Design and Access Statement

Design Principles and Concepts

Use - There are two elements to the proposal, namely, residential development and replacement car parking. The residential development is proposed for the southernmost part of the main car park, and the replacement car parking is proposed for an area of currently unused land to the north-east of the main football ground. The replacement car parking is situated in a location that the UDP suggests may be suitable for car parking.

Amount - 12 two-storey units are proposed in three blocks of four units each giving a total floorspace proposed of 1128.6 square metres. 194 replacement car park spaces are proposed to the north-east of the football ground.

Layout - The residential blocks are set out in a linear pattern fronting the main road. This reflects the housing development on the western side of Grove Street. However, the blocks are set back in the site to allow car parking for the houses to be provided to the front because of the desirability of separating residential car parking from car parking for the football ground. Private gardens are provided to the rear of the houses. The particular orientation of the housing has been controlled by the need to keep an east-west easement free of buildings to accommodate the route of the Sough Dyke towards the southernmost part of the site, and the need to accommodate a north-south easement on the eastern edge of the site for a water main. The easement areas are therefore used for access road/replacement car parking.The replacement car parking is formally set out to conform with normal standards.

Scale - The total length of the residential development is 66.5 m with each of the three blocks 20.9 m long and 9 m wide. The properties have ridge heights of 8.3 m and eaves height of 4.9 m. The replacement car parking covers some 919 square metres to the north-east of the ground.

Landscaping - Landscaping to the residential development is provided to the front around the car parking with, as noted above, enclosed private gardens to the rear. Landscaping within the replacement car 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 setting brickwork walls. The elevations are relieved with decorative gables and projecting porches covering been stores and main entrances. The units are stepped to follow the topography of the site which

rises from south to north. There is a single step in each block and each block is itself stepped in relation to its neighbour. The replacement car parking would have a very similar appearance to the existing car parking.

Access

Policy Adopted in Respect of Access - The policy adopted in respect of access is to keep access to the football club and its car parking separate from the access to the residential development. The parking for the residential development is also kept separate from the parking for the football club.

Consultation Relating to Access to the Development - Meetings have been held with relevant Council officers and others, and indeed the formal pre-application consultation process was followed. Advice given by Council officers during that process has been incorporated into the layout.

Specific Issues Affecting Access to the Development - The main specific issue is the need to keep access to the residential development separate from access to the football club and the car parking to be kept separate. The access to the individual houses, and their car parking, is therefore to the front of the houses at the suggestion of Council officers. Pedestrian access to the rear gardens is available from the front and the rear of the houses.

Access to the Development from the Existing Transport Network – Access from the ground is currently possible from Grove Street and direct from Pontefract Road. This is a position that is maintained within the proposals and therefore the replacement car parking would be able to access and egress by either entrance/exit. On the other hand, the houses would have direct access onto Grove Street and from there to Pontefract Road.

Main Points of Access and the Layout of Access Routes within the Site - Access to the houses is as set out above. Access to the club and car parking would be possible from Grove Street and Pontefract Road. The middle access to the main car park would no longer exist, but this is not problematical because the main access/egress points are maintained and the current car park exit strategy can also be maintained.

Maintenance of Access Features - Each individual residential unit would be responsible for its own access onto Grove Street, and the football club would be responsible for the maintenance of accesses onto Grove Street and Pontefract Road.