

Design and Access Statement

For

Proposed Development of 3 No 4 Bedroom

Detached Dwellings on Part Carpark

At

The Blue Bell
Stoneybank Way
Mickley
NE43 7LP

Proposal

In order to support the future viability of the Blue Bell Public House it is proposed to reconfigure the carpark and construct 3 detached dwellings on the land. The carpark is “previously developed land” and Mickley is a sustainable settlement therefore we are of the opinion that the development will accord with the Tynedale Local Plan

The carpark is currently dis-proportionate in size compared to the pub. It is proposed to re-configure the carpark to create 18 No 5.0m x 2.40m parking spaces and 2 5.0m x 3.6m Accessible parking spaces which is commensurate with the seating capacity of the pub.

Layout

The existing entrance will be extended to create a separate entrance to the carpark and to the housing development with 10m visibility splays as recommended in DCAN 15 Layout of Other Accesses.

The carparking surface will be tarmac with no loose chippings, bays will be marked out and will be 2.4m wide by 5.0m deep with a 6.0m reversing distance. The carpark will be separated from the housing development by a 1.50m high close boarded timber fence.

A proposed layout plan has been submitted with the application. The dwellings will be accessed off a shared road. The road will have a tarmac finish capable of carrying the load of a fire engine or bin lorry and will have a clear width of 3.1m.

Scale

The dwellings will be 2 storey plus a bedroom in the roofspace. The footprint of each house will be 70 M² They will have a double garage plus a 5.0m parking space in front of the garages and a visitor parking space to the side. The finished ground floor level of the properties will be 150mm above the existing tarmac level.

The external face of the dwellings will be constructed from local rock faced sandstone with dressed sandstone quoins with matching lintels and cills to the door and window openings. The doors and windows will be timber with powder-coated aluminium external facings in Fir Green RAL 6009 colour. The dwellings will have apex roofs with a roof pitch of 42 degrees and will be finished in second hand Welsh slate. The properties will be 5.0m high to the eaves and 7.80m to the ridge. These heights are consistent with similar properties in the area.

The properties will be well insulated and built to achieve CO2 emissions at least 10% better than the current Building Regulations 2010.

Landscaping

The trees, hedges and fences on the boundaries will be retained, the trees will be managed by regular pruning to prevent overshadowing of the houses and any undue influence on the foundations of the buildings. The marking out of the 20 parking bays to the South will necessitate the removal of some of the overgrown scrub which has overtaken the land in recent years however the trees and hedges to the South will be retained to screen the site and to preserve the natural habitat. The vegetation either side of the carpark entrance will be cut back and managed to maintain site lines for safe vehicular access and egress. There will be a close boarded, 1.50m high timber fence installed to separate off the carpark from the residential development. The space separation between the dwellings will be 1.0m high close boarded timber fencing. The pub carpark and the access roads to the dwellings will be finished with tarmac. The drives and visitor parking to the dwellings will be finished with Marshalls Driveset permeable block paving Tegula Priora Harvest colour. The gardens will be laid to lawn.

Access

The approach to the dwellings will be constructed with a firm and even surface with maximum cross falls of 1 in 20. Access ramps will be provided to the principal entrance with a maximum slope of 1 in 12. The ground floor accommodation will be accessible to visitors and a ground floor WC will be provided, all in accordance with the Building Regulations 2010.

The carpark will be marked out with the first 2 bays being extra wide to accommodate wheelchair users. There is a level access doorway to the rear of the pub as the front entrance door has steps. There is on-street parking outside the pub and a notice will be displayed asking customers to use the carpark, leaving this space free for disabled customers but this relies on good citizenship and is unenforceable in law. Secure cycle parking is available to the rear of the pub.

The number 613 bus service from Hexham to Whittonstall, run by PCL Travel stops directly outside the pub. The number 10, Hexham to Newcastle bus service run by Go North East can be used to access the pub, it is a 10 to 15 minute uphill walk from the bus stop in either Branch End or Mickley Square. The closest train stations are Stocksfield at 1.7 miles or Prudhoe at 2.3 miles respectively. Taxi services are available from both stations. The nearest airport is Newcastle International which is 16 miles North East of the Blue Bell via the A69 and A1 roads.