

“Providing employment and amenities to Brixworth”

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Purpose of this Document:

This Design & Access Statement has been prepared by AT Architecture Limited to support a Outline Planning Application for a new commercial development. **This site includes comprehensive use classes A1, A3, A5, B1 and D2 and will include access, car parking, shop, open space, landscaping and other required amenities.**

Please also refer to the architectural planning drawings prepared by AT Architecture and all accompanying consultant information.

The purpose of this document is to demonstrate design evolution, establish key principles and illustrate that the proposed scheme is entirely appropriate for the site. The document will also explain how the scheme has evolved to cater for vehicle movement, pedestrian and cycle linkages and connectivity, internal arrangement and the prevention of crime through Secured by Design principles.

The requirement to provide a Design and Access Statement (DAS) and what it should contain, is set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Article 8 of this summarises the content of a DAS as:

“The design principles and concepts that have been applied to the development, and how issues relating to access to the development have been dealt with.”

Internal consultation with our design team has been undertaken and has positively influenced the scheme and ensured that the final design is completely appropriate for the site.

Finally, regard has also been had to paragraph 122 of the Government’s 2010 Guidance on Information Requirements and Validation:

“Whilst its length and complexity may vary, what is important is that the document is concise and takes a proportionate approach, while effectively covering all of the design and access issues for the proposed development.”



SITE LOCATION DIAGRAM

The importance of analysing and understanding site context is the first step in the design process to ensure that the proposals reflect the area in which they reside.

Extensive research and analysis has been undertaken exploring the wider area, immediate area around the application site and the site itself.

About the site:

The application site is located on the **south side of the Village of Brixworth**, approached by Northampton Road. Currently the estate consists of the Brixworth Cricket Club and the Brixworth Tennis Club, which stands to the south of the proposed site. The proposed is approached by an established tree lined avenue.

Located to the east of the site is the doctors surgery.

The proposed aims to adopt similar materials as used in the existing built form around the area.

The site is well screened with some specific long distant views outwards into pastoral lands towards which has been a fundamental design consideration from the start.

Planning context:

The adopted development plan for the Daventry District comprises:

- West Northamptonshire Joint Core Strategy (2011-2029)
- Daventry District Local Plan (1997) Saved Policies
- Supplementary Planning Documents
- Neighbourhood Development Plans
- Strategic Environmental Assessment and Sustainability Appraisal
- Statement of Community Involvement

The diagram to the right highlights a previous planning application (DA/2018/0580) for **the demolition of The Red Lion public house and the construction of a retail unit**. However, this scheme having the lack of parking and being in a busy part of the town was not deemed suitable for its location **and planning permission and subsequent appeal denied in July 2020**.



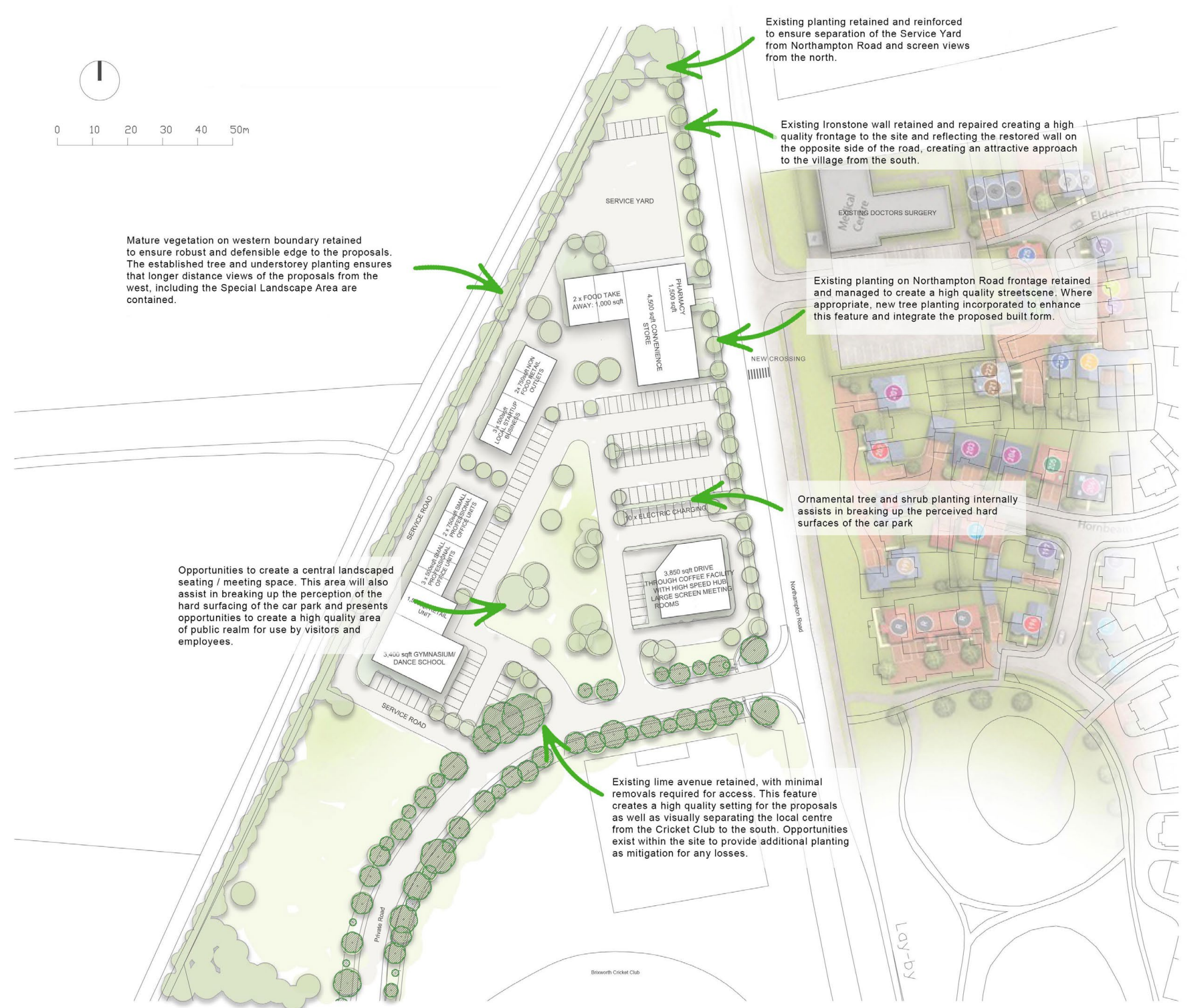
PLANNING APPLICATION DIAGRAM

Landscape and Ecology have been fully considered at an early stage. Our landscape and ecology experts have input their knowledge into the design process to allow the scheme to evolve in a way that fully considers existing landscape features and builds upon the natural beauty of the area.

The initial tree and landscape constraints plan (right) helped inform the scheme.

The proposed point of access will be off **the existing 4.8m wide road known as Vineyard Gardens** which links to the main Northampton Road (east of the proposed site) from Brixworth. This will be screened by the existing **mature beech hedge** and **lime tree avenue** that will be retained and managed along with **mature trees** and **hedgerow** on the North, East & West of the site. Central landscaping seating and meeting spaces helps create a high quality area for visitors and employees. This also helps break up the spaces of hard landscaping and parking.

The proposed units will be **single storey making sure they do not break the vegetated skyline** created by the existing vegetation boundary.



LANDSCAPE CONSTRAINTS PLAN

The proposed development will **not** increase the risk of flooding at or in vicinity of the application site. The application site is located within **Flood Zone 1** as defined by the Environment Agency. **Flood Zone 1 is defined as being a low risk zone.**

The drainage for the site will be designed in line with current legislation:

- Building Regulations;
- Sewers for Adoption; and
- National Planning Policy Framework.

Locations of all foul pop ups are to be confirmed. Suitable grease traps/dosing system should be provided within units where required.

Service yard and service road to be impermeable. Surface water to be collected by gullies and drainage channels.

Locations of all RWP's to be confirmed. To connect onto a below ground gravity system and connect onto dry swale in center of development.

Suitable petrol interceptor to be fitted on service yard/road prior to connection onto dry swale. To be installed and vented fully in accordance with manufacturers requirements.

Pump station to be provided to pump foul water off Site.

EXISTING TREE ~ 11 LANDSCAPING

3,400 sqft GYMNASIUM/ DANCE SCHOOL

1,500 sqft RETAIL UNIT

3 x 600 sqft SMALL PROFESSIONAL OFFICE UNITS

2 x 1750 sqft SMALL PROFESSIONAL OFFICE UNITS

30,000 sqft LOUNGE/STUB BUSINESS

20,000 sqft FOOD/RETAIL OUTLETS

3,850 sqft DRIVE FACILITY WITH HIGH SPEED HUB LARGE SCREEN MEETING ROOMS

REINFORCEMENT

ARMADY 500 sqft

It may be possible for the pumped foul water to discharge into the new housing development opposite the Site. The details are currently private in the process of becoming adopted. Once adopted a connection may be possible following approval from Anglian Water

Process paving to be used for all parking and access routes. All surface water from surrounding hard paved impermeable areas to drain into porous paving.

Locations of all foul pop ups are to be confirmed. Suitable grease traps/dosing system should be provided within units where required.

New rising man to be installed to carry foul water to the public sewers.

Anglian Road

Dry swale to be located within the proposed central landscaping. Swale to be 0.3m deep with 1m x 1 side slope and a 1m wide base all to be grassed. 1m wide x 2.3m deep trench below swale filled with clean coarse graded stone (10/40) wrapped in a suitable geotextile.

Lined rockways to be located at each inlet to the swale to catch silt and provide means of inspection. Cover to be set at base of swale and utilize a gully style cover



Having analysed and studied the constraints and context of the site carefully, the site offers many opportunities:

- The scheme will bring **employment opportunities** to the area.
- Frontages will face onto Northampton Road which provides **adequate central parking** and surveillance.
- Established tree line to the west of the site.
- Possibility of service road and service yard to the west of the site
- **Well established primary vehicular access** from Northampton Road

Highlighted previously DA/2018/0580 has been refused due to its lack of parking for visitors and employees but also the the demolition of a heritage site.

After following the initial site design stage we concluded that our proposal is sustainably suitable for the much needed provision of a centre to provide local services to a residential community which has expanded rapidly over the past 25 years but without the support of attendant infrastructure, amenity & services. The proposed scheme is on the edge of Brixworth and provides enough parking for visitors and staff, and avoids any obstruction for pedestrians and vehicles. This scheme will be single storey and will keep within the design and massing of its context.



External detailing is important to establish the type and feel of the development.

Traditional materials and features will be widely used across the site to allow the scheme to sit comfortably within the environment.

Materials



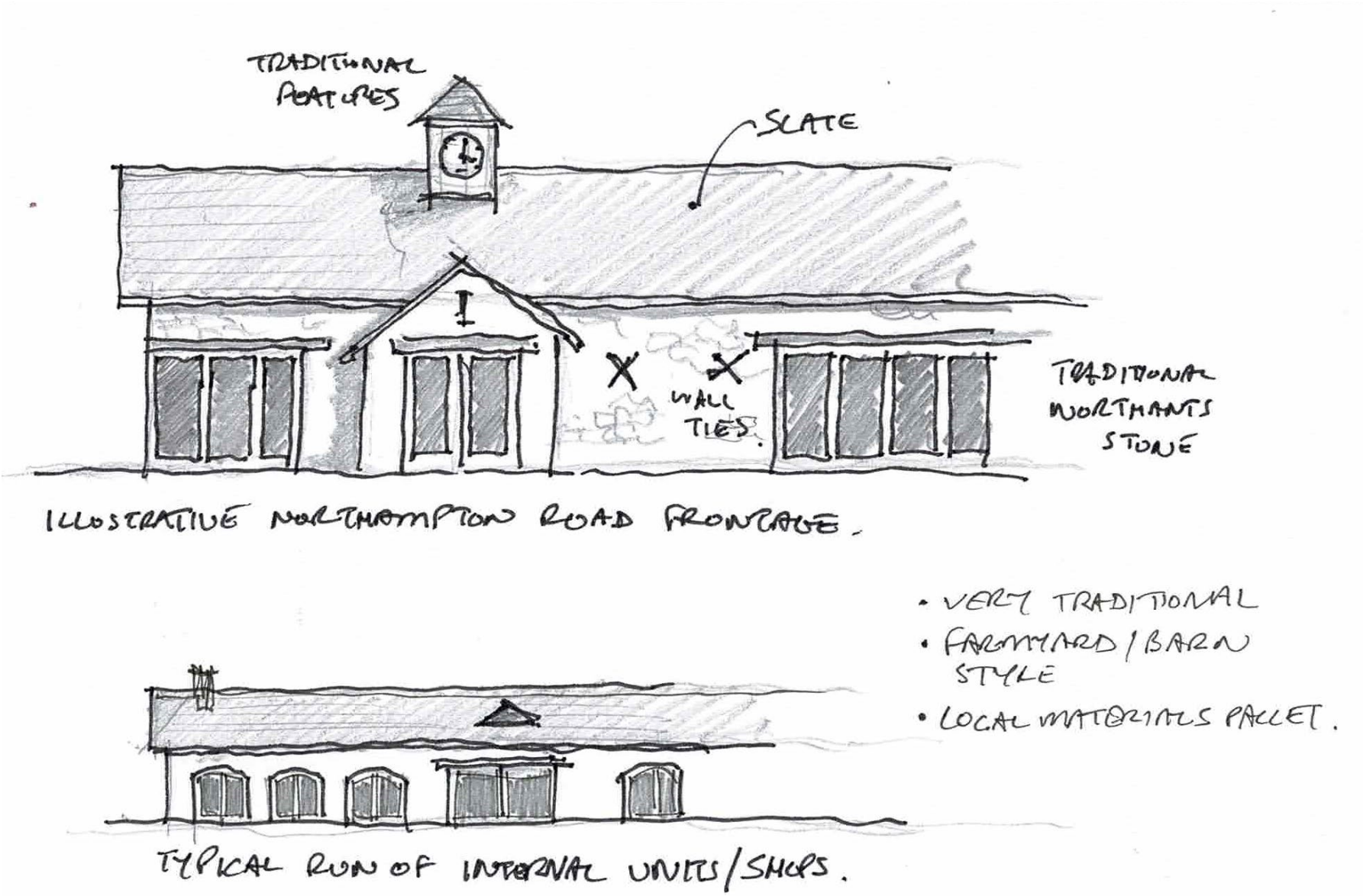
Northamptonshire Stone



Rural Brick



Slate Roof Tiles



The proposed scheme has been designed to facilitate a number of features to **reduce energy demands and travel** and improve overall energy efficiency and sustainability.

Refuse bins for each waste type will be provided within the service yard to allow easy use. **Bicycle hoops** will be provided outside the proposed building and will be well surveyed for security purposes.

The scheme does **not** involve the removal of any significant trees or landscaping. However it involves the removal of three lime trees within the access avenue to the south and the removal of two 6m sections of hedgerow. **These losses will be mitigated** within the scheme through additional landscape treatments on the boundary of Northampton Road, and within the public spaces on the site.

Existing significant boundary landscaping will be expanded to further enhance the biodiversity, particularly along the eastern boundary and around new footpath connections.

Planting of new shrubs selected to encourage wildlife is proposed around the new buildings to offer seasonal variety and improve the ecological value. A central landscaped seating and meeting space will also help break up the perception of the hard surfacing and car parking.

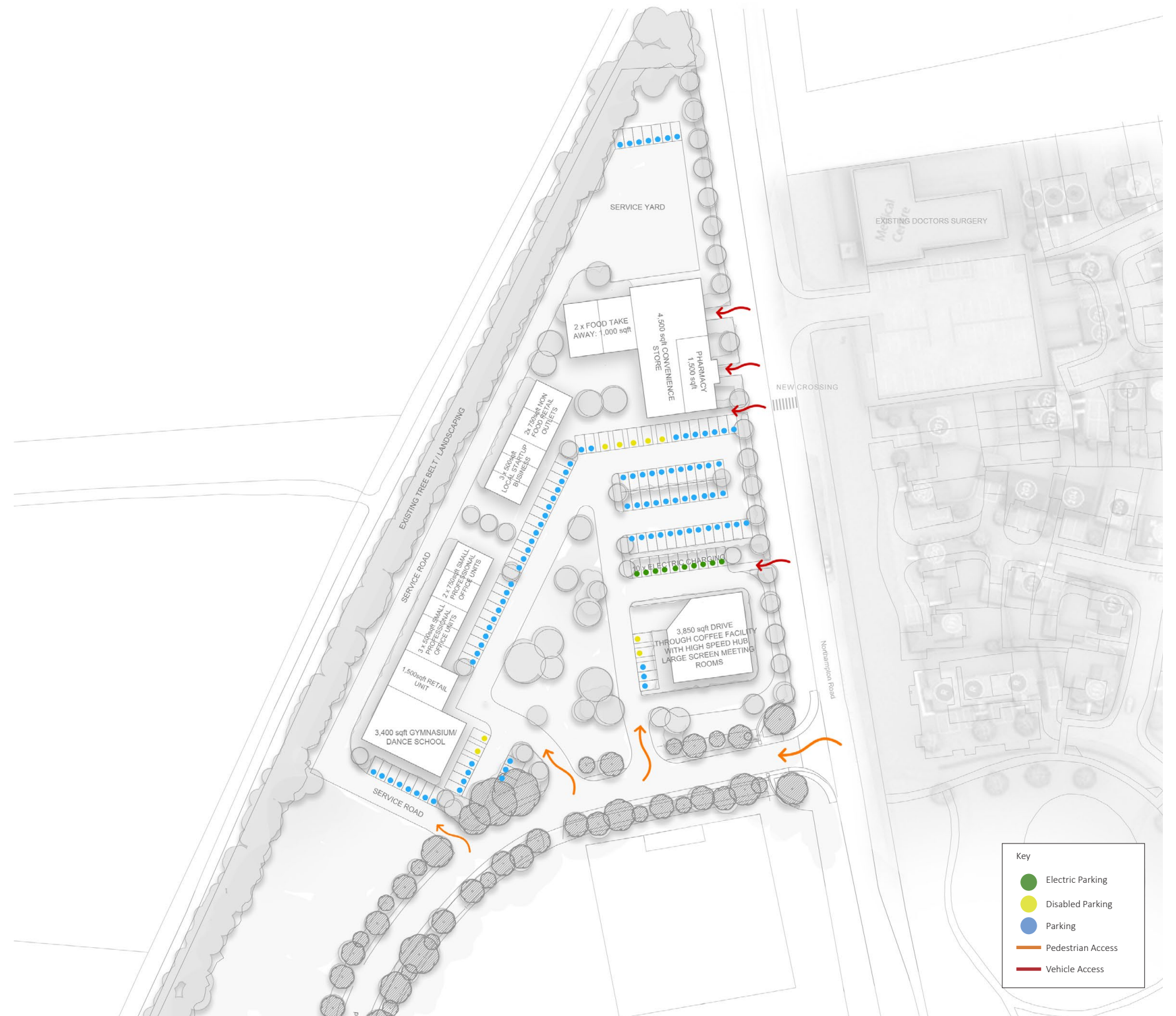
All existing habitats will be identified and retained.





Primary vehicular access is proposed off Northampton Road into Vineyard Gardens from the east of the site. This will also lead to a service yard towards the north of the site. New improved **pedestrian and cycle** connectivity is also proposed along the Northampton Road with the provision of a new pedestrian crossing facility on Northampton Road.

The new car park contains **113 parking spaces** including **disabled parking** and **10 electric charging spaces**. These will be used by employees and visitors.



ACCESS, PARKING AND VEHICULAR MOVEMENT DIAGRAM

Fully inclusive access to all areas will be available to everyone, **regardless of ability** and means of travel. All openings will have level thresholds and comply with the necessary Building Regulations requirements for access. The buildings are **single-storey** so there is no need for any vertical circulation.

All doors within the building are wide enough to allow wheelchair access, plus the main entrance doors are double in width and fully automatic.

The proposed scheme includes a mixture of new private and public areas, these are clearly defined for intuitive navigation within the building. All sanitary facilities within the building have been designed to meet disabled standards according to the British Building Regulations. There is a disabled male, female and unisex/baby changing WC.

All hard-standing areas will be constructed from a fixed bonded material, such as tarmacadam, for ease of use for wheelchair users. Loose surface materials such as gravel/shingle will be avoided.

Any proposed new roads will be constructed to the local council’s standards, allowing emergency vehicles and refuse vehicles access to all areas.



Secured by Design



Official Police Security Initiative

Established in 1989, Secured by Design (SBD) is owned by the Association of Chief Police Officers (ACPO) and is the corporate title for a group of national police projects focusing on the design and security for new & refurbished homes, commercial premises and car parks as well as the acknowledgement of quality security products and crime prevention projects.

The proposal has been designed to accord with ‘Secured By Design’ principles. This is demonstrated by the following SBD titles:

Access & Movement – The site entrance and car park is very well surveyed via the administration areas of the building. The main entrance doors and lobby are generally overlooked via a number of different means to ensure all connections are adequately surveyed.

Parking – This is provided close to building entrances and is overlooked by the building. Highways and pedestrian and cycle routes are integrated to provide ease and safety of movement whilst maintaining legibility.

All routes and paths are naturally surveyed. The building has been designed not to have a ‘back side’ to it, that could cause anti-social activity.

Surveillance – All-round surveillance for the parking and entrance area is provided. Green spaces are overlooked and are designed in a way not to create secluded areas created by excessive or over planting.

Structure – The building is completely fit for purpose. Public external areas are clearly defined by footpaths and roads and are heavily surveyed.

Activity – The proposal is for an entrance office and amenities building with no conflicting uses, The use class is completely appropriate and necessary for the site and design.

The building will be appropriately secured at night as the building will not require any public access throughout the night.

Ownership – The floor plan of the building has been designed to be intuitive in terms of a visitor’s navigation of the internal environment, Private and staff only areas have been made clear. Public access is restricted to the lobby area and shop.

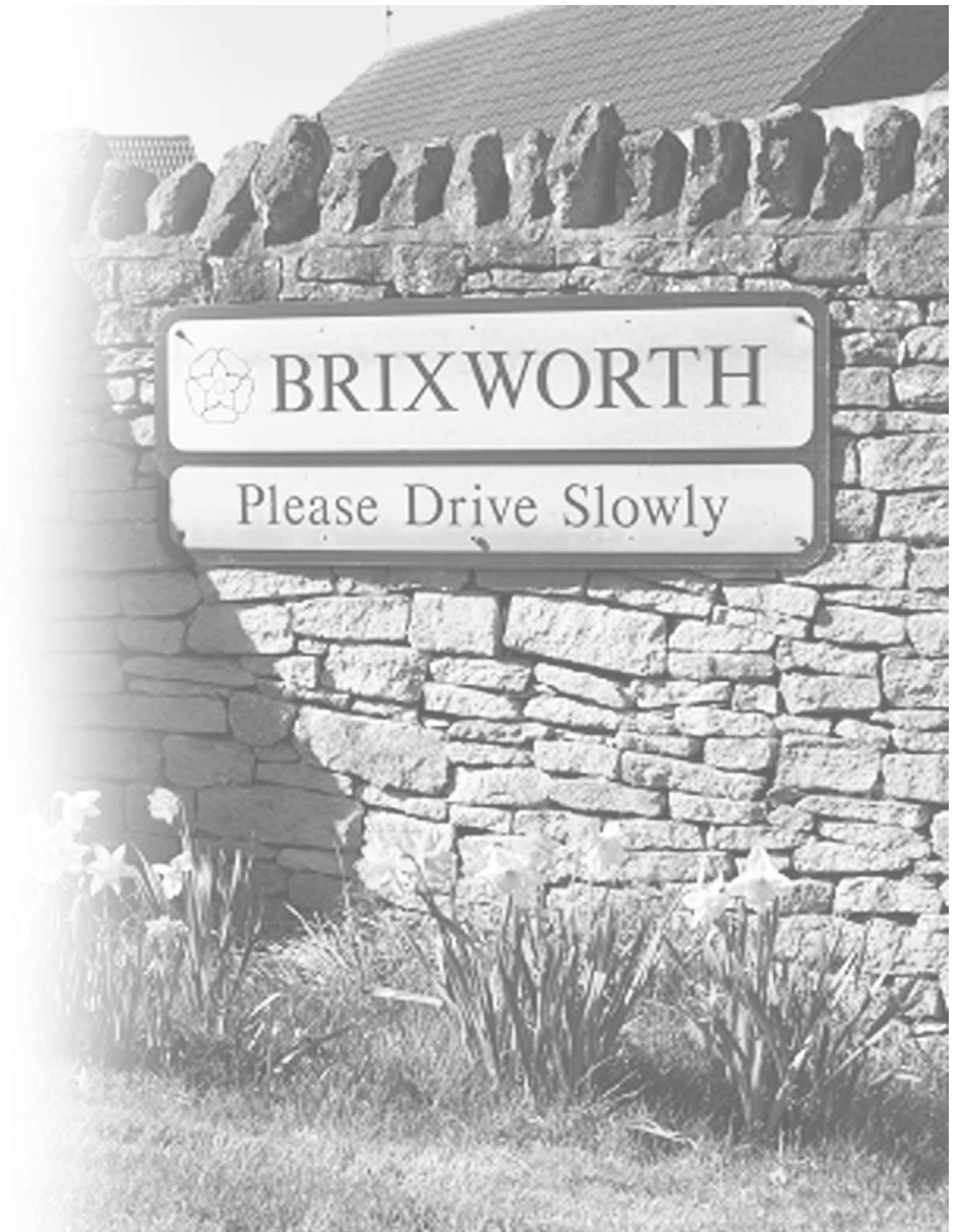
Green Spaces – These have been designed to be of low maintenance landscaping, including grass and low-level planting. If these greens spaces are well maintained, there is less likelihood of vandalism or anti-social behaviour taking place.

The buildings will be installed with a **mains alarm system and CCTV camera’s**. The use of these will also act as a deterrent helping prevent burglary and attempted break ins.

This statement demonstrates that this scheme has been designed with clear acknowledgment of the requirements and best design principles. Further to this, architectural styling, parking standards, amenity/sanitary provision and vehicular impact have been fundamentally considered during the design process.

The proposed scheme delivers ecological enhancements, with both new and improved pedestrian links and vegetation/planting.

The scheme reflects appropriate design, character and is low impact (single storey), meets all relevant policy requirements and proposes to re-balance the provision of local services where residential development has community amenity facilities.



DESIGN AND ACCESS STATEMENT

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