agreed with the Local Authority Highways department.

Whilst it is not anticipated that the residents will all own cars, a parking ratio of almost 90% has been achieved by providing 41 bays in the undercroft and 12 bays behind the existing retail units. The corner locations of the undercroft will also provide secure storage for just over 60 bicycles.

Vision splays of 4.5 m x 33 m are achievable, with Commercial Street being restricted to 20 mph at this location.

The access drive will include an informal turning head and an approved verge crossing detail. No significant issues were identified with the vehicular access, however the exact requirements will be guided by the NYCC Highway Department requirements.

9. DRAINAGE

A separate foul and surface water drainage system will be installed within the plot and connected to the existing public sewers in Commercial Street with pumping stations as required to specialist specification. The hard standing and access road will be surfaced with permeable paving and a surface water storage tank will be incorporated with a flow restrictor to be designed by a specialist which will reduce surface water run-off from the site subject to the guidance and exact requirements of Yorkshire Water, the Environment Agency and YCC drainage department.

10. SUNLIGHT AND PRIVACY

National guidance on assessing new development proposals is set out in the Building Research Establishment Report "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" by P J Littlefair (1991). Local plan policies generally protect residential amenity and ensure that adjacent development does not result in unreasonable loss of light, overlooking or overshadowing. Good design ensures buildings which in their design, form and positioning are compatible with the

character of the surroundings, and which will not result in an unreasonable loss of privacy or natural light to neighbouring properties or be detrimental to neighbourhood amenity.

The horseshoe arrangement and southern facing orientation provides good levels of natural lighting throughout the development and with large spaces between the neighbouring dwellings and the proposed development, the loss of light concern is minimised and the shading created will fall mainly on the uninhabited railway and river bank to the north of the site.

11. FLOOD RISK

See Flood Risk Assessment and Maps submitted with application.

The River Derwent is prone to flooding at Malton and Norton although as the site is sloping, it includes areas ranging from flood zones 1 (low risk), 2 (medium risk) and 3 (moderate risk). This has been addressed with the inclusion of a floodable void in the undercroft which will improve the flood storage capacity and slightly reduce the flood risk locally.

The ground floor of the development will be elevated to 20.5 m aod which is 200 mm above the 1:1000 year predicted flood level, but still close to the existing level on site and some 600 mm lower than Commercial Street.

12. SUSTAINABILITY

The site is located in the centre of Norton, which is served by a regular bus and train services. It is readily accessible by public transport, footpath and by bicycle.

The proposed new dwellings will help Ryedale District Council to meet the housing need and the new residents will support and contribute to the local economy and prosperity.

The design is intended to enhance the street-scene and contribute to the character of Norton.

Materials used during the construction will be sourced locally and selected with regard to 'whole life' cost.

The refuse generated on site will be separated into the differing waste classes as requested in preparation for collection by the local authority.

The proposal will not create significant levels of pollution.

The access drive will be surfaced with permeable materials and a surface water storage tank with flow restrictor will be installed so that the site has no greater impact on flooding or rainwater run-off than it does at present.

The development is considered to be sustainable using the Bruntland 1987 definition of "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

The dwellings will comply with current building regulations and will be efficient in terms of thermal insulation and energy consumption which assists in minimising their carbon footprint. The units will benefit from a thermally efficient heating systems and low energy lighting. The use of Low Carbon Technology is intended to reduce the demand on fossil fuels.

13. DESIGNING OUT CRIME

The proposed dwelling is arranged to provide close supervision of the access drive and amenity spaces. The provision of distinct borders with well-defined public and private spaces discourage antisocial behaviour and reduce the risk of crime. The development is intended to encourage a community feel and promote a 'crime-watch' conscious neighbourhood.

14. HERITAGE STATEMENT

See Archaeological Desk Based Assessment and Site History submitted with application.

15. ACOUSTIC

See Noise Impact Assessment submitted with application.

16. CONTAMINATION

See Phase 1 Desk Top Study with application.

17. TREES

See Tree Report and Plan submitted with application.

18. CONCLUSIONS

The plot is currently vacant and ideally positioned to provide additional dwellings in the centre of Norton.

The proposed new dwellings are intended to sit sympathetically and contribute positively to this setting.

The development has been designed with flood risk in mind, the ground floor being well above the 1:1000 year flood level, and a large floodable void to the undercroft below.

We believe this design statement has set out a well-considered scheme and the principles behind the evolution of the design.

The material planning considerations relevant to the determination of this application have been set out in relation to the national, regional and local plan policy as described in the Planning Supporting Statement.

We hope to have demonstrated that the broad principle of development on this site complies with these policies on many levels.

The applicant hopes that Ryedale District Council is able to support this planning application for the development of a high quality dwellings.