

# beech avenue, york

design and access statement  
march 2024

**brown**  
**+ company**

# 0.0 **summary**

Revision: P01

This design and access statement supports the proposed planning application for four new 2 bedroom dwellings at 64-84 beech avenue, york.

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## 0.1 brown + company practice experience

A creative, collaborative, design-led studio, brown + company are a highly experienced team. We prioritise the context of each site to create sustainable, beautiful, long-lasting architecture. The work we do at brown + company is designed to outlast us, contributing to the places we live for generations to come. We believe that we have a responsibility to create buildings which have longevity, beauty, value and purpose.

brown + company is part owned by Leach Rhodes Walker, which enables our practice to provide a personal and bespoke service with the full support and resources of this multi award-winning practice. This includes interior design services by Konzept Interiors, with a strong design flair in hotel, commercial and residential sectors.

The partnership stems from a long-standing relationship between all directors - Neil Brown studied architecture at Manchester University and began his career in 1997 at LRW, working for several years alongside Justin Marks, John Bradley, Martin Burrows and Christian Gilham.

Working in close collaboration with both the LRW Manchester and London offices, our York based practice is able to deliver all stages of any project with a value of between £50,000 and £500m



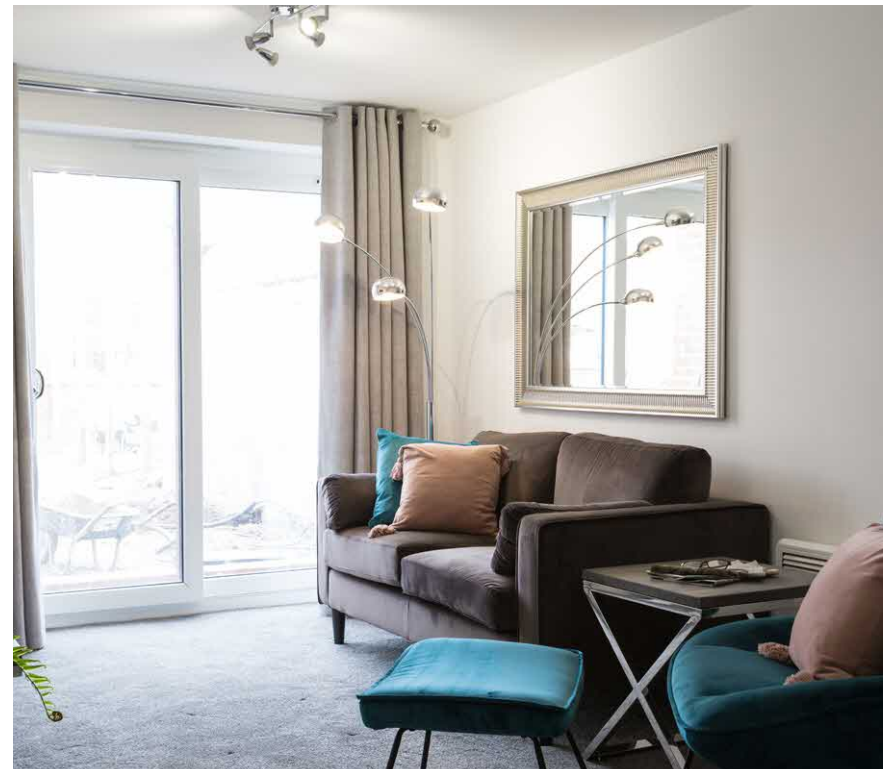
## 0.2 helmsley group

The Helmsley Group Limited are a long-standing York based property development and investment company.

The Helmsley Group carry out a variety of developments across different sectors in the city. As a snapshot in time Helmsley are currently involved in:

- High quality housing aimed at first timer buyers using the help to buy scheme. Aura, provides homes starting at £130,000 making them affordable to key workers and first time buyers, whilst being within easy walking distance of York centre, environmentally sustainable and with features such as hyper-optic broadband.
- Premium apartments at the Old Fire Station where substantial care was taken in creating a building which sits well in this prominent location
- New build family house at Connaught Court Fulford.
- Helmsley have long been advocates of creating living space on unused upper floors above retail in York city centre, schemes include: King square, 2-4 Nessgate, 79 Low Petergate The Helmsley Group are intensely proud to be able to continue investment in the City which they have now been doing for over 40 years.

By developing and investing in a variety of assets we believe we can continue to contribute towards the social vibrancy and economic growth of the city. For more information please see: [www.helmsley.co.uk](http://www.helmsley.co.uk)



# 1.0 the site

## 1.1 site location

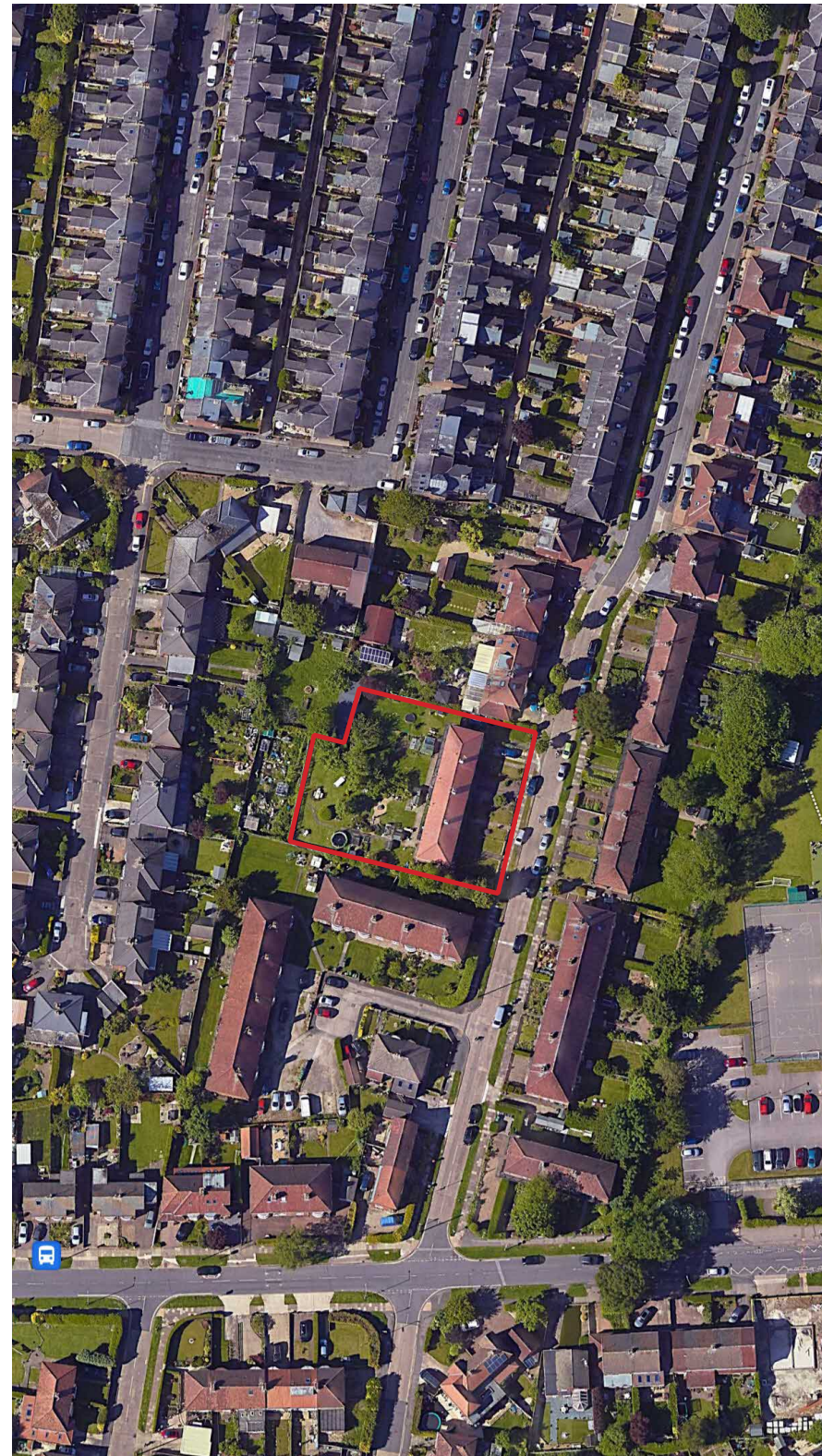
The proposed site is located to the rear of 64-84 Beach Avenue, a block of apartments, in Holgate, York.

The popular suburb of Holgate is predominately residential in nature, with much of its historic housing stock being built following the construction of the carriage works in 1880.

The site is located around 1 mile from York city centre and 0.8 miles from Acomb high street. Our Lady Queen of Martyrs Catholic Primary School is located a 2 minute walk from the site.

## 1.2 the site

The site currently houses a block of eight apartments and a large communal garden to the rear which is unused by many of the current residents. The apartment block is one of three similar buildings on Beech Avenue presumably built in the 1980s. They are two storey with the upper floor apartments accessed via a cantilevered balcony/walkway which runs around the front and rear of the building. Like most of the houses on Beech Avenue, the existing apartments have no associated offstreet parking, with most residents parking on the street.



# 1.0 the site

## 1.3 site opportunities

The proposed site is an under used garden which provides an exciting opportunity to create new affordably priced, high quality, residential dwellings, in a well connected, sustainable location.

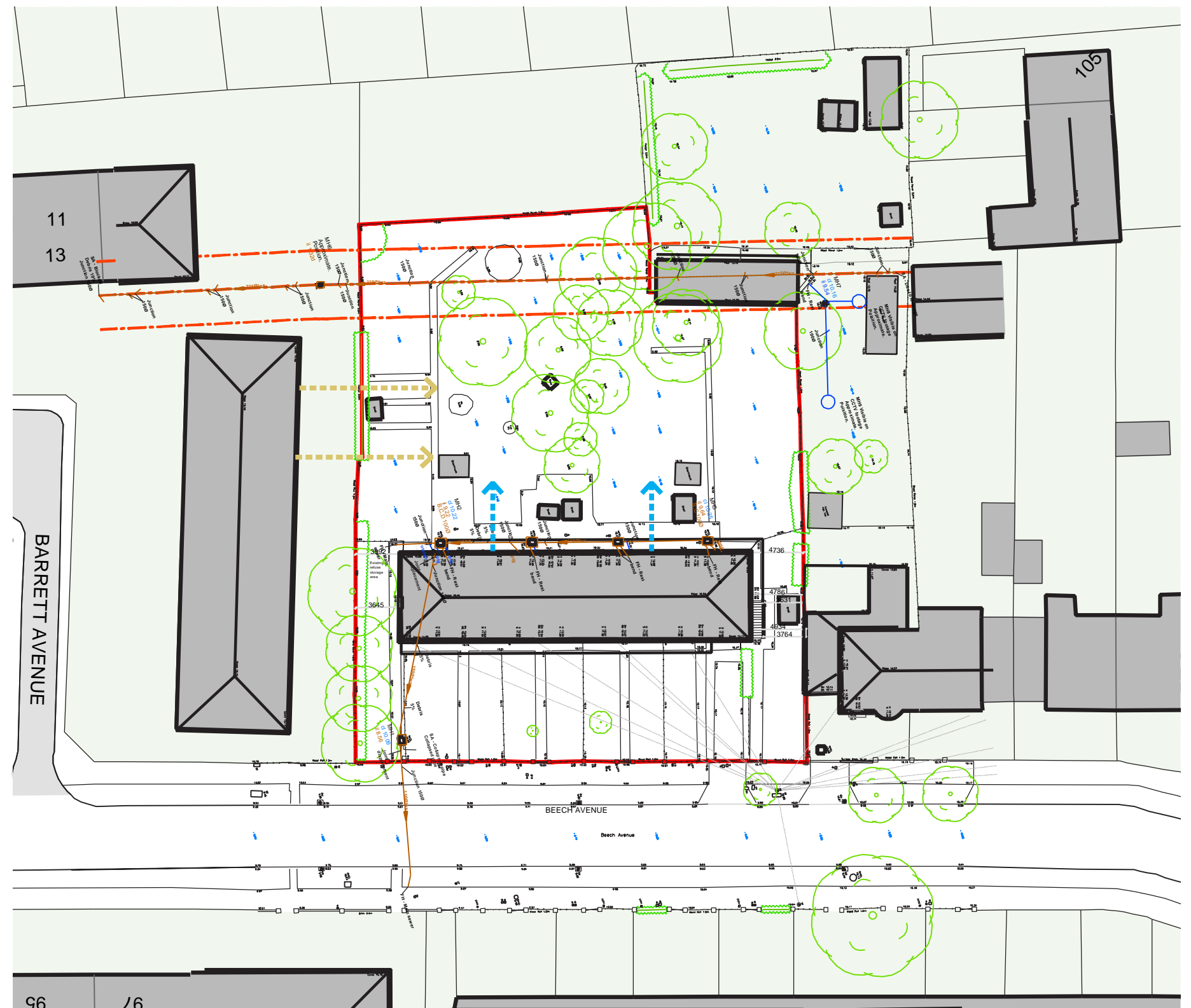
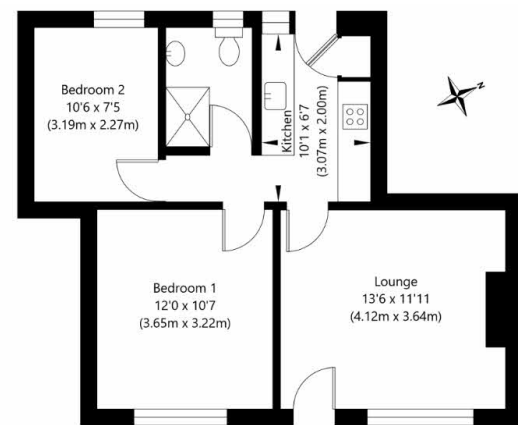
Vehicular access can be provided to the rear of the site, enabling the opportunity for new off street parking for any new dwellings.

## 1.4 site constraints

As with much of the local area, the site is located within flood zone 3, caused by Holgate beck, which is located about 100 - 150m from the site. Any building on this location must be built as flood resilient and have a negligible impact on the flood zone.

A sewer is located to the rear of the site, creating a 6m easement (3m either side of the sewer). No built form can be located within the easement.

The site is overlooked by several residential properties on Barrett Avenue and Northcote Avenue. The design of any built form must be designed to have minimal impact these properties outlooks. The rear of the apartment block also looks out onto the site, however as shown in the floor plan of a typical apartment, the primary rooms are facing Beech Avenue.



# 1.0 the site

## 1.5 surrounding architectural language

Much of the local area is residential in nature, however of varying ages and styles. The development and expansion of the area of Holgate is distinctively legible through the architectural language of the area, this is clearly visible on Falconer Street and Beech Avenue.

The terraced houses located nearest the carriage works were most likely built in the 1900s, where as the further south, houses and apartment blocks are newer in age and vary in architectural style. A summary of the architectural language is identified below:

- mixture of terrace and semi detached dwellings of varying ages and quality. no detached houses are present. All properties are small or medium in size.
- dwellings are generally two storeys, with converted roof space. dormers are generally located to rear facade, with rooflights located on the front facade.
- architectural similarities between the properties (such as repeating windows, roof forms and bay windows) create a repetitive rhythm down the street
- bay windows create depth to the facade and a good level of glazing to principle rooms
- dwellings are predominately brick, with some areas of render which highlight features such bay windows or the upper floors.
- stone cill and window heads are present on the older properties
- mixture of slate (older properties) and pantile (newer properties) roof materials. Pantile roofs are generally located to the southern end of the street.





## 2.0 proposals

### 2.1 proposed site plan

The proposals seek approval for 4 terrace houses, located within the existing garden. The houses have been positioned to minimise their impact on the existing dwellings, ensuring a minimum distance of 12m from the rear of Barrett Avenue.

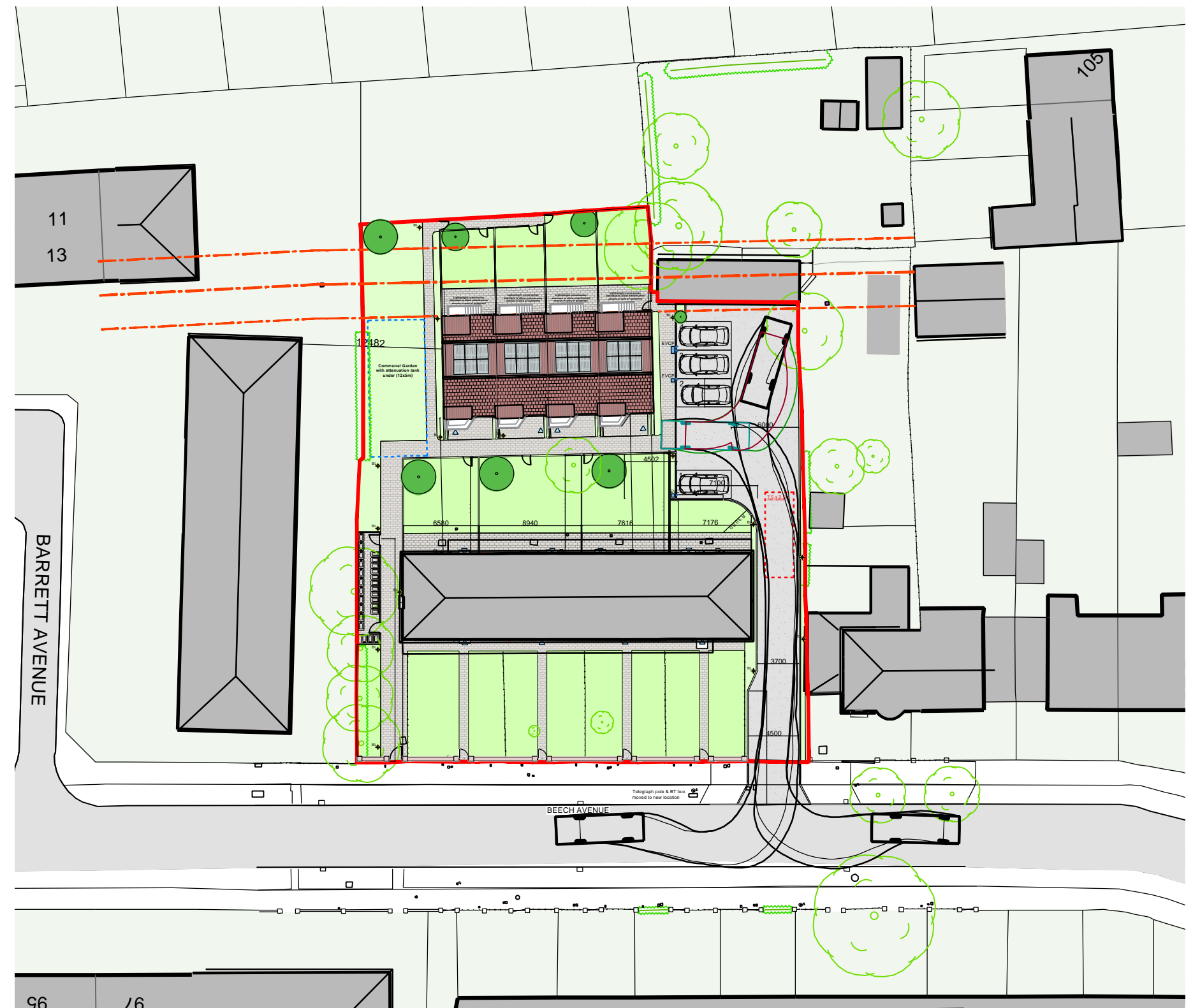
Each dwelling has a generous rear garden to the rear, and the communal gardens for the apartments are maintained, albeit reduced in size.

Removal of an existing external stair to north elevation of the apartment block enables vehicular access to the rear of the site, with 4 car parking spaces provided for the residents. Each car parking space has an electric charging point.

Vehicle tracking demonstrates enough room for a large vehicle turning circle and an appropriate width access road. Please refer to AMA highways report for tracking and highways analysis.

The proposed development does not negatively effect the existing parking provision on Beech Avenue.

A new timber bin store is to be formed to the southern boundary of the site which will be used by the residents of both the existing apartments and new dwellings.



## 2.0 proposals

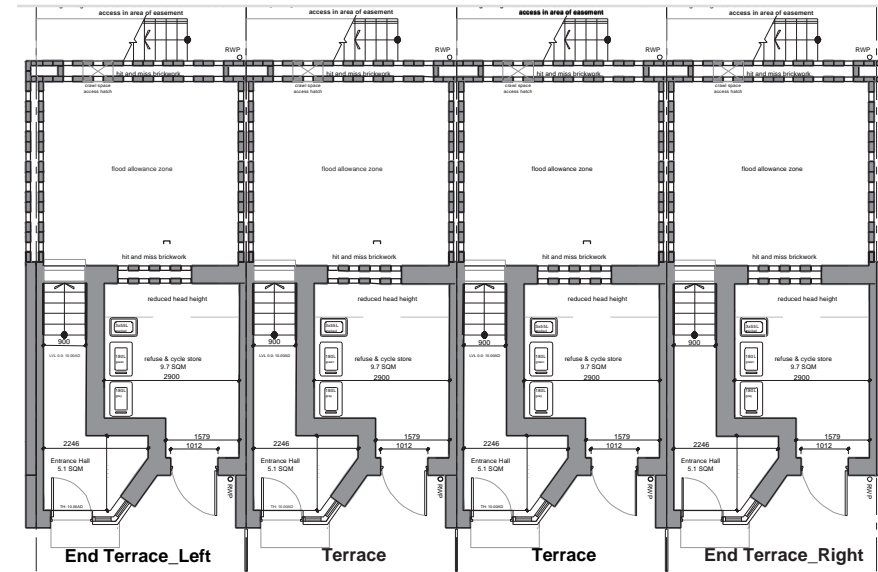
### 2.2 proposed house layouts

The dwellings are designed around a split level arrangement which ensures habitable rooms are raised above the flood level.

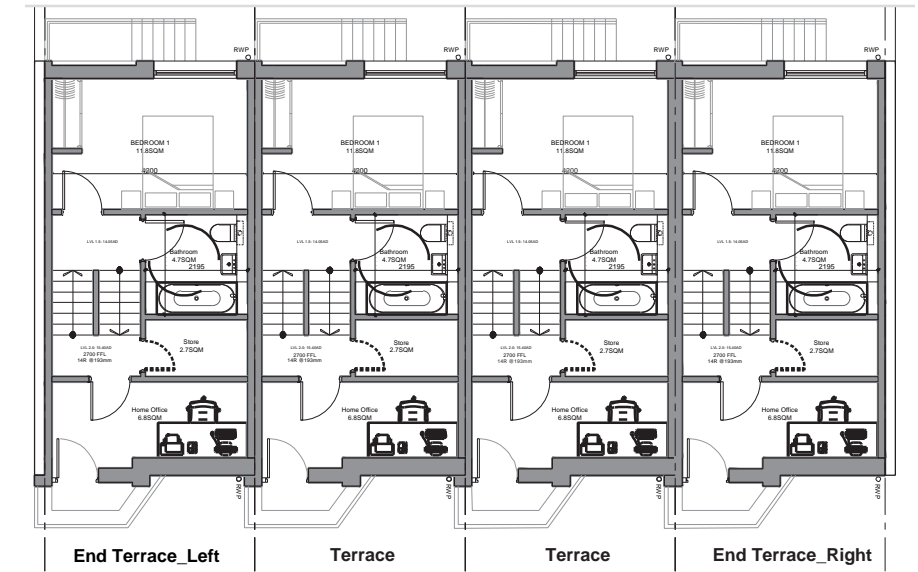
The entrance level provides an area for bin and bike store (provision for at least 3 bikes) and small entrance hall which cloaks area. This level has been designed to ensure a minimal impact to the flood zone.

Generously sized living and kitchen accommodation, along with utility and wc, are located at the ground floor. Garden access is provided from the living room. The upper floors have two reasonably sized double bedrooms (one per floor), a family bathroom, ensuite (master bedroom) and study as well as ample storage.

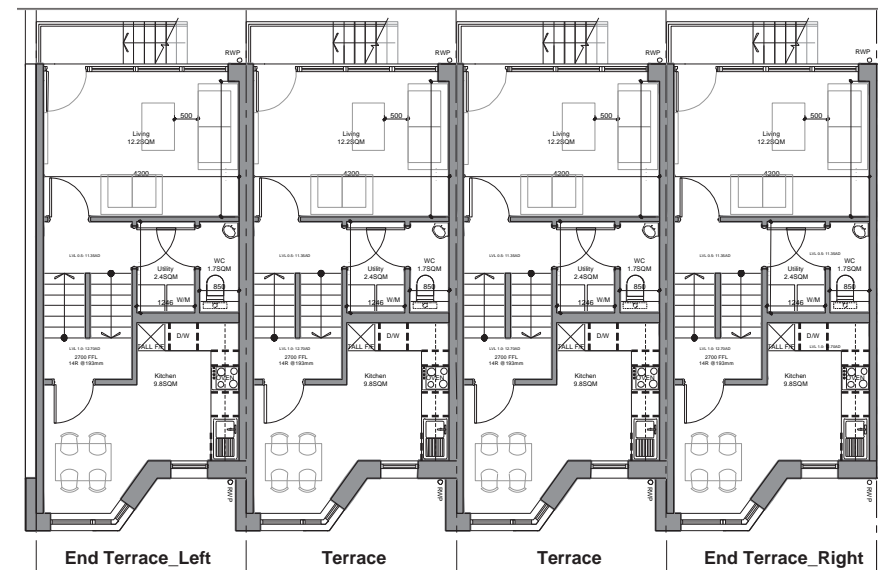
The houses have been designed to be Building Regulations Part M4(1) compliant and meet the national space standards.



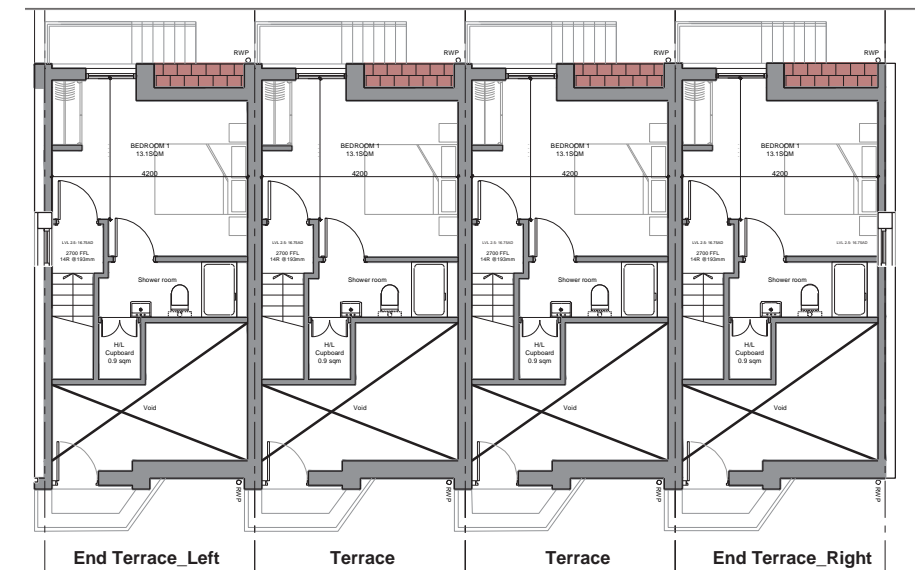
entrance level



first floor



ground floor



second floor

## 2.0 proposals

### 2.3 massing

The proposals should be no taller than the surrounding properties and should read as a two storey property with a room in the roof. The massing design should create repetition and a rhythm that is appropriate and contextual to the surrounding buildings.

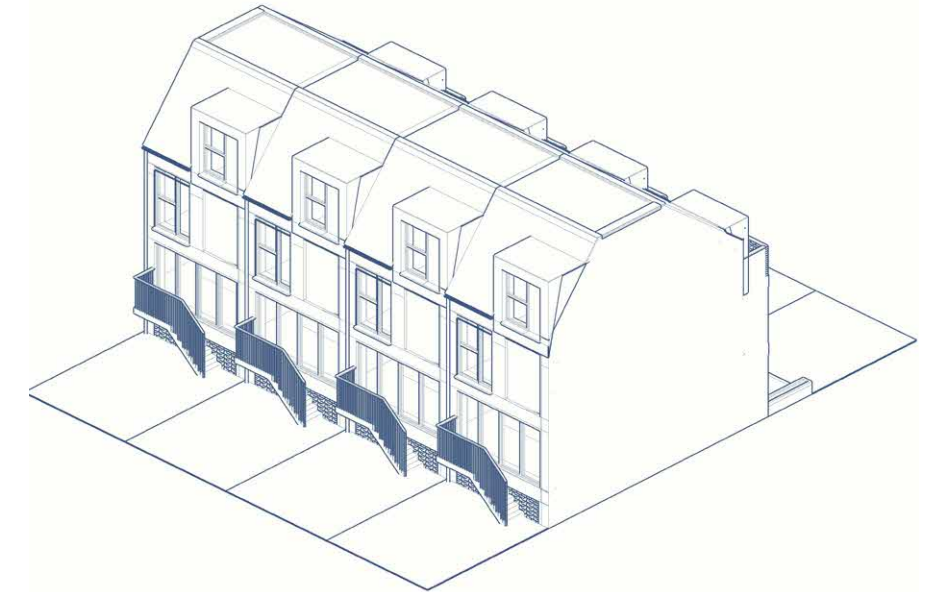
Due to the need for the habitable rooms to be raised above the floor level, the mass is artificially pushed taller than the surrounding buildings, therefore the massing, and architectural language must work hard to create an appropriate approach.

#### front elevation:

Creation of a two storey protruding bay to the front defines the entrance door and creates additional space within the kitchen to form an attractive dining space. Elevationally the bay creates a repeating facade element which drives a rhythm along the short terrace. To the top floor a dormer is introduced which provides access to a small external terrace to the top of the protruding bay, breaks up the eaves level and continues the rhythm of the facade.

#### rear elevation:

The rear elevations are designed to be simpler than the front elevation, similar to much of the properties in the area. Less massing articulation is provided. A simple flat roof dormer provides a synergy with the front elevation and ensures the building is read as 2 storey building with a 'converted' roof.



## 2.0 proposals

### 2.4 appearance

The dwellings have been designed to compliment the existing architectural language whilst being contemporary in feel. Thus continuing the legibility of how this area of Holgate has been developed.

Sole use of brick as the primary material in the facade unifies the building with this surroundings and provides a simple clarity to the building. Hit and miss detailing is required to the base of the building, to allow flood water to flow under the building, this detail has been continued to the top of the protruding bay, providing a visual permeability on the terrace level. Soldier course banding is introduced to create a horizontality to the facade design.

Introduction of a light green/sage aluminium window frame further enhances the contemporary feel to the properties.

A flat pantile is proposed to the roof structure which embeds the building within its surroundings.



## 2.0 proposals

### 2.4 appearance



front elevation



back elevation

## 2.0 proposals

### 2.5 precedents



## 3.0 technical

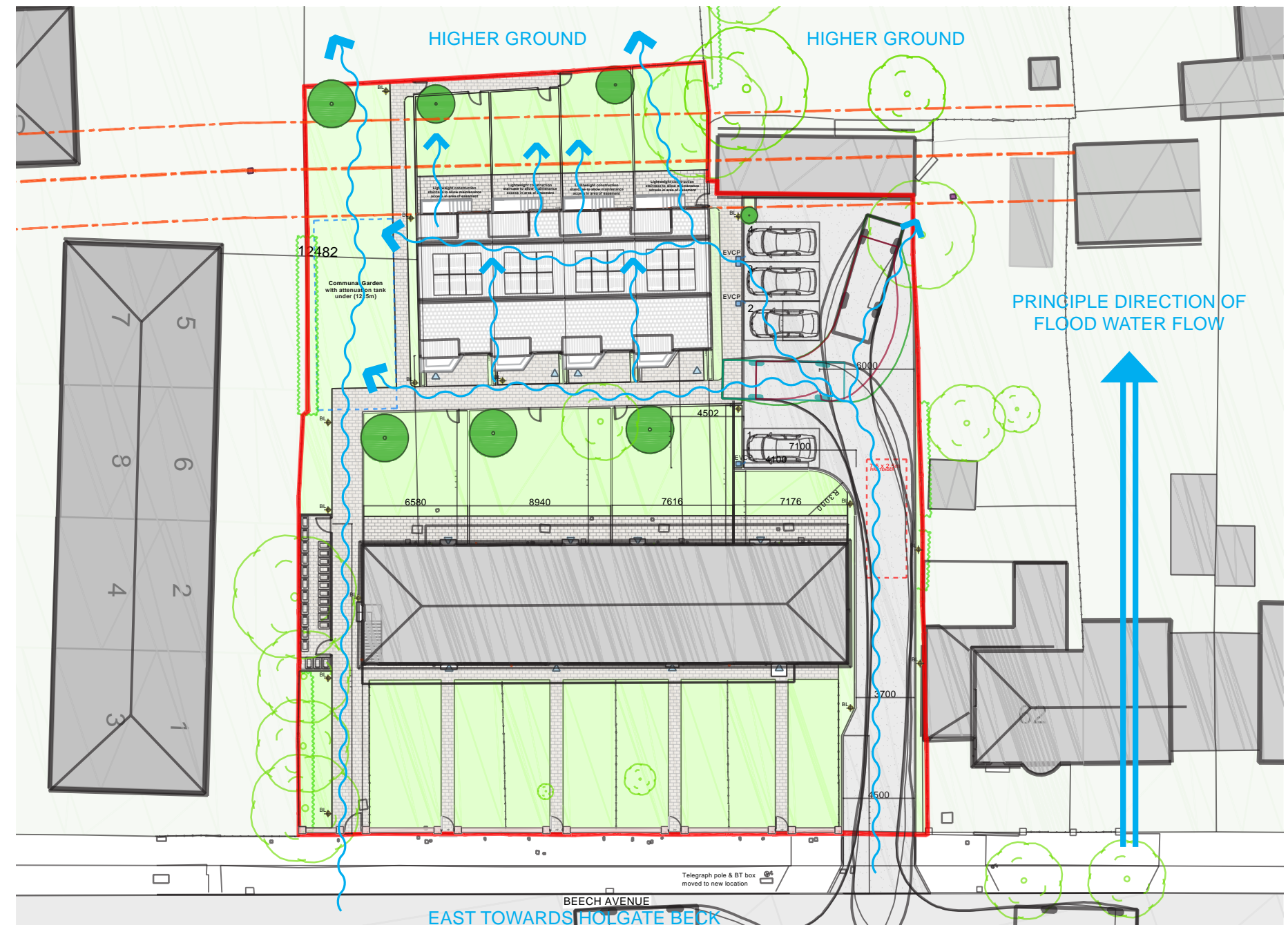
### 3.1 flood resilient design

The proposed development is in Flood Zone 3 and the site is at risk of flooding from Holgate Beck, however the development has been designed at the outset to have a negligible impact on flooding utilising a clear strategy to unlock this infill site for homes. The location provides food sustainable development in terms of transport and locating people closer to jobs, amenities and schools whilst also resisting urban sprawl into the green belt. At the forefront of the design several effective strategies have been employed to tackle the site footprint in the event of a 1 in 100 year flood and a Sequential Test has been provided as part of the planning application.

To reduce the impact of development on other properties in the area, careful consideration has been given to the design of the dwellings. A reduced building footprint at ground floor allows for water to move through and around the property ensuring the dwellings minimise the risk of increased flooding elsewhere in accordance with PPS 25. The majority of the ground floor footprint consists of large void spaces either as unused crawl spaces to the rear and between properties or as external bin and cycle stores that allow water to run freely through in the event of a flood. This is achieved with perforated external walls of hit and miss brickwork, guarded from debris by meshed screening.

Design floor levels have been positioned on a split level to raise all principle floors and therefore habitable areas of each dwelling above the level of flood risk. The external site levels of +10.00m AOD allow for a level access at the ground floor, whilst a raised upper habitable floor of +11.35m AOD ensures the development is placed well above +10.74m AOD (the 1:100 flood level + 600mm). Further overnight habitable floor areas are a minimum height of +12.70m AOD. This split level approach allows for a reduced ridge height of the dwellings, at a level matching the neighbouring properties. By harmonising the design with the existing urban grain, the domestic setting meticulously moulds the topography of the site with the built form to lift the habitable spaces out of the flood risk zones.

PPS 25 requires that safe access and escape is available to and from new developments in flood risk areas. Due to the constraints of the site, including the sewer easement to the rear of the site, safe access above design flood levels cannot be achieved, therefore a safe haven above this level within the dwellings has been provided at the upper living areas. In case of a flood warning, users should avoid the flood prone areas surrounding the site and proper warning signs should be available to notify these locations. A flood evacuation plan may be necessary for the site to ensure that residents are fully aware of the risks and the planning for flooding in the area.



Proposed Site Plan - demonstrating permeability of built form

## 3.0 technical

### 3.2 sustainability

The dwellings will be designed to comply with Building Regulations Part L - conservation of fuel and power. A fabric first approach will be applied to this development. This approach follows a performance based set of design criteria which will help ensure less energy usage than a standard UK building by seeking to limit the need for space heating and cooling. It is based on the principle that reducing heat loss to a minimum is the most cost effective and robust way of achieving a low carbon building. This approach relies on a simple solution of maximising insulation and airtightness and removing thermal bridges.

Electricity generation on site, through the introduction of photovoltaic, along with low energy lighting provisions and smart control systems will reduce the reliance on the grid.

Further sustainable points are as follows:

- a sustainable location, the site is located in walking distance of schools, and local facilities reducing the need for travel by car.
- good public transport links, with bus stops located within 2 minutes (walk) of the site, and the railway station located 10 minutes (walk) away.
- provision of good cycle storage facilities, large enough for non standard bikes, to encourage residents to use sustainable transport.
- electric charging facilities for all car parking spaces.
- use of a unused portion of land within the city.





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