

Design and Access Statement

Design Principles and Concepts

Use – The use proposed splits into two elements: residential development on the Western end of the site and formalised coach parking for 21 plus coaches on the Eastern end of the site. Currently the site is laid out mainly to grass, but with a through vehicular access along the middle of the site. The site links Queens Road in the West to Grove Street in the East. The proposal is essentially to formalise the informal coach parking and to utilise the more efficient parking layout to release the Western end of the site for residential development.

Amount - 14 semi-detached two-storey units are proposed in seven blocks with a total floorspace proposed of 1321 square metres. 21 formal coach parking spaces are proposed to be set out on the eastern end of the site, although a greater number of coaches could be accommodated by the adoption of managed tandem parking. There has never in the past been a greater demand than 21 coach spaces, and generally the demand is less than six away supporters' coaches per match. When the coach spaces are not in use for coach parking it is for the management to determine whether the balance of the parking could be used for ordinary vehicular parking.

Layout - The residential development has been the subject of a number of pre-application meetings and a number of alternative locations for the development have been discussed. The westernmost part of the site is favoured for the residential development because this allows the match day coaches to pass through the residential area and park on the football ground side of the development. Thus coach born supporters do not need to pass the proposed residential development (and their route to the ground is proportionately shorter).

A number of layouts were considered on the Western end of the site, and it was determined in consultation with the Council, that the preferred, and most natural, layout was for housing fronting onto either side of the central access road. Towards the eastern end of the site the access road runs close to the southern boundary of the site, and any informal accesses from houses with their rear boundaries abutting this side of the site will continue to enjoy any rights of access that they currently have.

In areas where the depth of rear garden is limited by the constraints of the site, additional side garden is provided as shown on the layout

Scale - Each 2 Unit Block is 10.6m (frontage) by 8.9m with a footprint of 95m². The ridge height is 8.4m and the eaves height is 5.1m.

The coach parking area is 2254m² (this area excludes the road).

Landscaping - Landscaping to the residential development will be provided as part of the private gardens and to boundaries. Landscaping within the replacement coach parking will be provided in accordance with a scheme submitted pursuant to a condition.

Appearance - The residential development is two-storey under tiled pitched roofs. Doors and windows would be in white UPVC set in brickwork walls. The elevations are relieved with decorative gables and projecting porches covering main entrances. The units utilise the existing topography of the site, falling from West to East, but are not stepped in themselves. The coach parking will have a more formal appearance than the current parking, but can be landscaped to provide an attractive setting for the houses when not in use.

Access

Policy Adopted in Respect of Access - The access arrangements are kept simple, and are intended to reflect the existing situation inasmuch as possible. As noted above, any informal access from properties to the South that may exist is maintained to the proposed access road. The access road will be provided to adoptable standard with the intention that it be adopted from the Western end of the site to the Eastern edge of the residential development. It is anticipated that the unadopted section from this point to the Eastern edge of the site itself will be constructed to the same standard but will remain private. This will facilitate the provision of removable or retractable bollards to separate the residential development from the coach parking but with the main purpose of preventing "rat running" through the development on non-match days. The club management would have control of the bollards, in consultation with the Police, and would allow coaches and other traffic through as necessary on match days.

Consultation Relating to Access to the Development - Meetings have been held with relevant Council officers and others, including the Police. Advice given by Council officers, and the Police, during that process has been incorporated into the layout.

Specific Issues Affecting Access to the Development - The main principle followed in respect of access is to continue to enable all existing options to remain open. The site can be accessed from either end, but as noted above, would be capable of being controlled, if desired, by means of removable/retractable bollards. It is anticipated that the current practice of away fans arriving on this part of the site from Queens Road, and departing to the East round the northern end of the ground, to exit via Belvoir Court, would continue.

Access to the Development from the Existing Transport Network – Access from the ground is currently possible from Queens Road and Grove Street. This is a position that is maintained within the proposals.

Main Points of Access and the Layout of Access Routes within the Site - Quite simply the current access would be maintained but with additional opportunity for management because of the proposed bollards.

Maintenance of Access Features - That part of the access to the front of the houses on the Western end of the site would be proposed to be adopted, and the football club would be responsible for the maintenance of access onto Grove Street to the East.