

DESIGN AND ACCESS STATEMENT

for

**PROPOSED RESIDENTIAL SCHEME AT
KINGSLEY FARM, KINGSLEY ROAD, STARBECK, HARROGATE**

CLIENT: CHIPPINDALE FOODS

ARCHITECT: H.T.C. ARCHITECTS

1. Assessment

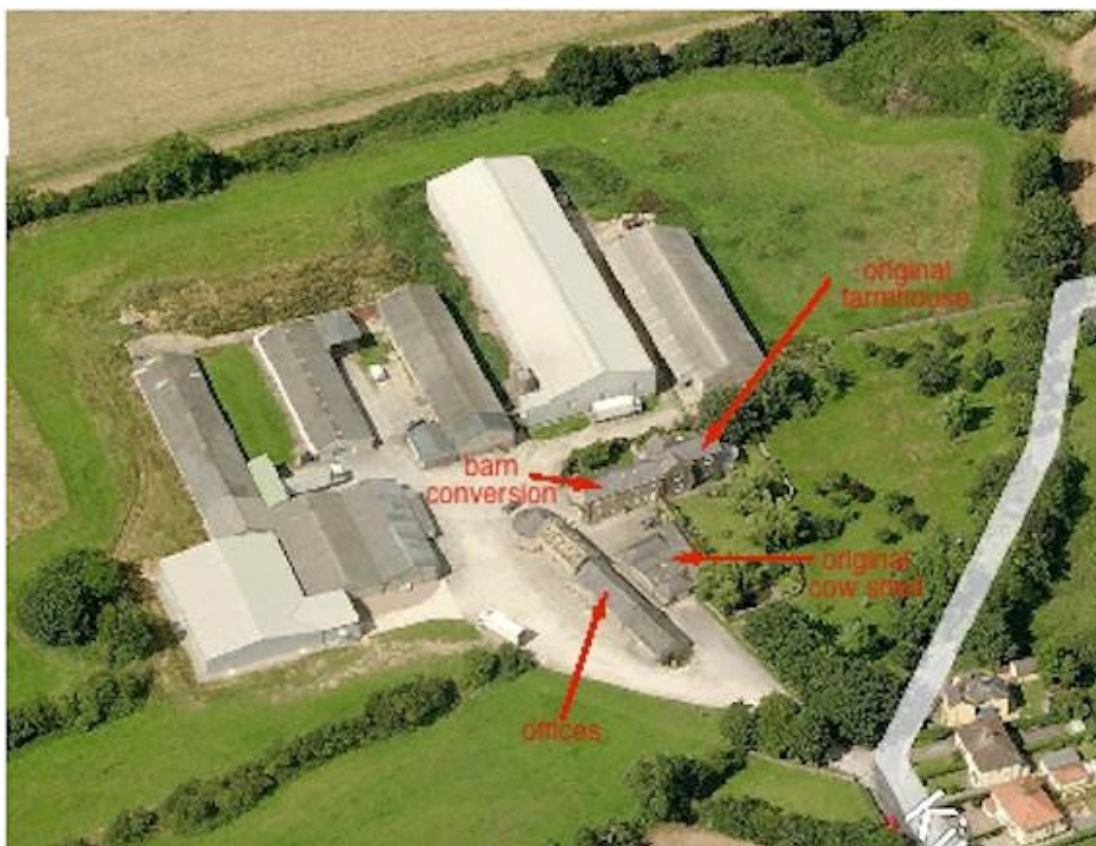
The scheme for which we are making this Planning Application is located at Kingsley Farm at the northern end of Kingsley Road in Starbeck, Harrogate.



Chippindale Foods, until very recently, operated from this site, which comprises of seven large sheds, a series of barns that have been converted to offices, an old cow shed, the original farmhouse and an adjoining barn conversion (to residential). Nick Chippindale and his father Ian, of Chippindale Foods, live in the barn conversion and original farmhouse respectively. The farm is set within a number of small fields that are also owned by the Chippindales. The remaining land comprises of open grassland bounded by unmanaged, linear groups of trees and understory vegetation, with occasional large trees identified within. The private garden for the farmhouse is enclosed by stone walling. (See Existing Plan.)



Blue Line – land owned by Chippindales.
Red Line – Site.



The topography of the site, at first inspection, appears quite flat but is in fact a gentle slope from the South West down to the North East.

Just to the South of the scheme is a large housing estate. Most of the houses are either in red brick, render or a combination of the two and have tiled pitched roofs. They are generally two storey.

Starbeck is a suburb of Harrogate.

2. Involvement

Public Meeting

On 15th April 2013 we held a public meeting from 2pm until 8pm in the Starbeck Library. This was to present and discuss our scheme. Chippindale Foods posted fliers to local residents and our Planning Advisor invited local Councillors. The Architects, Planning Advisor, Agent and representatives from Chippindale Foods were all present and we displayed plans and 3d computer generated views of the scheme.

Nearly 50 people turned up, including 4 Councillors.

One of the people who turned up was the lady who had previously organized a petition to get rid of the Chippindale Foods lorries along Kingsley Road. She was very happy to see the relocation of the business and believes that a housing scheme is a much better alternative. She was very keen for our scheme to go ahead, as were the Kingsley Road residents in general. They too would prefer a housing scheme to the lorries.

Some of the Kingsley Drive residents turned up and had some reservations about the scheme. None of the lorries go down their road and so this argument isn't as relevant to them. Their concern was the number of car journeys generated by the new scheme.

In general, the potential increased traffic was the greatest concern of the local residents. Our client has employed a transport consultant to look into this;

This consultant liaised with and then attended a pre-application meeting with Harrogate Borough Council (HBC) and North Yorkshire County Council (NYCC) Highways. Preliminary traffic modeling data was submitted to NYCC on 18th July 2012 and a further traffic modeling validation assessment was submitted to NYCC on 21 September 2012.

When discussions first took place the scheme was for 85 units – significantly more than the current scheme. Highways did not foresee a problem with the scale of residential development as previously assessed (85 units). They also agreed that 85 residential units would not cause a problem at the Kingsley Road / A59 Knaresborough Road Junction.

Highways did ask for a Transport Statement in support of a planning application, which we have included in this application. Traffic surveys were undertaken for this report. The conclusions are that the redevelopment of the site for residential use is predicted to generate approximately 27 additional two way trips in the AM peak and 28 additional two way trips in the PM peak. This level of additional traffic generated by the development proposal is modest and unlikely to have an adverse effect on the local highway network. The removal of HGV traffic from residential streets is a significant benefit of the redevelopment.
(Please see Transport Statement for more detail).

The design of the scheme itself is not yet detailed as this is an outline application but in its current form didn't cause any particular concern with local residents. Maintaining the existing hedges / trees along the southern boundary allayed concerns from those with views across to the site. Additional trees for screening along the north side was also welcomed.

One resident wanted to ensure that the boundaries are fenced securely to deter short cuts across the fields to get to the right of way. Boundaries will be fenced and as most of the site boundary is to private gardens, this should not be an issue anyway.

Pre Planning Discussions

We have met with the planners from Harrogate Borough Council (HBC) and Highways from North Yorkshire County Council (NYCC) regarding this scheme. Neville Watson, Wendy Wright, Tim Coyne (Highways) and James Langler attended this meeting on 26 September

2012. They were happy for a housing scheme to be located here and traffic generation should not prevent the scheme.

We have taken on board comments that the new larger house at the north-east corner should have a farm courtyard feel. The house shape was re-designed and garages arranged to promote the courtyard feel.

The planners were keen to prevent excessive water from discharging into Starbeck. Drainage Engineers have been employed by our client and they suggest an attenuation system be used. (Please see their drawing / report.)

Chris Fordy (agent), Sarah Worthington (planning advisor) and Penelope Durham (architect) met with Jenny Jacobs and Jenny Wood, the valuation surveyor and affordable housing officer, on 6th June 2013. This was to discuss the Council's requirements for affordable housing. Chris Fordy has been in discussions with them to negotiate the number required given the costs of relocating the business from the site.

The plans have been amended so that the affordable housing housetype requirements can be accommodated. The affordable housing can be pepper potted throughout the site in small clusters.

3. Evaluation of Information / Opportunities.

Chippindale Foods is an expanding company, which has outgrown its current location. A new, purpose built facility is being built at Flaxby, which has just been completed. There have, over the years, been many complaints about the use of large lorries at Kingsley Farm, including a petition from local residents. These lorries are in use from early in the morning and have to drive down Kingsley Road. This road is not wide enough to accommodate this kind of vehicular traffic easily. The expansion of the business would necessitate the use of even more lorries. This would obviously be unacceptable in its current position.

Once the business has relocated to Flaxby, the sheds on site will be made redundant. The Chippindales would like to redevelop this land. A meeting has been held with Harrogate Planners on 26th September 2012 to establish a suitable use for the land and it was confirmed that residential would be suitable. This general area had been earmarked by the council as a suitable area for the ever increasing need for housing. Through these discussions, a boundary was established beyond which no housing was to be built.

The stone barn and offices are also to be incorporated into the residential scheme.

Ian Chippindale has lived here for about sixty years and he and his son, Nick, intend to continue living on the site. They therefore have a keen interest in the design of the scheme.

Our scheme has thus developed from this standpoint.

4. Design

Use:

The scheme is for a housing development which includes 61 new houses and the conversion of two existing stone barns / offices to create 4 more residential units.

Amount:

Our scheme will comprise of the following units:

- Existing farmhouse and adjoining barn conversion to remain as they are.
- Existing offices (originally barns) to be converted to residential – three flats:

Office / Unit 1 " (160sq.m / 1720sq.ft)

Office / Unit 2 " (80sq.m / 860sq.ft)

Office / Unit 3 " (65sq.m / 700sq.ft)

- Existing cow shed / barn to be converted to residential – one unit:

Shed / Unit 4 " (180sq.m / 1935sq.ft)

- 59 new houses;

6 x two bed quarter houses"	(60 sq.m / 645 sq.ft)
15 x two bed terraced" "	(70 sq.m / 750 sq.ft)
31 x three beds" "	(80 sq.m / 860 sq.ft)
8 x four beds" "	(139 sq.m / 1500 sq.ft)
1 x five beds" "	(445 sq.m / 4800 sq.ft)

38 x single garages" (17 sq.m / 190 sq.ft)

5 x double garages" (35 sq.m / 380 sq.ft)

The existing farmhouse and adjoining barn conversion are occupied by Ian and Nick Chippindale. Nick is considering moving into the proposed five bed house.

The existing offices (originally barns) are to be converted to three separate units. One of these will have a first floor and the other two will be single storey.

All the new houses will be two storey.

Historic Environment:

There has definitely been a farm on this site from the mid 19th century. Maps from then show the farmhouse, adjoining barn (now residential) and long barns (now offices). By the time of the 1890's map, the cow shed was also in existence. Large sheds began to be built in the 1950's when the poultry farm began expanding.

The houses on Kingsley Road were built in the early 1930's and the rest of the housing estate to the south of our site was built between then and the early 1960's. A railway to the north-east of the site has been there from at least the 1850's.

There are no other historical features within the site and we are keeping all historical farm buildings.

Layout:

PROPOSED PEDESTRIAN ROUTE THROUGH SITE

ENTRY TO SITE

hitaarchitects

Proposed Kingsley Farm Redevelopment

Proposed Site Layout, Option 9

Drawn By: P.J.D. Date: 15.01.13
Scale: 1:500 @ A1
Drawing No: 1080.09

Revisions:
A (06.02.13) Private drive and garage position adjusted.
B (06.02.13) Trees altered to reflect the latest survey.
C (18.04.13) Access road position moved slightly to south.
D (09.05.13) Road line altered.
E (09.05.13) Scale altered. Some re-design to accommodate affordable housing.
F (18.12.13) Layout altered to accommodate increased number of affordable housing.
G (18.12.13) Alter path to right of way and adjacent 4 bed detached house.

0m 10m 20m 30m 40m 50m

The first turning to the left within the site is to a cul-de-sac (with turning) which is bordered by existing trees / vegetation on three sides. The area to the north of this contains most of the new houses on a looped road, allowing easy access in and out. The existing buildings, the

five bed and 2 four beds are all accessed off two private roads. The planting of additional trees throughout the site increases the feeling of separate, distinct areas to the site.

Additionally, we are proposing that a new pedestrian route through the site will link to the existing right of way in the fields to the north. This would help locals who presently have to negotiate a part of Kingsley Road that has no footpaths in order to get to the right of way.

There are a variety of house types throughout the site. The two beds are either quarter houses or terraced. The three beds are mostly semi-detached, whereas the four beds are all detached. Three, four and five beds have garages and drives but the two beds just have parking on drives. There is visitor parking throughout the site.

Scale:

All the new houses and flats will be two storey and as such will be in keeping with the existing farmhouse and nearby housing scheme. There is a mix of house types of different sizes.

Appearance:

This application is for an outline planning application and we have therefore not designed the buildings in detail. The materials will be chosen at a later date. However, the materials for the scheme will be chosen to fit in with the local use of materials and requirements of the planners.

The 3-d images we have produced are indicative of scale only and do not allude to the use of any particular material.

The units are not detailed but a general impression of size and layout of the units can be gained from the 3-d views that we have produced.

The appearance of the existing barns / offices that we propose to convert to residential will alter very little. The windows / doors of the offices can be re-used as they are. The cow shed is not in a very good state but existing doors, windows and timber panelling will be utilised for windows for the new layout. The indicative elevations show only one totally new window proposed in this unit.

KEY T03-D IMAGES





View 1



View 2



View 3



View 4



View 5



View 6



View 3

Landscaping:

A landscape designer has provided a layout for the scheme. Trees will be provided to the north of the scheme to enhance the screening. Additional trees and hedging will be provided throughout the scheme, especially along the pedestrian route proposed through the site as mentioned earlier.

Where possible, existing hedging and lines of trees have been maintained.

We have altered our proposed entry point into the site to avoid a number of trees, which have been recommended for approval by the arboriculturalist. Also an area has been left in the middle of the site, which contains large bushes.

(Please see drawing R-1419-1; Landscape Masterplan)

View 7



View 8





Access:

All units will be accessed via a ground floor entrance.

The slope of the site is not significant and level access will be achievable.

The access into the site will be altered to avoid trees whilst maintaining visibility splays. Visibility is good at this corner of Kingsley Road.

It is considered that the site has good access by both “active transport” to local facilities and to public passenger transport arrangements. As such residents and visitors to the development will have a realistic choice of sustainable travel options.

(see Transport Statement)

The new path to the existing right of way will encourage pedestrian access through the site.

Pavements allow pedestrian access to all the public parts of the site.