

access to the development

“The policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account ... Consultation undertaken on issues related to access to the development and what account has been taken of the outcome ... How any specific issues which might affect access to the development have been addressed”

Town and Country Planning (Development Management Procedure) (England) Order 2015



policy adopted as to access

Prepared by i-Transport

The site is allocated for residential development under Policy WR3m '103 Dee Road' within RBC's Local Plan (2019). Whilst the policy lists no specific highways and transport principles that the development should take account of, a Transport Statement has been prepared which fully assesses the transport and highways aspects of the development proposal on the local highway network.

In line with the guidance set out in paragraph 110 of the National Planning Policy Framework, the Transport Statement will assess the following transport and highways aspects of the proposals:

- Will safe and suitable access be provided for all users?
- Will the opportunities for travel by sustainable travel modes be taken up?
- Will there be an unacceptable residual impact, particularly in terms of queueing and delay at local junctions and upon highway safety?
- Will the design of streets, parking areas and other transport elements reflect current national guidance?

The primary vehicular access to the development will be onto Spey Road, where two independent points of access will be provided to the apartments and houses respectively. In addition, vehicular access to three parking courts associated with the proposed houses will be provided onto Dee Road. The proposed points of access will include pedestrian connections linking into the surrounding footway network.

The internal layout of the site has been designed in line with the principles set out in the Manual for Streets guidance document, as well as local design guides, with walking and cycling at the heart of the road hierarchy and layout structure. Moreover, car and cycle parking will be provided at the development in accordance with RBC parking standards.

There are a series of existing access points into the site along Dee Road and Spey Road which are to be stopped up as part of the proposed development access strategy. These include:

- The emergency access point for the Fire and Rescue Service Station onto Dee Road;
- The vehicle crossover onto Dee Road, which provides access to an area of car parking to the front of the Fire and Rescue Service Station; and
- Two gated access points for the Fire and Rescue Service Station onto Spey Road.

At the proposed access points onto Spey Road, visibility splays of 2.4m x 43m can be achieved in either direction along the carriageway. At the proposed access points onto Dee Road, visibility splays of 2.4m x 70m can be achieved in either direction along the carriageway. These visibility splays are in accordance with pre-application advice received from RBC, and are in excess of the sign-posted speed limits along the roads respectively.



ref.15: Access Visibility Splays - Dee Road

policies, consultation & issues relating to access

Consultation on Issues Related to Access to the Development

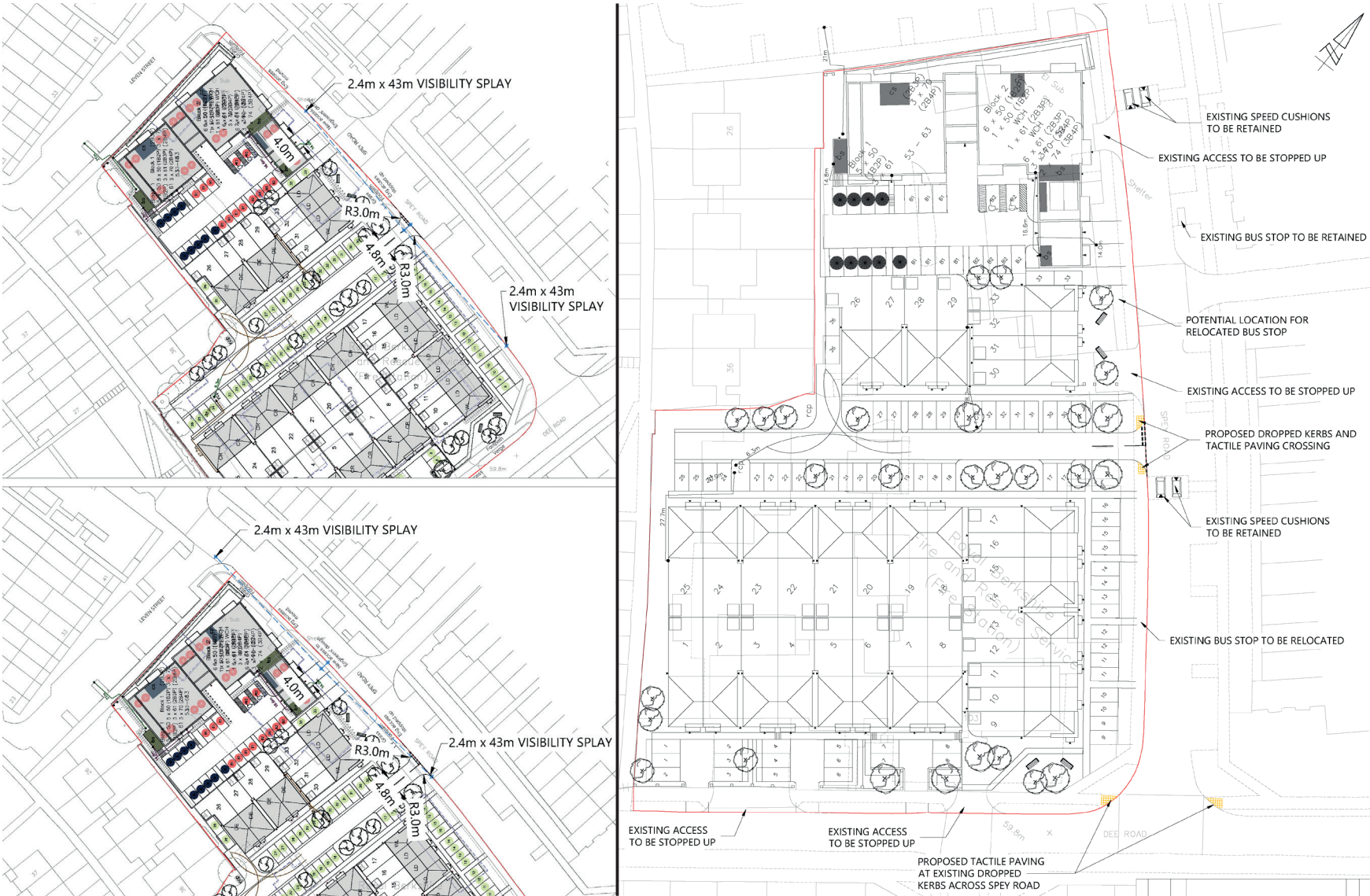
Pre-application discussions have been held with RBC to inform the proposals, including agreeing the locations of the proposed access points, the extents of visibility to be provided at the proposed site access points and the appropriate level of car and cycle parking provision within the development.

Specific Issues Which Might Affect Access to the Development

There are existing traffic calming measures, in the form of speed cushions, situated within the vicinity of the development site along Spey Road. The location of the proposed site access points has therefore been specifically designed so that these existing speed cushions can be retained.

Moreover, an existing bus stop on Spey Road is to be relocated approximately 60m to the north of its current location, in order to facilitate safe access and egress to some of the proposed parking bays associated with the houses at the development site.

The surface water drainage strategy demonstrates that the proposed access and development can be delivered in line with relevant guidance.



ref.16: Access Visibility Splays - Spey Road (Left) & Existing Locations Of Bus Stops And Speed Cushions (Right)

layout principles & concepts

*“The design principles and concepts
that have been applied to the proposed development”*

Town and Country Planning (Development Management Procedure) (England) Order 2015



Block 1
5 x 50 (1B2P)
3 x 61 (2B3P)
3 x 70 (2B4P)
53 - 63

Block 2
6 x 50 (1B2P)
1 x 50 (1B2P) WCH
1 x 61 (2B3P) WCH
6 x 61 (2B3P)
3 x 70 (2B4P)
2 x 74 (3B4P)
34 - 52

Dee Road

Spey Road

Leven Street

Footpath

Verge

CR

DE

LD

WL

1

2

3

4

5

6

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8

9

10

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North Arrow

28

layout principles & concepts

[illegible]

6 x 50 (1B2P)
1 x 50 (1B2P) WCH
1 x 61 (2B3P) WCH
6 x 61 (2B3P)
3 x 70 (2B4P)
2 x 74 (3B4P)
34 - 52

Dee Road

Spey Road

CR, DE, LD, WL, BS

N, S

layout principles & concepts

28

6 x 50 (1B2P)
1 x 50 (1B2P) WCH
1 x 61 (2B3P) WCH
6 x 61 (2B3P)
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34 - 52

bs

CR

DE

LD

WL

Dee Road

Spey Road

Footpath

N

S

E

W

layout principles & concepts

28

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A Memorable Character

The application proposals seek to create a place with a locally inspired, distinctive character - responding to the inspiring characteristics of Norcot's eclectic vernacular:

☞ The proposals are worked up from the strong, hand drawn design concept included in the previous chapter, which explored various ideas and options, in consultation with the Council, to find the right solution for the unique setting of this site.

☞ The proposed dwellings have been arranged in an equivalent urban grain format to those in evidence within the neighbourhood in particular:

- ☞ Dee Road semi-detached villas.
- ☞ Higher density very recent regeneration to the north.

☞ Rather than using a predetermined sequence of house types, the application proposes building forms which have a local resonance - in particular, the dwellings and streets highlighted within the Context of the Development chapter. The compositions of buildings within each streetscape have been carefully planned to create memorable, cohesive building groupings and streetscapes.

☞ The Bellway Homes team has also responded positively to the existing green infrastructure that surrounds the Site incorporating the existing boundary landscaping as an integral part of the memorable character where possible.





Well Defined Streets & Spaces

The proposed development creates a network of streets and spaces that are well enclosed by buildings and structural landscaping, with the front doors and the principal facades addressing the streets and public spaces:

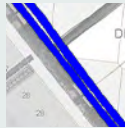
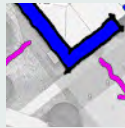
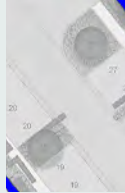
With a strong framework of well-defined, connected and well overlooked streets and spaces, carefully considered to create a variety of balanced, cohesive street scenes which give varied experiences of the development when viewed from each part of the layout - using buildings and structural landscaping to enclose and define these places

With a structure of fully realised perimeter blocks with clearly defined public fronts and private backs - with active frontages, including front doors, front gardens and bay windows which enliven and add interest to the street, as part of the cohesive building and landscape compositions

With carefully considered street corners and dual-aspect buildings, with windows serving habitable rooms which address both street scenes

With clearly defined building lines giving definition to each street and on-curtilage side parking maintaining parking behind the build line

With well resolved internal vistas - towards open spaces within the site and open gaps in the building line, reinforcing the spacious street scene, and avoiding the sense of enclosure which vista buildings create



ref.18 Resolving the Principal
& Secondary Frontages

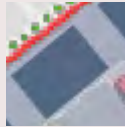




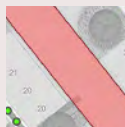
Easy to Find Your Way Around

Legible features to help people find their way around the new neighbourhood - with a simple grid-network of connected streets which are straight and direct:

Primary streets with street trees landscaping and separate footways around the perimeter of the site



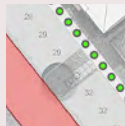
Secondary low-speed vehicle movement route that comprises a short and straight street which is pedestrian- and cycle-friendly, clearly differentiated from the primary street.



Private courtyard space with landscaping and parking immediately associated with the apartments



Using the variety intrinsic to the street spaces to reinforce the differentiation between public and private realm



Footway connections around the perimeter streets of the application site and through the central street



Using legible features to help people find their way around and differentiate the streets - through varying the sense of enclosure, building forms, carriageway widths and landscaping character.



Reinforcing these routes and spaces by the building forms which address them: strong linear building lines along the primary street, with more informal semi-detached building lines to the secondary street



Considering the termination of the views along each street in order to reinforce the legibility of the scheme.



ref.19 Accessible &
Legible Connected
Movement Network





Healthy Streets

The proposed development creates streets which are designed as places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease - promoting activity in the street as an essential part of the public realm:

The low-speed street is designed to 20mph, with a shared surface and parking

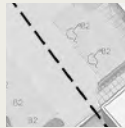
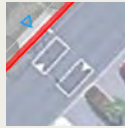
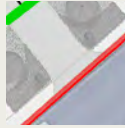
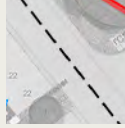
Priority for pedestrians and cyclists is maintained across the access into the connecting secondary street and courtyards, across continuous pavements, promoting pedestrian use over vehicle use

Direct routes between the places pedestrians and cyclists will want to travel between are anticipated and provided: to and from Dee Road & Spey Road; into and through the public open space; and out of the site to connect with existing public transport infrastructure to the east of the Site

The routes and spaces anticipate and respond to pedestrian and cycle desire routes through and beyond the development which are well overlooked with active edges and front doors addressing streets and public spaces

This approach also promotes the increased use of cycles for shorter journeys - this slow vehicle speed environment making safe cycle use an attractive option

Walking, meeting and outdoor play within the healthy streets are also viable options for the residents, particularly within the secondary streets, where vehicle speeds are maintained at a minimum and cycling or scootering are possible



ref.20 Streets Designed as Places - for Both Personal & Traffic Connections

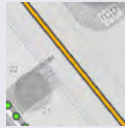




Walking, Cycling & Public Transport

Ensuring access for all and helping make walking feel like an instinctive choice for everyone undertaking short journeys - streets and paths that connect people to places and to public transport in the most direct way, making car-free travel attractive, safe and convenient:

Sharing street space fairly between pedestrians, cyclists and motor vehicles - cycle friendly streets with pedestrian and cycle priority across junctions and side streets - with 20mph design speeds



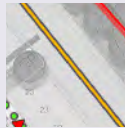
Short and direct walking and cycling connections that make public transport an easy choice to make



Tight corner radii where possible at street junctions and side streets - avoiding oversized radii corners on streets that are principally residential that allow motor vehicles to travel around corners at high speeds



Straight streets - avoiding twists and turns that control vehicle speed. Within the primary streets, a 2m set back pedestrian link from the carriageway is provided, making walking and cycling routes short and attractive.



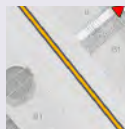
Maintaining carriageway widths that are as narrow as practicable, allowing space for pedestrians and cyclists - avoiding streets principally designed around waste collection vehicles



Making sure that all streets and routes pass in front of people's homes rather than to the back - for a well overlooked public realm.



Straight and direct streets - providing space for pedestrians and cyclists, making it easier for people to get around; and avoiding streets principally designed around waste collection vehicles



ref.21 Access for All -
Promoting Pedestrian,
Cycle & Public
Transport Priority

