

Land off Park View, Broseley

Design & Access Statement for DBA Homes Limited



Cadsquare Midlands Ltd | December 2021 | 21-066 - DAS-01



Contents

- 1. Introduction**
- 2. Location**
- 3. Pre-application discussions**
- 4. Local Character**
- 5. Design Proposals**
- 6. Design Scale and Appearance**
- 7. Access**
- 8. Sustainability**
- 9. Building for Life Assessment**

1. Introduction

Purpose of the Statement

This statement has been prepared as supporting documentation to DBA Homes Limited's submission for the erection of 8 detached dwellings and garages on land off Park View, Broseley, Shropshire

The purpose of this statement is to explain;

"The design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with" (Paragraph 80, DCLG Circular 01/2006)

The statement sets out the principles of the design which with consideration for criteria contained in Central Government and other respected design authority publications to produce a high quality development.

The site benefits from an existing reserved matters planning approval (ref:18/03034/REM) for the erection of 6 dwellings granted by Shropshire Council on 15th November 2019.

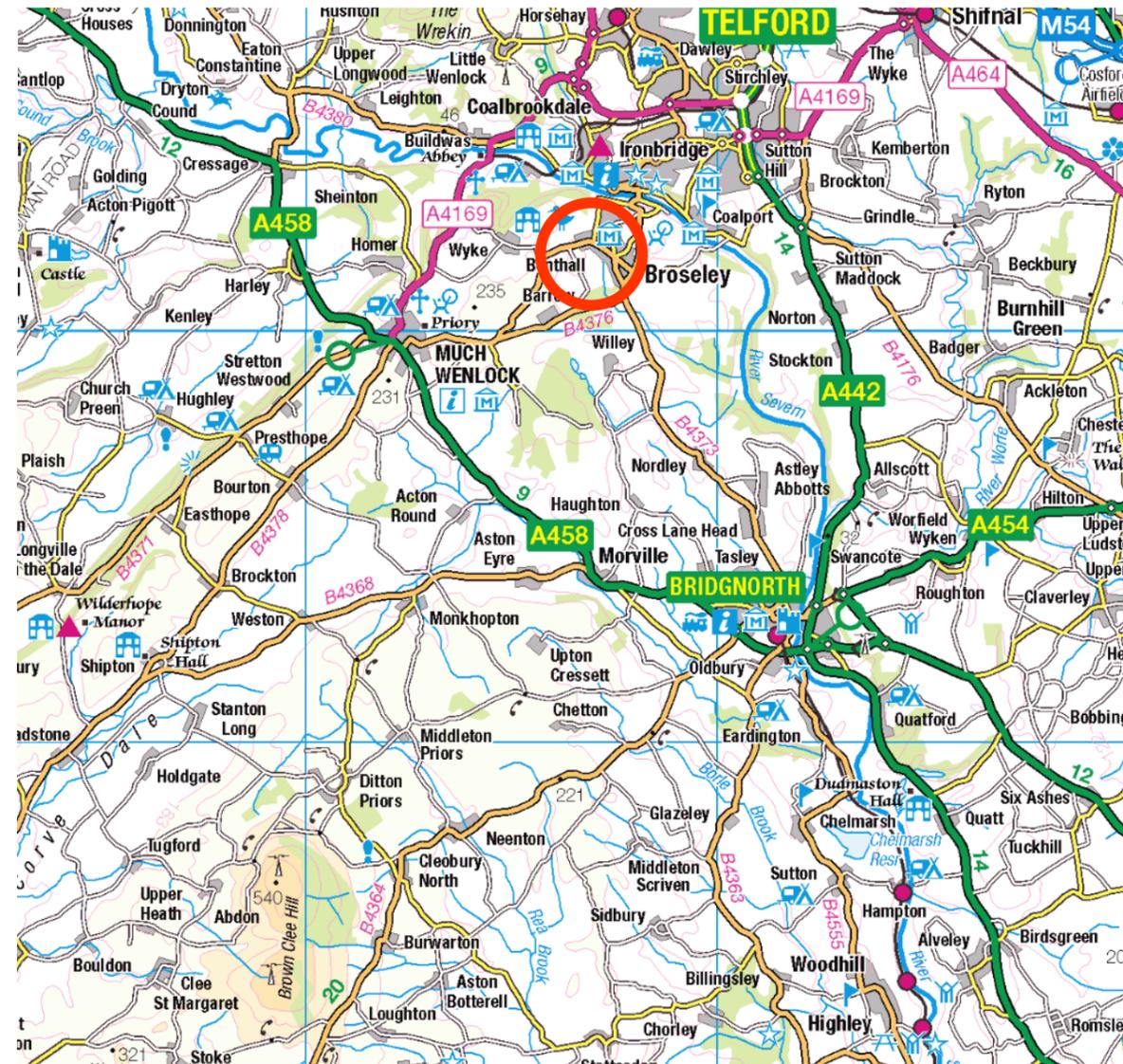
This Design and Access Statement has been prepared using CABE's guidelines in 'Design & Access Statements – How to write, read and use them.'

A suite of drawings and reports accompany this application including drainage, and landscaping



2. Location

- 2.1 The site which is rectangular and 0.84 hectares in size is located on the edge of the development boundary and the conservation area of Broseley close to the commercial section of High Street.
- 2.2 The site is accessed via Park View in the south east corner. Existing housing lies to the north, south and east of the site with open fields to the west.
- 2.3 The site is generally flat with a slight level difference towards the northwest.
- 2.4 The site is bounded to the north, south and east by existing hedgerows with the western boundary being open onto the existing fields.
- 2.5 Immediately on the Southern side of Haughton Lane is a substantial detached private house in an elevated position known as Haughton Ridge
- 2.6 The town has a range good local facilities and is well served by public transport..



3. Local Character

- 3.1 Broseley's local building characteristics are that of a mixture of small and large buildings grouped in a scattered pattern around primary linear routes.
- 3.2 The main materials being brick and tile with the local brick being extremely distinctive due to the amount of fire clay and impurities involved in their manufacture.
- 3.3 The site lies outside the town's Conservation Area and development in this area is located well back from the edge of footpath with a regular disposition of buildings facing the street.
- 3.4 Given this eclectic mix of house styles within the village, the site has an opportunity to create it's own environment and it's own character but ensuring reference is taken from architectural detailing found within the town.
- 3.5 These proposals which are similar to the previously approved scheme provides the transition from the urban townscape to the more open countryside through the use of looser urban grain.



4. Pre-Application Discussions

4.1 Preapplication discussions have been held with officers of Shropshire Planning Department and valuable feedback has been received to help develop the scheme for this final submission.

The main points raised were that

1. *"The increase from 6 to 8 units is likely to result in traffic generation, highway impacts being raised again by the local community and that would need to be addressed in a Transport Assessment."*

Subsequent consultations have taken place with a Transport Consultant who has stated that

The transport report prepared in 2013 is what I would generously describe as 'unusual' – it is certainly not like a standard Transport Statement in its scope, content or style. It was clearly prepared with the intention of seeking to explain away the constrained local highway network, identifying possible traffic management measures including making part of Hockley Road one-way. I do not consider that such measures (which were seemingly unpopular when previously put forward) are necessary to accommodate a development of the scale now proposed.

I note the initial refusal of the application for the extant outline permission was stated as being partly on traffic grounds but attracted no objection from the highway authority once further details of the proposed access arrangement had been provided, this being similarly noted by the planning inspector at appeal, who identified no highway safety problems.

A development of 8 dwellings falls well below the planning definition of 'major development' (10 dwellings) and so I would not expect that it to be a validation requirement for a Transport Statement or Transport Assessment to accompany any submitted application. Such a quantum of development also falls below the threshold at which a Transport Statement is normally required (typically 30 dwellings); it is sometimes appropriate for a lesser quantum of development to require some form of assessment, perhaps where the specification/safety/suitability of the access or the sustainability of the development is an issue, however in this instance the means of access and principle of the development is established by the extant consent.

The only transport impact of the current proposals compared to the extant consent is the minor additional traffic generation presented by two additional dwellings. Such generation (approximately 1 additional traffic movement in each of the morning and evening peak hours) would almost certainly have no material effect upon the normal operation or safety of the highway network.

On the basis of the above, I do not consider that any form of transport assessment is necessary or justified."

4. Pre-Application Discussions

2. *"The quantity of public open space in the development would need to be checked against the standard set out in SAMDev Plan Policy MD2.*

The general principles of the layout are unchanged from the previously approved scheme with the units arranged around a single cul-de-sac with two areas of open space being provided to the south of the development split either side of the access road.

Policy SAMDev 02 requires 'at least 30sq.m per person of open space.' This new proposal has a total number of 57 bed spaces which equates to a requirement of 1710sq.m. The scheme currently provides 1671sq.m or 29.3sq.m per person.

3. *"I would question from the sketch whether the 'circular' turning head would be able to accommodate all service vehicles. It would not comply with adoptable standards and if the road is to remain private, is it practical to provide and require all residents to move their waste/recycling bins to a collection point by the Park View junction? "*

The road arrangement is being constructed in accordance with the previously approved scheme and therefore the arrangement has been deemed acceptable by both the Highways and Planning Authority's.

5. Design Proposals

Use and Amount

5.1 The proposals are for eight detached dwellings and garages providing a mix of four and five bedroom accommodation in a detached format, reflecting the general arrangement of the previously approved scheme.

5.2 The 8 units proposed for the site area of 0.84 hectares provides a density of 9.5 dwellings per hectare which whilst being a slight increase on the 7.1 dwellings of the approved scheme is still extremely low in density terms reflecting the transitional location of the site between the urban townscape and the open countryside

5.3 The mix of types being proposed incorporate:

2 x 4 bedroom / 6 person houses

3 x 4 bedroom / 7 person houses

3 x 5 bedroom / 8 person houses

The bedspace provision being in accordance with the Nationally Described Space Standards

Following intensive market research and the change in people's own working and social lives, the approved house types are too large for the market and the living space is compromised, without home office working potential and reception rooms, all of which have become increasingly important since the scheme was approved. Therefore this scheme looks to meet both the smaller size of units and the internal accommodation required by the current market.



5. Design Proposals

5.5 Layout

- 5.5.1 The proposed layout is based on the same arrangement principles as the previous approval and the access road is being constructed under this previous consent. Access is via a private access road from Park View with a looped turning head allowing service and emergency vehicles to access and exit the site in a forward direction.
- 5.5.2 The development is arranged in a linear form, around this single cul-de-sac with each dwelling located within its own spacious plot. This allows for a significant amount of new native landscaping to be provided adding to the semi-rural feel to the development.
- 5.5.3 The layout will create quality public and private realms providing passive surveillance and security to the open space areas. The intimate nature of the scheme arranged around this shared space will also encourage social interaction by its residents. This latest scheme also reduces the impact on the surrounding properties and in the case of Langdale actually improves the outlook by relocating the properties and screen walls further away.



6. Design Scale and Appearance

6.1 Scale

Generally buildings in the locality are two storey in scale and this is reflected in the proposed scheme. The proposed properties are all detached in large plots reflecting the pattern of development in the area and therefore the development will relate satisfactorily to the character of the area.

6.2 Appearance

The houses are traditionally designed with steep roof pitches, gables, to give a good degree of articulation to the elevations. In addition, hipped roofs, have also been added to provide interest to the roofscape and reflect other houses in the locality and giving the dwellings a sense of individuality.

The inclusion of hipped roofs also creates vistas through the building roofscapes thus adding to the feeling of space between dwellings.

The dwellings are less elaborate compared to the approved elevations and are designed to reflect similar designs approved on small scale developments in other nearby Shropshire settlements such as Neenton and Morville.

External materials are intended to be the same as approved as part of the previous scheme with Ibstock Shire Multi Red (or similar) facing bricks with smooth cream render for the elevations with brown Marley concrete plain interlocking tiles for the roof coverings.

Detailing by way of brick headers, and cills together with full height bay windows and large gables, reflect the traditional detailing found within the town. Fenestration would be traditional casement style in white PVC-U whilst front and garage doors would be dark also reflecting arrangements found within the town. Rainwater guttering and downpipes will be in black PVC-U.

The result is a development which will sit comfortable within its surroundings.

6. Design Scale and Appearance



House Type design at Neenton



House type designs at Morville



Proposed House Type A



Proposed House Type B



Proposed House Type C

6. Design Scale and Appearance

6.3 Landscaping

With the layout following the same principles as the previous approval, the scheme will minimise the impact of the built form on the existing landscape features. And these existing hedgerows and trees will be retained and supplemented where necessary with additional native planting.

Boundary walls will be in facing brickwork to match the houses. The bell mouth junction into the site will be constructed in tarmac with the main shared access cul-de-sac being tarmac with block paved driveways to individual plots.

The low density nature of the scheme allows for additional planting which will provide natural buffers and green corridors providing connectivity via 'wildlife corridors' between the surrounding development and the new development.

New landscaping will be provided in accordance with detailed landscaping scheme, which is also included within this current submission and will include measures to retain and enhance the sites current bio-diversity.

7. Access

- 7.1 The proposed layout is based on the same arrangement principles as the previous approval and the access road is being constructed under this previous consent. Access is via a private access road from Park View with a looped turning head allowing service and emergency vehicles to access and exit the site in a forward direction.
- 7.2 Car parking within the development is designed in accordance with the relevant local design standards of the council, with all being within the curtilage of the particular dwelling they serve.



8. Sustainability

8.1 Sustainable Location

The location of the site ensures that it is comfortably within accepted walking distance to the town centre and bus stops with convenient connections to larger urban centres and public transport hubs. This all assists in reducing vehicle movements and encourage the use of more sustainable modes of transport.

8.2 Sustainable Construction

Whilst the final methods of construction will be dependant on the site's specification, the new dwellings will be constructed to modern regulations with high levels of insulation, draught proofing and double-glazing. The measures, along with the use of smaller size windows, evident in traditional buildings, will improve energy efficiency, whilst the orientation of the buildings will also provide some benefit from solar gain. The use of high efficiency boilers with thermostatic radiator valves will promote efficient heating.

All materials will accord with COSHH guidelines to ensure the provision of non-hazardous materials or waste in the dwellings or during their construction. DBA Homes Limited's company policy is to source as many materials from renewable sources with timber from ecologically managed forests etc. all of which are sourced locally whenever possible.

The buildings will be subject to the current Part L of the Building Regulations and in compliance with the requirements the reduction in usage will also reduce CO² emissions. Whilst changes to the Building Regulations have improved standards significantly over recent years, DBA Homes Limited are committed to ensuring that the construction specification on this scheme will make further advances to ensure even higher levels of sustainability are achieved and will look to incorporate:

- Central heating systems will have timer and thermostat controls, together with high levels of insulation to water storage, to ensure highly efficient every day use.
- Thermostatic radiator valves.
- Purchasers will be provided with advice and energy saving leaflets as part of the hand over packs.
- Low energy internal light fittings will be provided to internal rooms. The provision of these fittings will comply with the current Building Regulation requirements.
- External lighting where provided, will have PIR sensors.

8.3 Pollution

All materials will accord with COSHH guidelines to ensure the provision of non-hazardous materials or waste in the dwellings or during their construction. Materials will be selected for construction with due consideration to the "Green Guide for Housing", publication which advises on the effect that various materials have on the environment taking into account their full life cycle. Insulating materials specified throughout the buildings will be carefully selected to reduce the potential for long-term damage to the earth's ozone layer, and the possible increase in Global Warming as a result of substances used in the manufacturing process.

8.4 Water Usage

To reduce water usage within the dwellings, all WC's provided will have dual flush provision, and spray taps will be provided to specific wash hand basins

8.5 Sustainable Drainage

Storm water disposal should always be undertaken as close to source as possible. However, as the underlying strata is not suitable for infiltration methods of storm water disposal, it is proposed to discharge to the existing public storm water sewers to the east of the site at the junction of Park View, Hockley Road and Woodhouse Road.

The storm water from the development is to be transported via a system of pipework to cellular storage vessel located to adjacent to the site entrance. Storm water quality will be controlled using tanked permeable paving to the driveways with the run-off from the plot roofs also discharging. A drainage strategy is included as part of this application.

8.6 Waste and Recycling

The design of all dwellings will need to accommodate space for separate external bins for the recycling of materials to accord with the Council's policy on refuse disposal and recycling. This will include hard standings and access routes for the bins.