



Taylor
Wimpey

Opus 40, Warwick

Design and Access Statement

Produced by Framptons Town Planning
Consultants for Taylor Wimpey, Midlands

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1 Introduction

1.1 Vision

Taylor Wimpey aim to deliver a high quality residential development comprising 101 new family homes, access roads and associated development on land comprising the Former Car Park to IBM Warwick (known as Opus 40), Birmingham Road, Warwick.

1.2 Introduction

Taylor Wimpey, formed by the merger of George Wimpey and Taylor Woodrow in 2007, are able to draw upon experience and best practice gathered over a history dating back to the 19th century. Today Taylor Wimpey are one of the largest house builders in the UK completing over 10,000 each year.

Our aim is to deliver developments which are environmentally, socially and economically sustainable. At Taylor Wimpey we understand the importance of stimulating strong, vibrant and healthy communities while protecting and improving the natural, built, and historic environment. Our layouts include well designed landscape areas and open space and we look to reduce the energy demand of our homes, by improving insulation, meaning that residents benefit from energy bill savings and their longer term maintenance burdens and costs are kept to a minimum

Taylor Wimpey are committed to working with local people, community groups and local authorities during the preparation of our planning applications. We aim to plan and design developments that balance the demands of providing the needs of residents and the communities with the demands of our business and the aspirations of the local authority. Two public meetings have been held in respect of this proposal, where local residents had the opportunity to comment upon the detailed design of the layout.

This Design and Access Statement has been prepared in support of the reserved matters application for residential development dealing with matters of siting, layout, external appearance and landscaping. The Design and Access Statement is to be read in conjunction with a number of other supporting technical reports and documents including;

- Ecological report;
- Landscape proposal;
- FRA / Drainage report;
- Planning Statement;
- Statement of Community of Involvement;
- Transport Statement;
- Site Investigation report;
- Affordable housing;
- Noise and vibration report

1.3 Background of the development

This Design and Access Statement (DAS) is submitted in support of an application for full planning permission for residential development on land comprising former car parks at Opus 40, Birmingham Road, Warwick.

This application has been prepared following the withdrawal of an earlier planning application (W/13/1286) which sought planning permission for 107 dwellings.

The site was previously a large area of parking that was originally used by staff at IBM. Several years ago IBM undertook a review of its space requirements at Warwick, releasing one of the existing buildings which is now occupied by Telent, and the extensive area of car parking. The existing car park is regarded as being 'brownfield' land as it has been previously developed.

In January 2011 Warwick District Council granted outline planning permission for some 27,500 sq m of new buildings for office and research and development uses, including a new access onto Stanks Roundabout with the A46. The site has then become known as 'Opus 40'. The site has been marketed for these uses since the application was submitted in June 2010 without any strong interest from potential commercial occupiers.

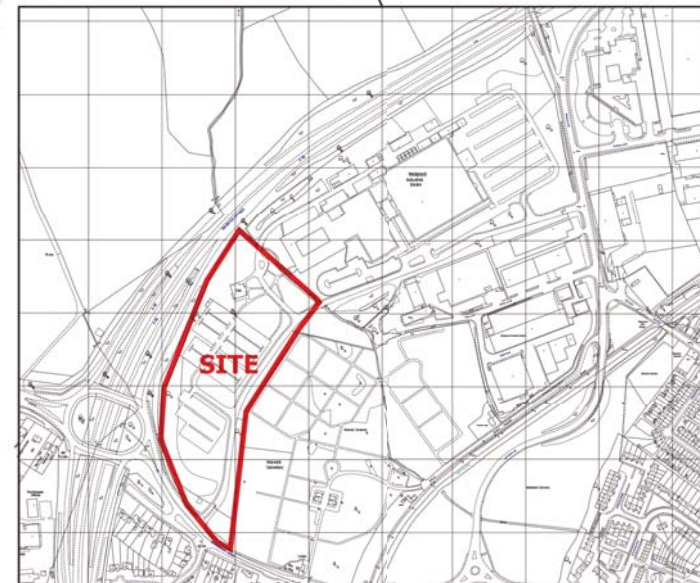
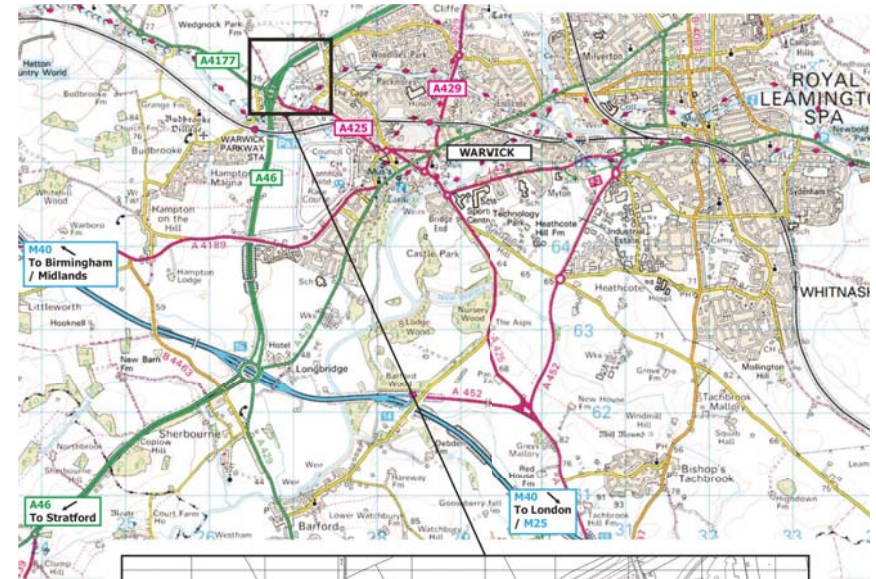
2 Site and Contextual Analysis

2.1 Location

The site location is shown within the black box on this road map. The facilities of the town can be seen, including the location of the railway station and school.

The Ordnance Survey plan extract on the right shows the site edged in red.

The site is located within the Opus40 Business Park approximately 1.5km to the north west of Warwick Town Centre. It lies directly adjacent to the A46 Warwick Bypass and its junction with the A425 Birmingham Road. Light industrial units and Warwick cemetery bound the southeast edge of the site, the other side of which is the Grand Union Canal. The southern boundary of the site is formed by the Birmingham Road, from which, along with Wedgnock Lane, the site is accessed. Opposite to the southern boundary are the residential streets of Warmington Grove, Lyster Close, Easterly Crescent and Birmingham Road.

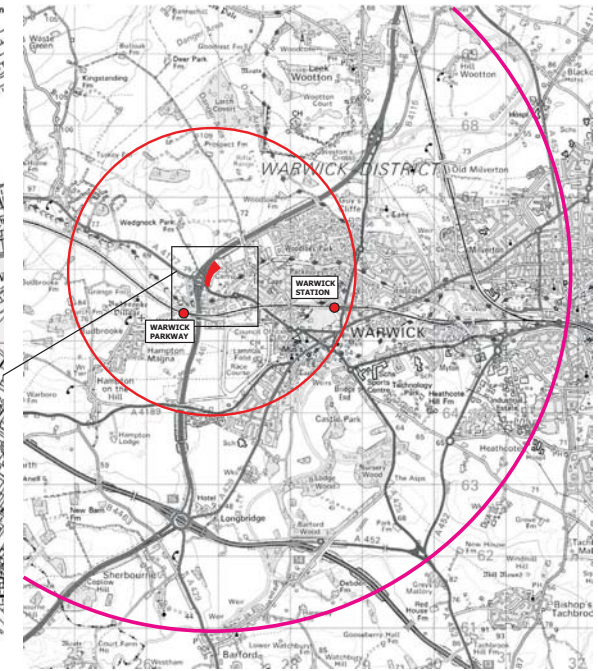
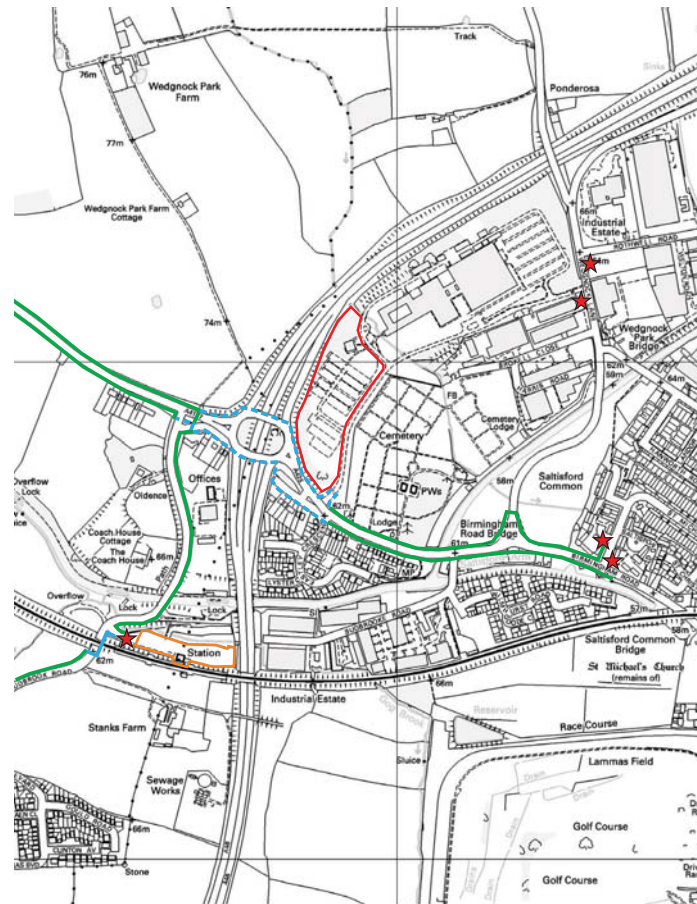


2.2 Site Analysis

A detailed analysis of the site and its context was carried out prior to the formulation of detailed design proposals.

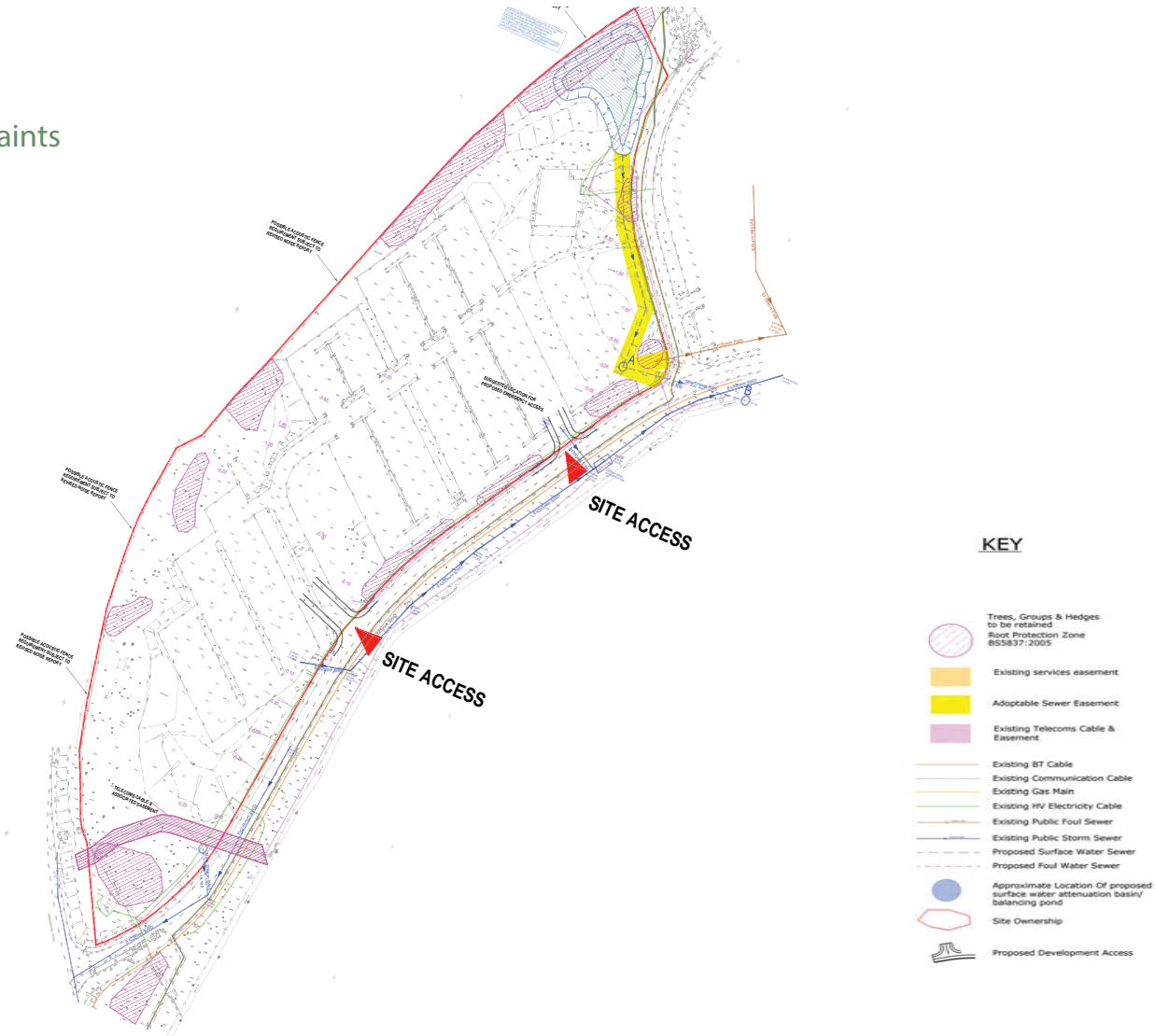
The aerial photograph below shows the site in its context.

The drawing to the right sets out the site analysis that was undertaken and that was used to inform the detailed design processes.



-  2km Radius
-  5km Radius
-  Bus Stops
-  Uncontrolled Crossings & Existing Footways
-  Controlled Crossings & Existing Footways
-  Warwick Parkway Station

2.3 Opportunities and Constraints



3.1 Concept



3.2 Engagement

A public exhibition was held at The Greville Suite, The Lord Leycester Hotel, Jury Street, Warwick. CV34 4EJ, from 1pm to 8pm on Thursday 23rd May 2013.

In order to generate attendance by members of the local community at a time most convenient to them, the Applicant carried out an afternoon to early evening consultation.

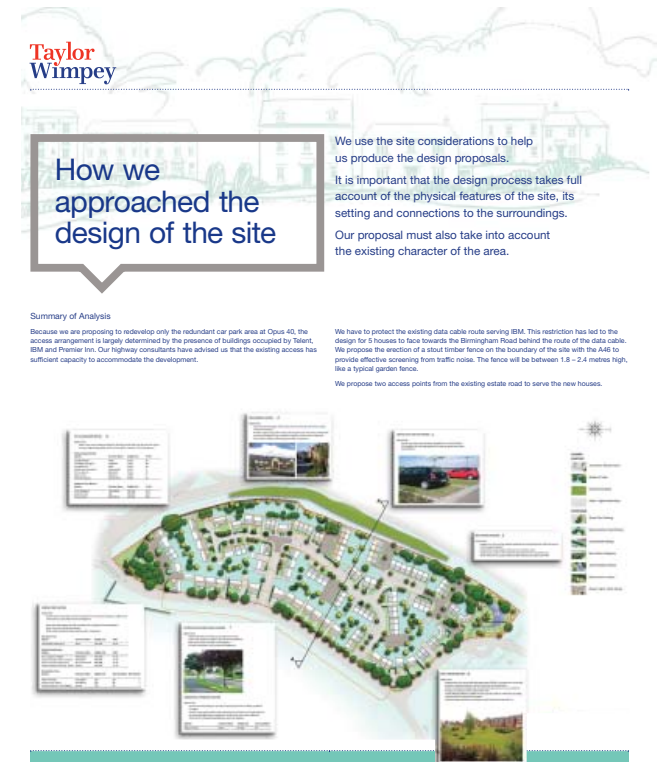
The exhibition was advertised locally prior to the event by a Public Notice in the Leamington Courier. An invitation card was then sent out by Taylor Wimpey, Midlands to 180 residential properties within the immediate vicinity of the site. A letter outlining the details of the exhibition and containing a Site Layout Plan was sent to 5 local Councillors, The Town Council and to 6 local businesses.

Intended to stimulate discussion with the local community, a series of exhibition boards were displayed offering information about the application site and the proposals. Members of the public were also encouraged to take a Consultation booklet showing the proposals and some background information about Taylor Wimpey. The exhibition was attended and overseen by representatives from Taylor Wimpey and Framptons Town Planning Consultants.

The exhibition was attended by approximately 28 visitors in total. Comment forms were provided during the exhibition event to enable attendees to reflect on the proposals and submit reasoned statements. A total of 6 written representations were received both during and following the consultation event.

The representations were largely supportive of developing the brownfield site, with few key concerns. Below, in order of frequency are the concerns raised:

- An increase in traffic near the access.
- A lack of adequate local facilities.
- Density of dwellings too high.



Matters we took into account	
Sustainable drainage methods, including the creation of a balancing pond	The protection of dwellings from noise and air pollution from the A46
The need for two access points onto the estate road to provide convenient access to all new homes	The safeguarding of the IBM data cable route
The retention of trees, where possible, having regard to the extent of the tree removal required by the planning permission for employment development on the car park.	Presentation of an attractive entrance to the site from Birmingham Road

3.3 Design Evolution

The design of the housing layout has evolved following discussions with the officers at Warwick District Council. The constraints on the site, particularly the point of access with Birmingham Road; the alignment of the service road, and the boundary formed with the A46 quickly established the principles of the housing layout.

Following the submission of the earlier planning application (W13/1286), discussions took place regarding matters of principle (relating to the loss of employment land; housing mix; open space provision and matters relating to technical and aesthetic design detailing). The issue of the loss of potential employment land is addressed in the GVA report and the accompanying planning statement.

The submitted layout proposes a housing mix which it is understood is now acceptable to the Planning Officers. It is believed that the revised layout has now addressed all matters of technical and aesthetic detail.

Increased provision has been made for open amenity space to provide a good standard of green infrastructure within the development. Provision is made for a Locally Equipped Area for Play (LEAP) in the centre of the development.



4 Explaining the Proposals

4.1 Amount and Use

Amount

The site will be developed for housing, in accordance with the Warwick District Local Plan 2011 - 2029. The application site will be developed for housing - in accordance with the Local Plan allocations policies.

This application seeks planning permission for a development comprising 101 family homes.

Densities

The scheme has been carefully designed to create a high quality, low density housing development which is 'landscape led', ensuring the character of the public realm is suited to its rural-urban locality, creating a positive sense of place.



Use

The housing mix comprises 1, 2, 3 and 4 bedroom family homes ranging from 534sq.ft. to 1670sq.ft.

- 2 x 1-bedrooms
- 32 x 2-bedrooms
- 43 x 3-bedrooms
- 24 x 4-bedrooms

Provision is made for a proportion of affordable housing that will be requested by the District Council. 40% of the total number of new home with be affordable in accordance with the Council's requirements.

4.2 Access

The accompanying Transport Assessment (TA) describes the accessibility of the site at Section 5. The site is well served by Goldline Service G1 and Service 68. Paragraphs 5.2.2 – 5.2.3 of the TA state:

'The Stagecoach Goldline G1 service runs between Warwick, Leamington Spa and Whitnash with stops on Wedgnock Lane and Saltisford. The services are designed to have a broad appeal with higher service standards designed to attract existing drivers. The services operate 8-10 minutes Monday-Saturday and every 30 minutes on a Sunday.'

'The 68 runs between Cubbington, Lillington and Hatton Park via Warwick, Leamington, Warwick Gates and Warwick Parkway Station. The stops are less convenient than those for the Goldline services being across the A46 on Old Budbrooke Road. These services operate on a half hourly frequency Monday to Saturday.'

The site is located within 800m of Warwick Parkway which is a comfortable walk and cycle distance. Warwick station is located some 2.5km from the site which is situated with a convenient cycling distance. Typically distances up to 5km may

be undertaken by bicycle. This distance encompasses Warwick and much of Leamington Spa.

Trips of up to 2km may be undertaken by walking. This distance encompasses much of Warwick including the town centre and residential areas to the north and west. The gradients are suited for walking and the footpath system is of good standard.

It is considered that the site is highly accessible to a variety of means of transport other than the private car.



Car Parking Arrangements

A significant majority of properties have two dedicated off street parking spaces. All 4-bedroom homes will have a garage and a minimum of 2 off-street parking spaces. Parking courtyards have been avoided with car parking located in convenient and safe positions, generally in front of houses. Where parking courts are required, they are well overlooked and are limited to a maximum of 4 spaces.

4.3 Development Layout

It is proposed that part of the existing service road is reformed to become a public highway that is 'adopted' by WCC, as Highway Authority, under the provisions of Section 38 of the Highways Act 1980. The length of service road which is to be adopted extends from the junction with Birmingham Road up to the access junction that bounds the curtilage of Telent. The remaining lengths of access will remain in private control.

The formation of the existing access road (part) as a public highway will enable the Highway Authority to adopt the length of road that is required to serve the new housing. The layout identifies a 'looped' access road layout which will serve the majority of the housing.

At the frontage of the site facing Birmingham Road, provision is made for 7 detached homes fronting onto a private drive. The private drive is set behind the existing data cable which has to be safeguarded in the development. The data cable is situated within an area of open space to serve the development. A new frontage is formed to the west of the existing service road with primarily detached housing. At the north end and west side of the site, smaller semi-detached and terraced properties are sited. The frontage to the internal estate road is formed by a mix of detached and semi-detached and terraced properties.



All new homes are two storeys other than the 6 no Alton which are a 2 1/2 storey semi-detached properties. Parking provision is provided 'off-road' for all the dwellings, either 'on-plot' parking or in small parking courts. Parking is positioned to be sited conveniently to the occupiers of all the dwellings. Roadside parking would be available for visitors. Some 230 spaces are provided off-road for parking.



The boundary to the A46 is to be formed by a stout timber fence.

The accompanying noise assessment demonstrates that the fence will function as a suitable noise barrier to traffic noise. The accompanying air quality assessment demonstrates that a satisfactory living environment is achieved.

Where practical existing trees have been retained. The accompanying tree survey explains the impact of the development on existing trees. Proposals for new planting are described under 'landscaping'.



4.4 Detailed Layout



4.5 Landscaping

The objectives for our landscape proposals are to create an attractive space in and around the housing development and to retain significant hedgerow and trees wherever possible. The proposal will enhance the ecological value of the area by retaining existing trees and hedgerows.

Sustainable Urban Drainage Systems (SuDS) will be provided, including attenuation ponds. In doing so, a wetland wild-flower area will be created enhancing the visual and ecological value of the area.

The LEAP is located at the centre of the site; providing a consolidated and manageable space.

Boundary Treatment

Within the development, exposed boundaries will be marked by a combination of 1.8 metre screen wall and 1.8 metre close boarded timber fencing. Low hedges are proposed to front boundaries. Acoustic fencing will be erected alongside the roadside.

Open Space

The play area provided with the development will provide an attractive and active entrance into the site.

Further open space and green infrastructure is provided through at the northern and southern parts of the development. Footpaths are provided through these spaces.



4.6 Scale and Appearance

The proposed built form will seek to create a high quality development. This will be achieved by using a range of high quality materials which include brickwork for the walls, slate grey Redland Mini Stonewold roof tiles, white UPVC windows, steel external doors and Block Paving and Tarmac for vehicle access and hard standing.

The majority of houses will be 2 storeys in height with the exception of the Alton which is 2.5 storeys in height.



5 Conclusion

5.1 Conclusion

The Site is very well related to the urban area of Warwick and the proposed scheme would not adversely impact upon urban form of the settlement and respects the character of neighbouring areas. The proposals will not have a detrimental impact on the immediate setting of any adjoining properties, ensuring their amenity is appropriately observed.

The scheme has been carefully designed to create a high quality, low density housing development which is 'landscape led', ensuring the character of the public realm is suited to its rural-urban locality, creating a positive sense of place.

The proposals seek to retain all significant landscape features on and around the periphery of the Site with plentiful new landscaping proposed to provide a suitable level of landscape enhancement.

Parking and the internal road layout has been designed to ensure safety and convenience. The principle route through the site has been designed with a curve so as to reduce vehicle speeds without the need for physical measures and the majority of homes have 2 off-street parking spaces. We believe this will reduce the need for residents to park along the main routes although there will inevitably be some on-street parking, the balance is appropriate and will not lead to safety concerns or a significant inconvenience to residents.

We consider the development of the site for 101 family homes will successfully provide an efficient use of previously developed land within the urban area of Warwick in a highly sustainable location.

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