



Design & Access Statement

Garleigh Road, Rothbury

Design & Access Statement

December 2020

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This document is formatted for double sided printing.

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This detailed planning application is for the development of 2no dwellings on Land at Garleigh Road, Rothbury.

The site offers good opportunities for the creation of a distinctive residential neighbourhood. The proposal seeks to provide a community with a distinct character and a strong sense of place.

This Design and Access Statement (DAS) has been prepared by Pod and forms part of the planning application package for the development site. The Design and Access Statement provides sufficient detail to enable Northumberland County Council a clear understanding of the project.

The DAS sets out and highlights key design principles embodied within the proposals - showing why they are appropriate in terms of use and scale, and how they respond to local context. Justification for the proposed layout, appearance and overall amount of development is also introduced showing how, in turn, development will fit into existing patterns of land use, movement and access. It is considered that through a sensitively designed scheme, the development overall will provide the optimal solution for the site and surrounding area whilst according fully with Government objectives for sustainable development and the promotion of inclusive, sustainable and vibrant communities.

The development is in the south east corner of a recently developed site of 57 dwellings. Planning Ref: 14/03266/FUL.

The Need for a Design and Access Statement

Changes to the planning system effective since 10th August 2006 require that most planning applications should be accompanied by a DAS. Guidance sets out that any DAS should 'explain the design thinking behind a planning application' - highlighting the various design principles and concepts that have informed proposals, outlining also how access has been dealt with and incorporated into proposals.

The recently introduced National Planning Policy Framework (NPPF) sets out the

Governments requirements for the planning system and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. NPPF states:

"Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- Making it easier for jobs to be created in cities, towns and villages; Moving from a net loss of bio-diversity to achieving net gains for nature
- Improving the conditions in which people live, work, travel and take leisure
- Widening the choice of high quality homes



2.0 SITE ANALYSIS & CONTEXT

The Rothbury site is approximately 0.21 hectares on land around 1km south-east of Rothbury town centre. The site sits to the South East corner of a residential development recently built as per planning ref 14/03266/FUL.

The River Coquet runs to the north and north-east of the site.

The site is designated for 2no additional dwellings to the 57 units recently built on the site.

The site area lies south of existing residential dwellings at Lordenshaw Drive. It is bound to the north by Silverton Lane, to the east by Mill Lane and to the west by the B6342 Garleigh Road.

The site's location off the B6342 provides access to the local and national road network.



Development site within context of Rothbury shown in red



Development site shown outlined in red

Site History

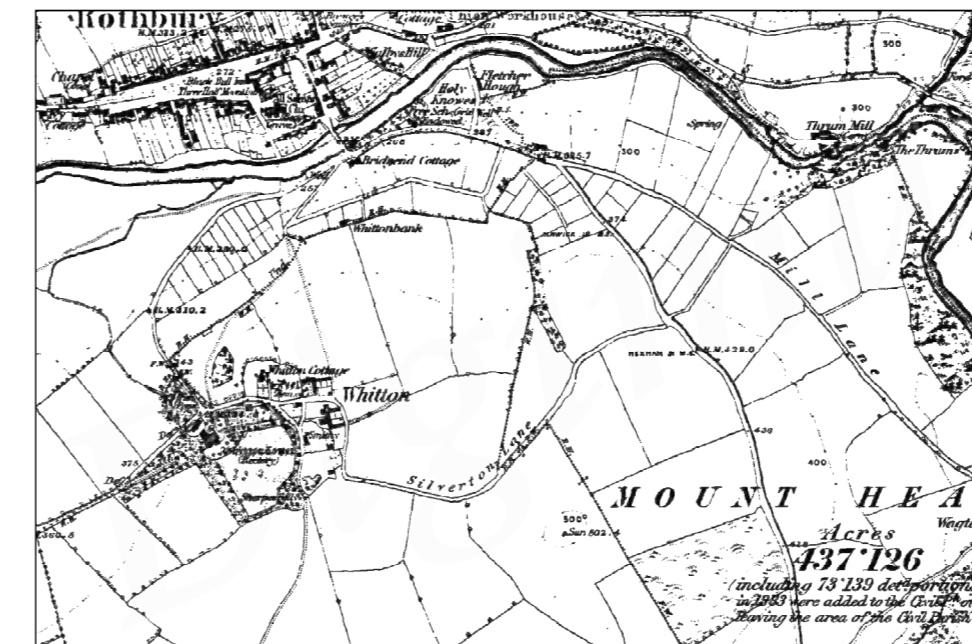
The historic site maps below demonstrate the spread of urban development in Rothbury between 1860-1970. In the 1860s there is little other than agricultural holdings of Whitton Farm south of the River Coquet. By the 1890s the railway station can be seen alongside a small number of residential allotments facing the river. The map from the 1920s shows the advance of local amenity, including Dr. Thomlison's Middle School. By the 1970s a far greater number

of residential areas can be seen at Station Road and Wagtail Road.

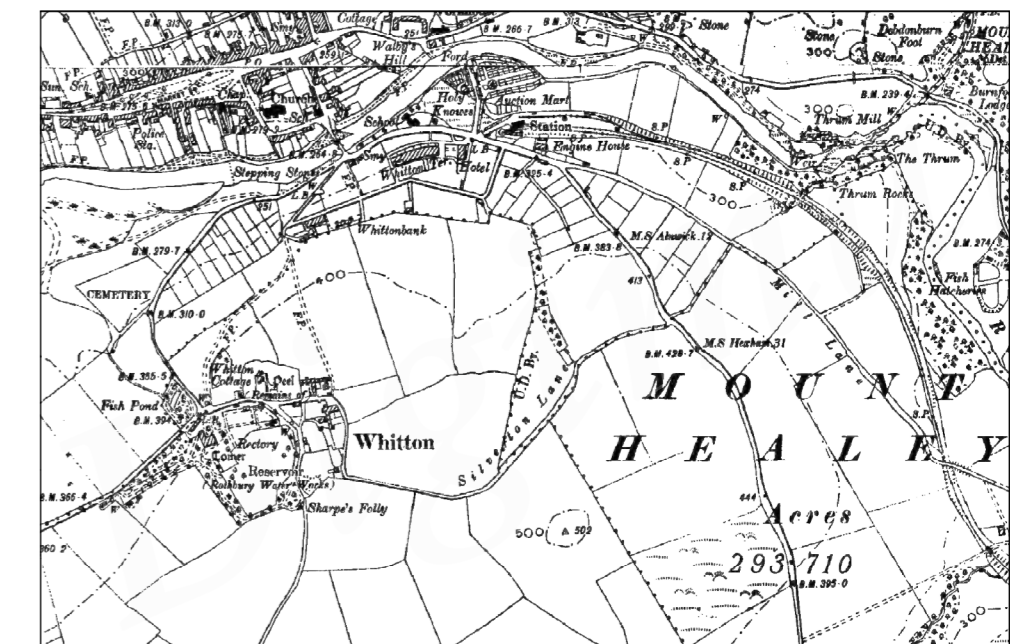
Rothbury was chartered as a market town in 1291, and became a centre for dealing in cattle and wool for the surrounding villages in the Early Modern Period.

Today, the town is used as a staging point for recreational walking. Points of interest around Rothbury include the Victorian

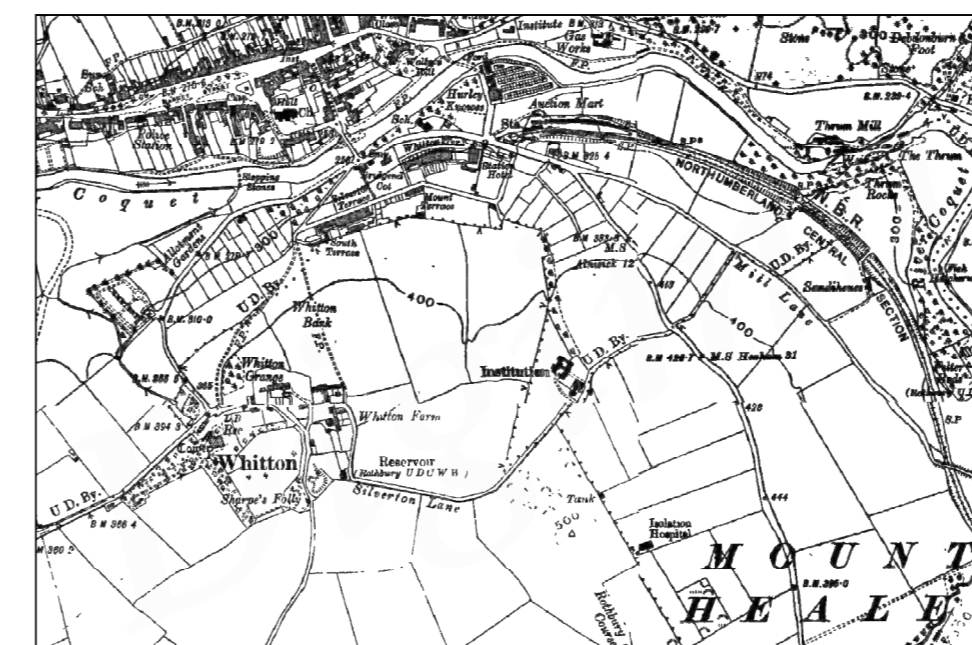
mansion Cragside, the Simonside Hills and Northumberland National Park.



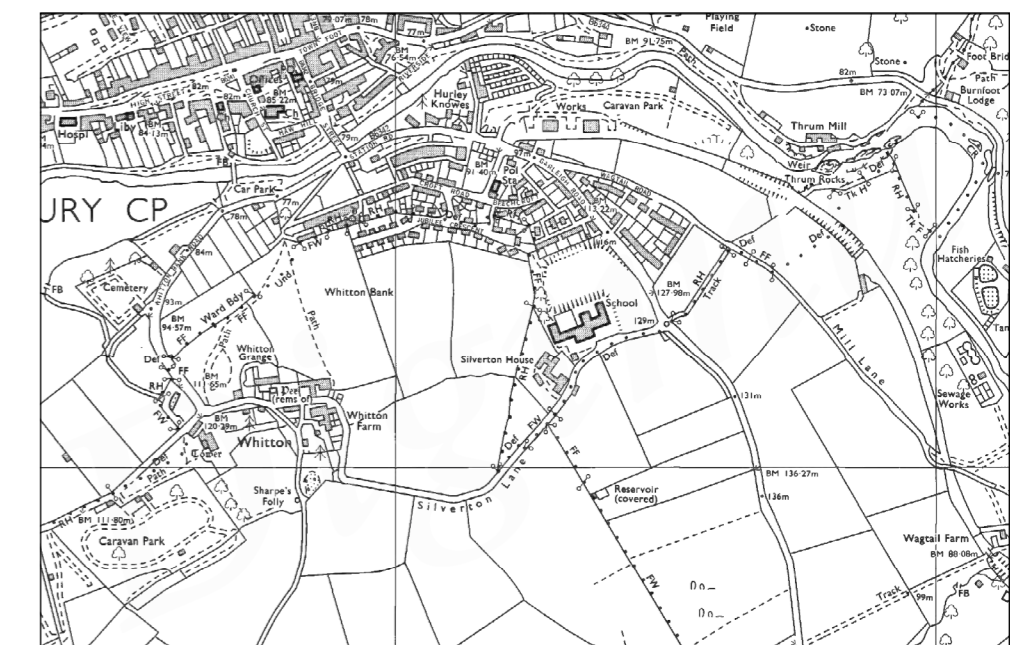
Historic OS - 1860s



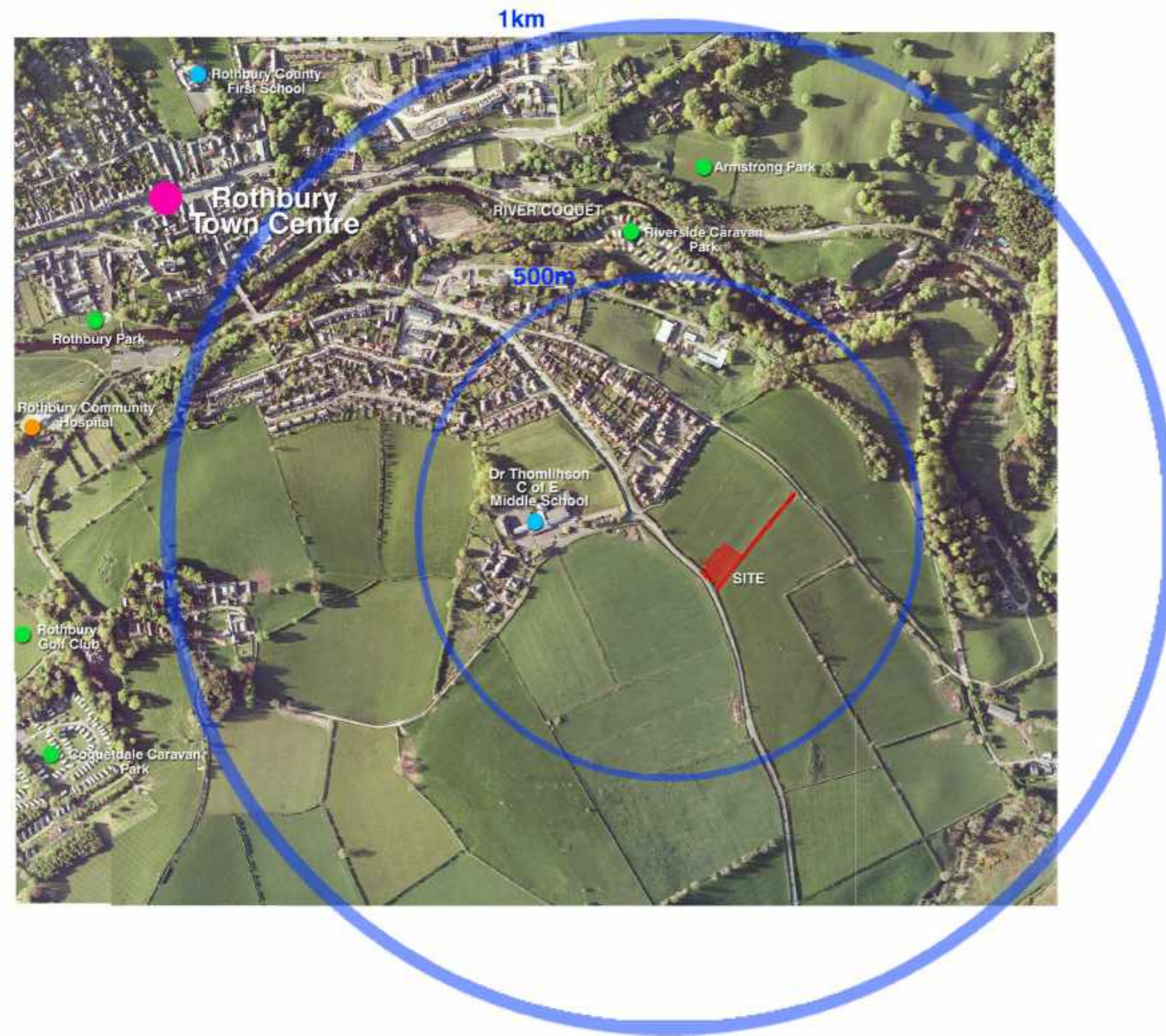
Historic OS - 1890s



Historic OS - 1920s



Historic OS - 1970s



KEY	
Leisure	■
Education	■
Retail	■
Healthcare	■

Local Amenities

The site is located in close proximity to a number of leisure facilities and outdoor space, including Rothbury Park and Armstrong Park. Rothbury Golf Club is also located around 1.2km west of the site.

Rothbury and other towns in northumberland are popular travel destinations, as such the town has a number of Bed and Breakfasts, hotels and campsites.

The town centre of Rothbury is located around 1km from the site and has a number of key retail amenities including grocery stores, butchers, bakers, cafes, pubs and banks.

Dr. Thomlinson's Church of England Middle School is adjacent to the site along Silverton Lane. Rothbury First School is around 1.2km

to the north-west of the site, accessed via the town centre.

Rothbury Community Hospital is around 1.2km from the site to the west.

The diagram above identifies the proximity and variety of local facilities and amenities within Beadnell.

Site Features

The development site has the ability to provide a dense landscape enclosure to the southern and eastern boundaries of the development site, helping to screen long range views to the site in addition to providing a defined 'green edge' when approaching the development from the south east along Garleigh Road.



^ View of site from the West from Garleigh Road



^ View of the site from the East from Garleigh Road



1. Lordenshaw Drive



2. B6342 Garleigh Road



2. Rothbury Bridge - Grade II



3. Horizon Homes new development



4. Silverton Lane



5. Sharpe's Folly - Grade II*



Rothbury Listed Buildings

Numerous heritage assets / listed buildings are present within Rothbury and are highlighted on the map above. Those shown in the adjacent photographs are some of the most prominent and are within the closest proximity of the proposed development site.

Development will look to ensure that the character, appearance, setting and significance of these heritage assets will be retained. Key to this will be the careful consideration of the form, scale and mass of proposed dwellings which will be looked at in more detail within section 8.0 of the DAS.

1. The Old Mill - Grade II
2. Rothbury Bridge - Grade II
3. Bridge Street House - Grade II
4. Church of All Saints - Grade II*
5. Sharpe's Folly - Grade II*
6. Whitton Tower - Grade II*

Townscape Analysis

The settlement of Rothbury comprises a relatively wide range of building forms incorporating a mix of architectural styles.

This dwelling type, generally two-storeys in height is located close to the footway, with little or no private garden area. The rear of the terraces are characterised by expansive rear yard or garden areas.

In regard to materiality, The vast majority of dwellings within Rothbury feature large expanses of stone facing to the front elevations of properties.

More recent residential developments to the area have seen the wider usage of brickwork and the usage of predominantly detached and semi-detached dwelling types, with a variance of material, proportion and window styles.



4. Church of All Saints - Grade II*

3.0 TRANSLATING DESIGN REQUIREMENTS

The Design and Client team fully acknowledge that the success of any proposed scheme can be achieved through an appreciation and ultimate delivery of the following key elements:

Mix and Density: The 0.21 ha gross area development platform includes proposals for 2 dwellings (9.49dph).

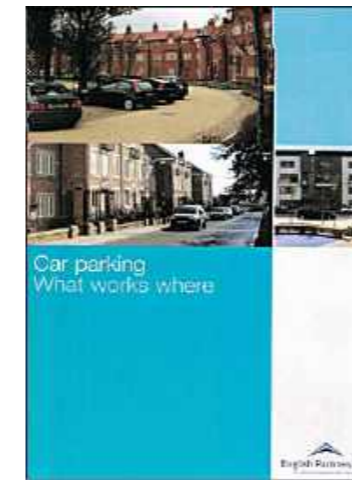
Context and Character: The design team recognise that the style and architectural language of the proposed dwellings will be a key factor in determining the success of the detailed proposal. It is envisaged that proposals will look to develop a range of dwellings which provide a distinct and contextual design response.

Sustainability: All dwellings within the development will conform to current building regulation standards with a preferred 'fabric first' approach to thermal performance.

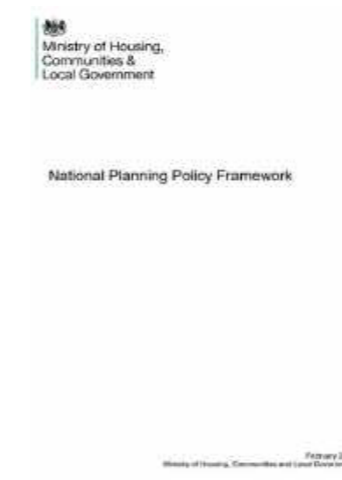
Landscape Context: Proposals should be carefully designed to integrate with the existing landscape features found on, and close to, the site.

Layout and Connectivity: Access to proposed dwellings will be taken from a new 6m wide shared access road from Garleigh Road. Further information is provided within the access section of the DAS.

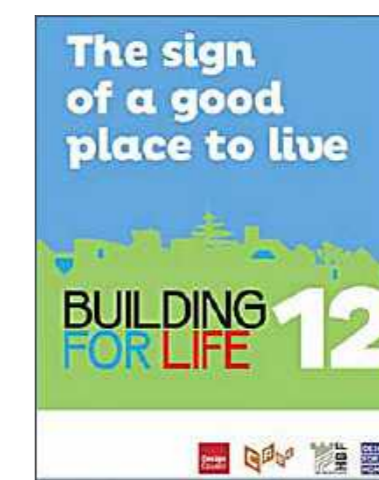
Car Parking: Parking provision will follow local authority guidance.



Car parking - What Works Where



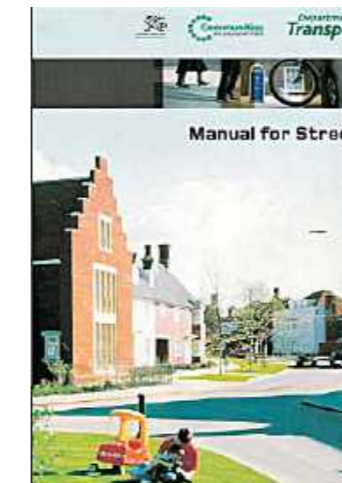
National Planning Policy Framework



Building For Life 12



Urban Design Compendium 2



Manual for Streets



Design and Access Statements: How to Write, Read and Use Them



HCA Quality Reviewer

The project team recognise that current national and regional planning policy have approved a range of key standards and benchmarks that must be met in the design and delivery of all residential projects.

The project team are familiar with all of the publications listed below, and use them in the delivery of their day to day business and workload. They have been referred to in the collation of the DAS and the planning application package.

- **Manual For Streets;** Communities and Local Government/DoT/Welsh Assembly Government, 2007
- **Car Parking - What Works Where;** English Partnerships, 2006
- **BFL12: The sign of a good place to live;** CABE 2012
- **The Urban Design Compendium;** Llewelyn-Davies, English Partnerships, Housing Corporation, 2000
- **The Urban Design Compendium 2 - Delivering Quality Places;** Roger Evans Associates, English Partnerships, Housing Corporation, 2000
- **Safer Places - The Planning System and Crime Prevention (ODPM 2004)**
- **Planning and Access for Disabled People : Good Practice Guide (ODPM 2003)**
- **Design and Access Statements: How to Write, Read and Use Them(CABE 2006)**
- **Sustainable Urban Extensions - Planned Through Design;** Princes Foundation, English Partnerships, CPRE, DETR, 2000
- **Design of Public Space: CABE**
- **Sustainable Communities: Quality with Quality: RIBA:2004**
- **HCA Quality Reviewer: HCA**

Layout - Key Principles

The design concept for the Land at Garleigh Road is a considered response to site analysis described in earlier sections of the DAS and the constraints and opportunities presented by this development site.

Primary access to the development site is located on the southern boundary of the site from Garleigh Road. A new 6m wide shared access road is proposed to serve the development. The position, form and arrangement of the access point has been carefully considered to provide a suitably safe entrance point whilst respecting existing landscaping and development.

The development is located in the south east corner of a recently developed field by Robertson Homes. The site sits on the a bend in Garleigh Road and will become a focal point of the development when travelling north up Garleigh Road.

The development is an extension to the Robertson Homes scheme that surrounds the site on the western and northern boundary, therefore the scale and appearance of the 2no dwellings have been designed to match.

To the eastern bounday is a proposed landscape buffer from the field adjacent.



Proposed Masterplan

Appearance - Character Areas

In order to create a high quality extension to the existing settlement, new dwellings must respond to their immediate and wider context.

Overarching character framework principles:

- Character of dwellings to be informed by location and density patterns of existing development at site boundaries
- Character areas to be interconnected, allowing a cohesive response to wider area
- Architecture and design should use local materials and reflect immediate character where appropriate/suitable
- The design and materiality of dwellings should also be influenced by Urban Design analysis which clearly describes important stop views; corner turning units; gateway entrance points throughout the development; and view corridors. Further detail in this regard is given in section 7.0.

As stated, The elevational treatment and appearance of proposed dwellings is of the utmost importance at the Rothbury site. The proposed development site is located adjacent to existing residential development with existing dwellings at Lordenshaw Drive of particular importance.

It is a driver of design to ensure that the proposed development is not a pastiche or poorly derived replication of past design styles. The design approach for housetype appearance and character is centred around providing a clean-lined, clear and contextual design response.

A mixture of red and buff brick external facades with stone heads and cills and slate effect roof tiles form the material palette for the development.

Housetype Design-Design approach.

Scheme Proposals will respond to the following three key criteria:

- All buildings should meet the latest sustainability and environmental standards.
- Architecture and design should use local materials and reflect local character, where possible.
- The development must demonstrate high standards of design and construction.



Robertson development next to site



Lordenshaw Drive



Site Section

Scale - Privacy & Massing

The issue of scale is considered in line with privacy and massing. It has been a driver of design, both in terms of protection of existing properties and the protection of long range views, as well as ensuring good internal aspect.

Generous offset distances exist between the site boundaries and neighbouring dwellings therefore proposed privacy distances are in excess of the design standards set by Northumberland County Council.

Privacy distances, both internal and external to the site, are in-line with creating a low-density, landscaped development; and are in line with the minimum local policy requirements.

The dwellings within the development are arranged over 2 storeys to give interest to streetscene as part of the overall scheme proposal.



Storey Height Diagram

Access Statement

The scheme design for this development project directly addresses the aims and aspirations of both planning policy and specific site requirements.

It is the intention of the following section of this design and access statement to demonstrate and explain all aspects of vehicular and pedestrian movement.

Wider Highway Strategy

The main access point into the development is proposed from a new 6m wide entrance along Garleigh Road that forms part of a well considered strategy of highway improvements.

Primary Access - Private Drives

The proposed scheme design adopts the use of a private drive to serve the small area of development and provide a more informal roadscape. These areas, as described, embrace the principles of 'home-zoning'.

The principles of home-zoning with which the development team are in agreement are described below:

- *Shared pedestrian and vehicular space created by an even, single surface across the full width of the street and the use of a uniform surface material.*
- *Deliberate restraint on traffic movement, putting pedestrians first, cars second, through the use of a meandering vehicle path and restricted sight lines.*
- *Streets and spaces to be enclosed and overlooked by buildings with windows, providing passive surveillance.*

Inclusive Design

Inclusive design is a way of designing environments so that they are usable and appealing to everyone regardless of age, ability, or circumstance. This environment has been fostered through the following design ideals.

- *An access network which allows easy vehicular and pedestrian travel throughout the site.*

- *A safe environment with the core principles of secure by design at the heart of the scheme.*

- *A dwelling mix throughout all parts of the development which encourages a range of different living types.*



Movement Diagram showing street types, points of access and connections throughout the site and into the wider locality

Car Parking

Parking provision will follow local authority guidance

The parking strategy for the development, places an emphasis on on-plot parking. 3 spaces for 4 bed dwellings.



Parking Diagram

5.0 URBAN DESIGN ANALYSIS

DESIGN CONCEPT - A CONTEXTUAL YET DISTINCTIVE APPROACH

Access to the site will be taken from Garleigh Road at the southern site boundary via a new 6m wide shared access road. The junction has been designed and positioned to provide safe access and egress to the site.

It is a key driver of scheme proposals that the development looks to form an extension of the existing new development.

It is of paramount importance that the scheme provides a clear sense of character that is both sensitive and in keeping with the local context of Rothbury.

It is a fundamental driver of design that the development should retain the existing landscape features of the site where possible. Dwellings have been located to suit existing vegetation patterns on the site, aligning the front of the houses to front onto Garleigh Road extending the existing developments frontage and forming a focal point from the road.

To fully explain the design of the scheme and how dwelling formation and design interacts with the landscape, an urban design analysis of the site has been initiated.

Spatial Syntax methodology considers the masterplan as a series of journeys. The journey is interpreted as a sequence of spaces, where architecture and landscape, work together to create an attractive, interesting and unique experience for residents and visitors alike.

Gordon Cullen (1914-1994) believed that if designers could describe a journey through the proposed masterplan, they would necessarily engage with the three

dimensional opportunities and challenges offered by the plan.

The Spatial Syntax diagram opposite is divided into a number of key indicator categories which serve to augment and assist in navigation and enjoyment through the development.

SPATIAL SYNTAX

The Spatial Syntax diagram opposite is divided into a number of key indicator categories which serve to augment and assist in navigation and enjoyment through the development. These categories include:

Vistas and View Corridors

The distance views are termed 'Vistas' or 'View corridors'. The culmination of this long distance view is a significant building.

Corner Turner Unit

As the eye is drawn into a view corridor, a road bends round to create visual interest, in this case 'corner-turning units' will be buildings which have a plan form that carries the eye around the corner.

Significant Buildings

Along main vistas, significant frontages or streetscapes will be created that are arranged to create an overall architectural composition.

Entry Points

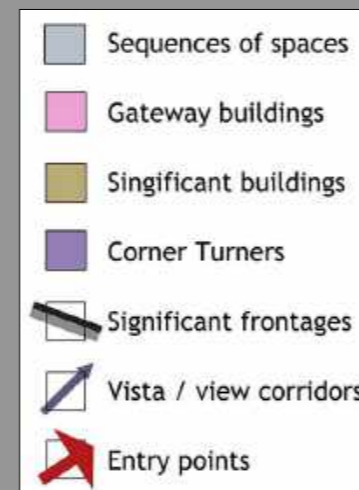
Entry points will be celebrated by groupings of significant buildings.

Vista Stops

Vista stops contain views at the end of the view

Gateway Buildings

Gateway buildings will create legibility and help residents and visitors alike to understand the change in character of the hierarchy of routes, from the primary, secondary to the more informal tertiary road framework.

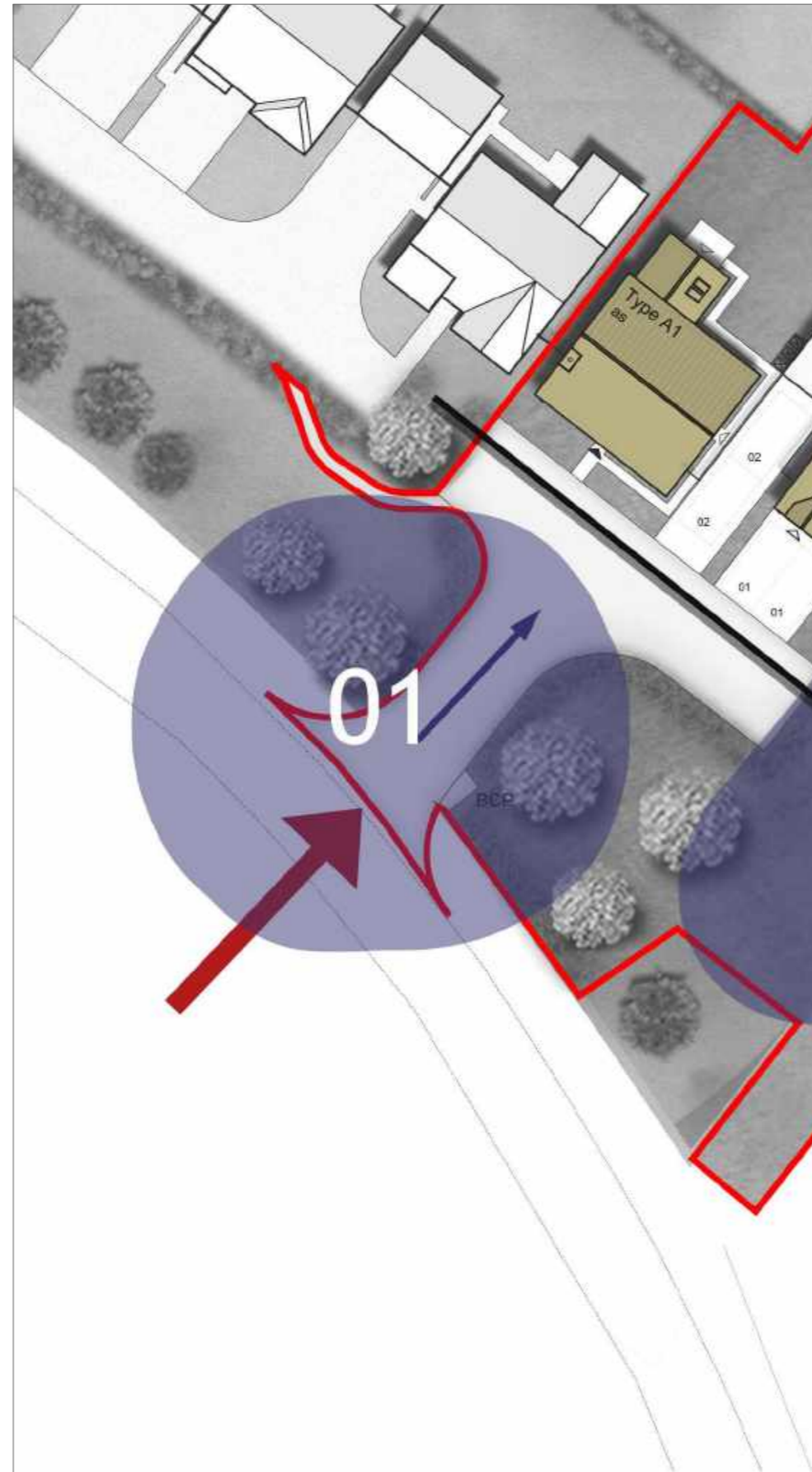


Syntax Diagram

Area 1.0 - Entrance

Area 1 provides a first impression of the development to vehicular and pedestrian traffic, from Garleigh Road.

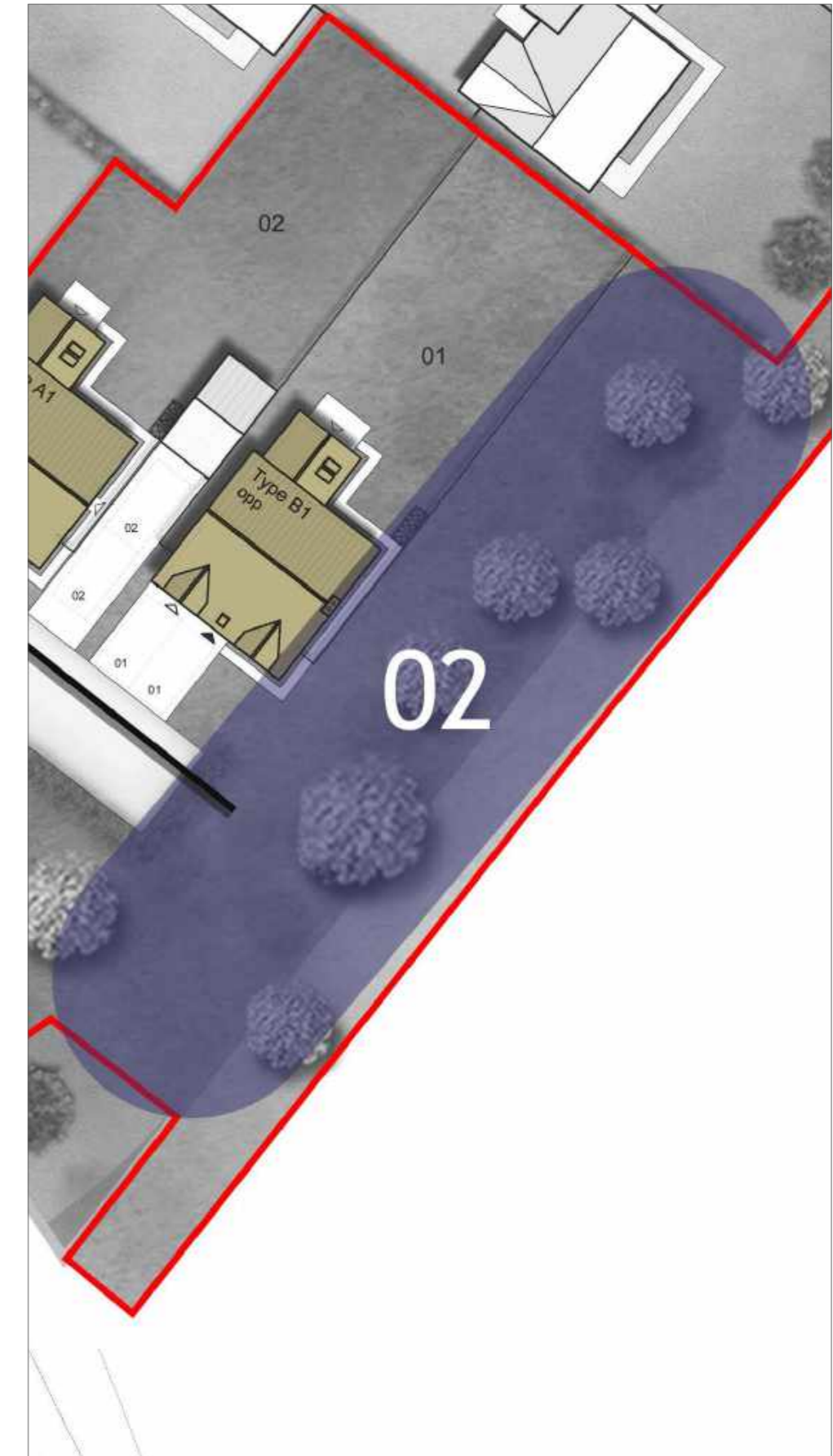
Here it is important that the development provides a strong entrance statement in addition to portraying a clear indication of the 'landscape dominant' character and high quality design that the development wishes to achieve.



Area 2.0 - Landscape buffer and open space

The eastern boundary provides a landscape buffer between the proposed development and adjacent fields. This enhances the site as a key focal point and entrance development to Rothbury when travelling north up Garleigh Road.

The open space between Garleigh Road and the dwellings will reduce the noise pollution from the road to the dwellings and provide opportunities for green space.



6.0 DEVELOPMENT DENSITY & MIX

The development provides a total of 2no new homes with associated parking facilities arranged within a number of development forms and dwellings types.

Density

The development has an overall density of 9.49 dwellings per hectare (dph). The development is low-density as a design approach, with dwellings set within a strong landscape setting.

Mix

The development proposal for 2 dwellings are for private sale. The proposal consists of 2 housetype styles, which in turn provide a mixture of:

- Private Sale (100%)
- 4 bedroom dwellings - 2no

The diagram on the opposite page illustrates the distribution of dwelling mix across the scheme.



Housetype Diagram

7.0 LANDSCAPING

The inclusion of landscape buffers along the northeast, southeast boundaries and along existing road corridors and further specimen tree planting assists in softening views of proposed housing by breaking up the mass of the built form. Careful consideration of the existing sloping topography within the site will also help integrate the proposed development within the existing site context and will help to screen views of the proposed development. Careful use of landform within the site will ensure proposed housing is sensitively integrated, whilst making the most of attractive views of the Coquet valley to the north and east.

Additional vegetation planted as part of the proposed residential development will improve the habitat value of the site. Integration of a strong landscape framework that includes native hedge, shrub and tree planting, should also be mindful of making logical connection to form habitat corridors that pass through the proposed development.

The eastern boundary will include a planted swale, wet ditch and meadow grassland habitat seeding in a 5m wide Conservation headland to increase biodiversity.



Landscape Plan



Sustainability Strategy

The National Planning Policy Framework (NPPF) consolidates the Government’s ambitions to combat climate change. In relation to new development, it expects proposals to take account landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 96), as well as complying with Local Plan policies on renewable and low carbon energy (paragraph 97).

Design proposals address the most cost effective method of improving energy efficiency, reducing energy demand and reducing the long term carbon emissions of a new development through the optimisation of dwelling orientation aided by good passive solar and thermal design.

Thermal performance considerations will affect the buildings throughout their entire life and whilst costing very little to implement in capital cost terms, considerable benefits are gained in terms of a reduced carbon footprint.

Energy Efficiency

A key sustainable principle of the proposed layout is to maximise the use of the sun's energy for heating and cooling. One example of this is the majority of access roads running predominantly east-west, with the main distribution roads running north-south. This design principle allows good solar access to as many dwellings as possible.

Another key sustainable principle that should be adopted in the delivery of sustainable housing, is the usage of a ‘fabric first’ approach. This approach places the greatest emphasis on the thermal performance of the building envelope and is less reliant upon applied renewable technologies. This ensures that thermal performance and sustainability are embedded within the fabric for the lifetime of the buildings.

Waste

Other key strategies that should be implemented during the detailed design and construction stages are a balanced cut and fill scheme will be designed, minimising the amount of material that will be either imported or exported from the site. The design of the buildings ensure that waste is kept to minimum by ensuring that the house layouts are kept to modular brick and block sizes.

Recycling facilities will be provided to all residents by the means of internal and external bins.



8.0 CONCLUSION

ROTHBURY | NORTHUMBERLAND



Scheme proposals for the Rothbury development site should aim to realise the creation of a sustainable new residential environment that will significantly enhance the profile of the local area by providing a unique community.

- Dwellings are to be located within the development site capitalising upon existing site opportunities.
- The development will integrate with the locality by connecting to existing pedestrian and cycle links
- The development will utilise and celebrate existing landscape features within and adjacent the development site.
- The development provides expansive areas of open space promoting a 'landscape dominant' character.
- It is a driver of design that smaller development sections have their own identity and character through careful placement of development around shared private drives and in certain instances, a smaller area of open space with front aspect providing good levels of natural surveillance.
- The development will preserve the visual amenity to existing residential development through generous privacy distances. The design has been heavily influenced by properties of the recently developed site adjacent to it. The building line and open space is positioned to ensure the amenity of existing built form is not adversely affected.
- The development will embrace the core principles of Secured By Design, with all routes overlooked with good levels of natural surveillance.

In summary, the project team believe the proposed development will become a positive addition to the Rothbury area.



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