

October 2017



A Design & Access Statement For A Full Planning Application

Rouse Homes | Bradford Road. Birkenshaw

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Clients: **Rouse Homes**



Architectural Consultancy: **Knapton & Knapton**

1.0 - Introduction

1.0 Introduction

What is the planning application for?

This Design and Access Statement has been prepared on behalf of Rouse Homes to accompany a full planning application for the Bradford Road, Birkenshaw development site.

The full planning application is for a Residential Development of 30 new dwellings.

This document has been prepared to ensure design is integral to the creation of new developments and responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

Guidance contained within the NPPF which states:

“ The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.” (Paragraph 56)

The aim of this Design & Access statement is to provide a structure and also to explain how the proposed development responds in a suitable way to the site setting and demonstrates that the application site can be accessed by prospective users with ease.

The design and access statement seeks to explain the design principles and concepts that have been applied to the development. It also aims to demonstrate how the proposed development's context has influenced the design.

The Statement also explains the approach to access and how relevant Local Planning policies have been taken into account.

Rouse Homes have collaborated with other consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to alleviate constraints and maximise the opportunities provided.

This document is submitted in support of the planning application and sets out to achieve the following:

- Identify the existing context of the site
- Identify the key development principles and framework which have informed the detailed design of the scheme
- Provide a detailed design analysis and design solution.

The ethos of the design is to:

- Create a high quality residential development
- Create a legible and attractive place with a sense of identity
- Create a sustainable and high quality living environment
- Make efficient use of land in terms of ecological enhancement and density



View from Bradford Road/Oakroyd Drive to application site

2.0 - Site Location

2.0 Site Location

The site is located on the South Western edge of the town of Birkenshaw 5 miles from Bradford and 10 miles From Huddersfield.

- The application site is currently a part of the West Yorkshire Fire and Rescue Service Headquarters.
- It is currently vacant and contains 11 former houses, last used as office accommodation.
- The site slopes very gently from the north east towards the south west of the site.
- To the south and west the site is bordered by the remaining fire service grounds with a wide band of housing to the east. To the north are a smaller number of houses with open countryside beyond.
- The boundaries of the site are defined by a mix of treatments including mature, native species hedgerows and a variety of fencing and walls.



Site Location



Site Location Aerial View

3.0 - Site Analysis

3.0 Site Analysis



Survey with numbers & direction of photograph



3.0 Surrounding Area



Materials

There is a range of materials used within the Surroundings which includes:

- Render
- Tile hanging and timber detailing
- Red and Multi bricks
- Stone
- Dark brown and Red pan tiles / Grey Slate roofing materials



Area A



Area B



Area C



Area D

Window styles vary within the area in terms of colours and styles.

The majority of windows in the area do however demonstrate a vertical emphasis, with white multi pane style.

Car Parking Solutions

Car parking solutions within the area include:

- On- street.
- Private drives.
- Garages.
- Side driveways.

3.0 Surrounding Area

Boundary Treatments

Houses set behind front gardens of varying depths with low hedgerow or brick walls.

Mature hedgerows with the occasional stone and red brick walls.

Various sized fences.

Various sized rear gardens.

Architectural Styles and Features

The architectural style of the properties surrounding the application site do vary.

The range of styles and features include:-

Detached and semi detached houses.

Gable roofs with front facing eaves and the occasional hip roof.

Decorative stone detail such as string coursing.

2 storey construction.

Front doors with either 4 or 6 panels and fanlight.

Most properties face the street.

Hip canopy roof's to ground floor windows with contrasting Stone decorative header and cill.

Hipped roofs with pan tiles.

Eave over hangs with fascia's and soffits.

Car Parking Solutions

Car parking solutions within the area include:

On- street, private drives and garages.

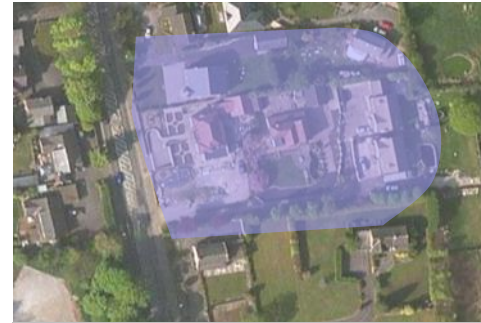
3.0 Surrounding Area



Area A - North of site



A1



Area B - South of site



B1



A2



A3



B2



B3

Key Features

- Large detached dwellings with some bungalows.
- A mix of stone, red brick and render used for superstructures.
- Windows with vertical emphasis.
- Artificial stone material used for heads, cills and quoins.

Key Features

- Large detached dwellings.
- A mix of stone and render in certain places.
- Windows with a vertical emphasis.
- Artificial stone heads, cills and surrounds used on some properties for simple detailing creating interest.

3.0 Surrounding Area



Area C - East of site



C1



Area D - South east of site



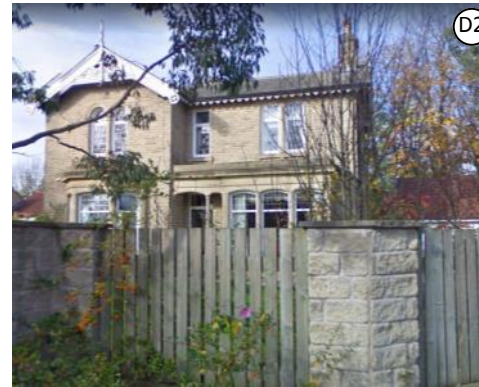
D1



C2



C3



D2



D3

Key Features

- Predominantly bungalows with some larger semi detached dwellings.
- Windows with a Horizontal emphasis.
- A mix of brick colours and render in certain places

Key Features

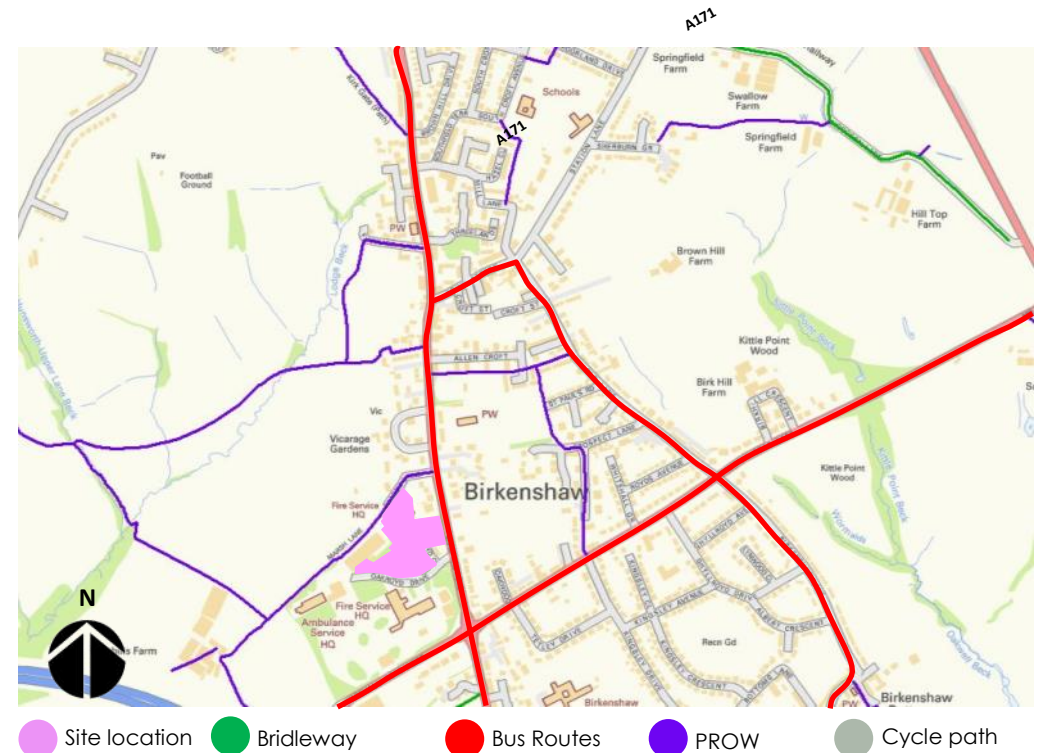
- Large detached dwellings.
- Stone used for superstructure
- Contrasting materials for example: timber detailing used to create interest.
- Artificial stone material used for heads and cills
- Windows styles with a vertical emphasis.

3.0 Sustainability

Local amenities within a 1 mile radius of site



- Approx Site Location
- Retail
- Sports
- Health & Education
- Local Constabulary
- Medical



Transport Links

There is a variety of transport links within the area that make accessing local facilities from the application site very convenient for people using modes of transport other than private cars.

There is an active pedestrian path running along the north of the site that is only a short walk into the village centre.

There is a bus route that serves the site running along Bradford Road that runs into Bradford and Brighouse. Town Street bus routes allow easy access to Dewsbury. A bus service also runs along the A58 into Leeds City centre and Cleckheaton.

Main Road Links: A651/652 links to Dewsbury and Bradford, the A58 links to Leeds and Cleckheaton. There is also easy access to the M62.

3.0 Site Analysis

When developing a site, it is important to assess the existing situation and identify potential opportunities for improvement. Likewise, any constraints need to be fully understood from the start.

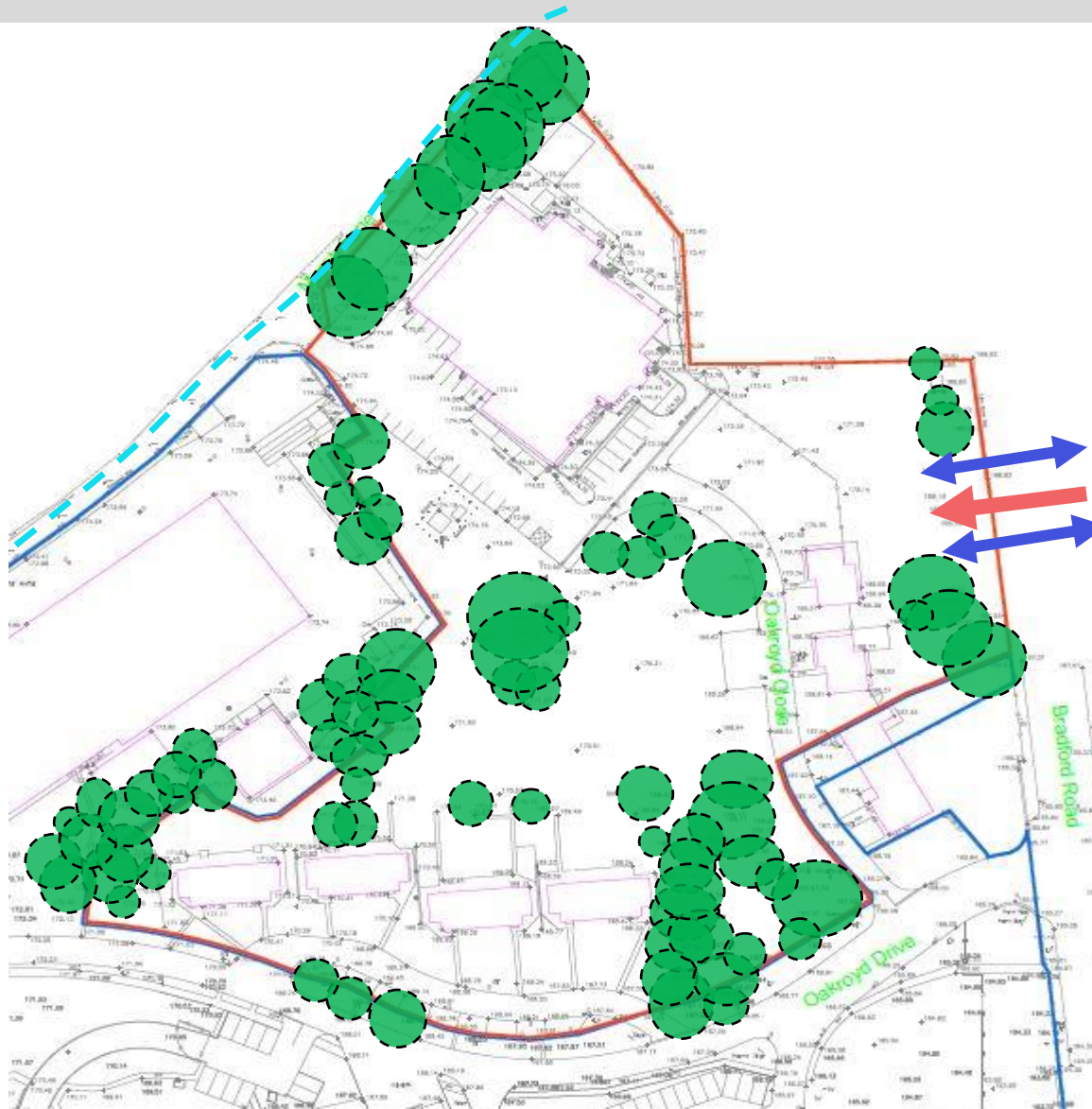
The plan opposite therefore provides a visual impression of that assessment which has been undertaken. The findings of this exercise will help to create a framework for the development.




- 1– Existing vehicular access point
- 2– Existing trees and hedges
- 3– Existing buildings
- 4– Existing public footpath
- 5– Existing houses



4.0 - Opportunities & Constraints

4.0 Opportunities & Constraints



-  Potential new vehicular access point
-  Creation of new pedestrian links into site
-  We can seek to retain existing good quality trees





It is imperative that the pertinent features of any site are responded to in a positive way when initiating and evolving a plan for development. These features may be positive or negative, for example, ensuring that a positive feature is exploited to its potential and the site's benefit ensuring that a negative feature is mitigated. A positive feature can be a view into or from the site and negative one a utility service that cannot be re-located. This plan gives a visual assessment of such features on the site and has been used to develop the design process.

5.0 - Design Development

5.0 Design Development



Layout Development

-  Arrows denote orientation of new dwellings
-  Existing footpaths adapted and introduced into proposed
-  Primary vehicle route
-  Dwellings



Following on from the site analysis and identification of the opportunities & constraints initial concept sketches were produced to try and establish the best approach to the design and layout of the site.

This initial concept sketch looked at a potential internal road pattern within the site and how the layout relates to existing site features.

5.0 Design Development



Layout Development

-  Existing footpaths adapted and introduced seamlessly into proposal
-  New dwellings

Following on from the initial concept sketch the scheme was developed in greater detail looking at how the new dwellings can be arranged and laid out on site.

It also presented the opportunity to plan how the existing footpaths can be adapted and linked into a new footpath network within the site.

5.0 Design Development

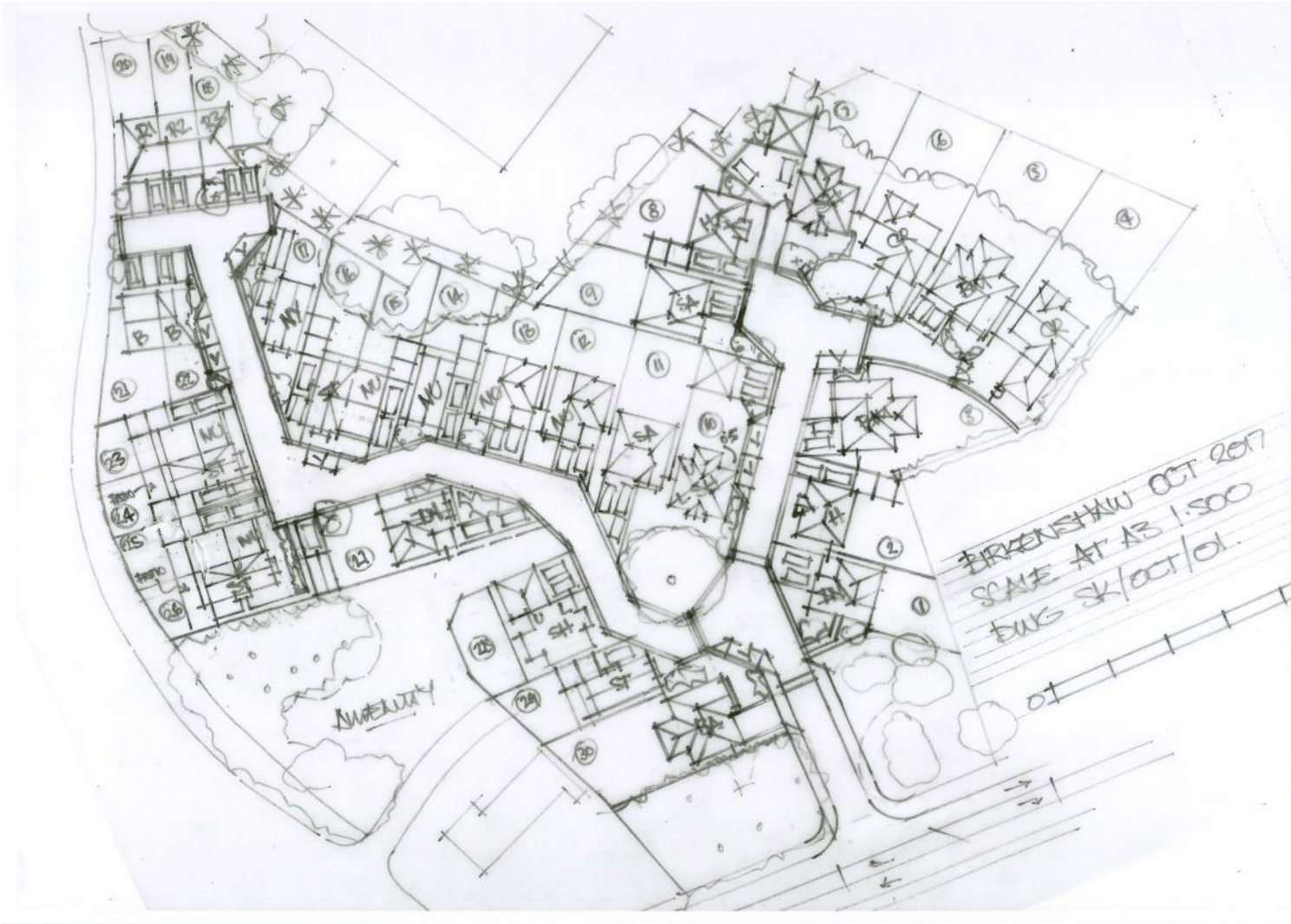


Layout Development

Original sketch layout for 30 units and used for informed discussions of development proposal.

Feedback gained to allow further sketch development proposals to be prepared.

5.0 Design Development



Layout Development

Original sketch was developed further in response to consultation with Kirklees Council along with more detailed technical aspects.

5.0 Design Development



Layout Development

The Sketch was further amended to respond to updated tree survey.

5.0 Design Development



Proposed Residential Development @ Bradford Road, Birkenshaw.



Designers of the Built Environment

Layout Development

House type positions from approved layout overlaid onto the proposed layout.

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Schedule.

TYPE REF	TYPE NAME	No.	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE		Per unit
			sqm	sqft	sqm	sqft	
3F	3story	4	1191	12841	4,658	453.04	
3F	3beds	8	1400	14834	4,900	442.91	
3F	3beds+2	8	1420	15075	4,988	532.81	
3F	3beds+3	4	1100	11650	4,424	412.50	
3F	3beds+4	1	1000	10600	1,000	950.00	
3F	3beds+5	2	1000	10600	2,000	1910.00	
3F	3beds+6	2	1000	10600	2,000	1910.00	
3F	3beds+7	2	1000	10600	2,000	1910.00	
3F	3beds+8	2	1000	10600	2,000	1910.00	
3F	3beds+9	2	1000	10600	2,000	1910.00	
3F	3beds+10	2	1000	10600	2,000	1910.00	
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6.0 - Design Solution & Evaluation

6.0 Design Solution & Evaluation

Introduction

The site constraints, considerations and strategies discussed in the previous sections have all been borne with the final scheme incorporating refinements from earlier sketches where deemed appropriate in order to address and improve certain aspects following the consultation process.

The following text clarifies the specific detail of the submitted scheme.

Development Proposals

The proposed development comprises of 30 new residential units (with vehicle access from Bradford Road).

The list below provides a summary of the development parameters for the proposals:

- 30 New build houses
- Range of car parking solutions on site from parking spaces for smaller dwellings, driveways alongside dwellings and garages to the larger detached plots.

Use and Amount & Scale

It is considered that the proposed residential use is entirely suitable in the context of the site. The site is located within a predominantly residential area and therefore the proposed use is the most suitable for the site.

In total, 30 residential dwellings are proposed on a site that has a gross area of 1.45 hectares.

The proposed development consists of two storey dwellings. All of the dwellings are to be a mix of townhouses, semi detached and detached houses.

Access & Accessibility

- Vehicular access to the site will be via the new roadway that extends westwards from Bradford Road.
- The size, shape and scale of the site lend itself to a simple yet logical highway hierarchy.
- A 5.5m wide road with 2m footpaths to both sides brings you into the site, reducing in size to 6.8m wide informal shared surface road with 2m service margin and is the main road running through the site.

6.0 Design Solution & Evaluation

Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will include 'accessible' paths and drives wherever possible, taking into account the topography of the site.

The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

Layout

The location and orientation of the new dwellings respect the surrounding properties and relate well to one another. The proposed houses are orientated to either be back to back or side to back with their neighbours, this avoids any front to existing rear aspect and respects privacy giving secure amenity to the existing and proposed properties. The layout follows a fairly linear strategy, particularly in an east to south west direction where the built form follows the respective streets.

Dwellings have been positioned so that they provide an attractive outlook and good natural surveillance.

Certain buildings are located to create focal ends and vista stops. There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages and sides on corner plots, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment.

All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security, but still allow easy access. This also enables waste and recycling provisions to be located at the rear of the properties out of sight from the street.

Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high screen fences, with rails inboard to reduce climbing potential.

All rear boundaries to the retained existing hedge will be reinforced with a Weldmesh fence.

Parking

All new dwellings have car parking in curtilage. Detached dwellings either have a drive to the side leading to a garage or a drive to the front with an integral garage.

Semi detached dwellings have car parking to the side of each dwelling.

Visitor car parking is provided throughout the layout in the form of incidental parking on the roads and designated visitor parking spaces on the shared surfaces.

Appearance

All the house types have been carefully designed with traditional proportions, simple yet effective detailing that will not date. We have ensured the vernacular features of Birkenshaw are represented, with white windows/glazing bars consistently used on all house types. A robust material palette is proposed consisting of 150mm artificial stone with art stone head/cills, with a concrete roof tile and colour to be agreed. White windows/soffits/fascia, black rainwater goods. This material palette will ensure the longevity and sustainability of the dwellings.

6.0 Design Solution & Evaluation

Designing out Crime

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. To this end, opportunities for criminal activity should be recognised and designed out where possible. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Car parking overlooked, no rear courtyards.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Well defined defensible spaces and the use of suitable planting.
- Management scheme to ensure landscaped areas are well maintained.
- Layout designed to minimise vulnerable rear and side boundaries.
- Robust 1.8m high fences and lockable gates provided.
- All proposed houses front the new road network to ensure positive frontage security.
- All properties will have a wired alarm to house and garage.
- All entrance doors to properties will have an external light with PIR.

Landscape Design

OBJECTIVES

The landscape design for the development has been led by the following objectives:

- To create an attractive and safe environment for the users of this development.
- To satisfy circulation requirements without allowing vehicles to dominate the character of the site.
- To develop a bold planting scheme that compliments the building form.
- To retain the existing boundary vegetation were possible.
- To develop a valuable area for local wildlife.
- Low stone wall with planting front and rear will define the entry into the development.
- Public open space to either side of the entrance

6.0 Design Solution & Evaluation

Schedule of Accommodation

TYPE ABB	TYPE NAME	No	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE		Tenure
			SQFT	SQM	SQFT	SQM	
St	Studley	4	1167	108.41	4,668	433.66	
Sh	Shelley	3	1600	148.64	4,800	445.92	
Ha	Harewood	2	1429	132.75	2,858	265.51	
Nu	Nunnington	4	1109	103.03	4,436	412.10	
Ny	Newby	1	1085	100.80	1,085	100.80	
No	Nostell	2	1500	139.35	3,000	278.70	
Ba	Bamburgh	3	2248	208.84	6,744	626.52	
In	Ingleton	2	1446	134.33	2,892	268.67	
Sa	Sandringham	2	1596	148.27	3,192	296.54	
Co	Collingham	2	1882	174.84	3,764	349.68	
Ry(a)	Ryedale A	1	902	83.80	902	83.80	
Ry(b)	Ryedale B	1	950	88.26	950	88.26	
Ry(C)	Ryedale C	1	965	89.65	965	89.65	
Affordable Units							
Be	Bedale	2	884	82.12	1,768	164.25	
		30			42,024	3904.03	

Mix of house types





The final layout consists of a mix of dwelling types.

There is a total of 30 Proposed dwellings comprising 14No 3 beds and 13No 4 beds and 3No 5 beds. With a total of 2No affordable housing units.

6.0 Design Solution & Evaluation



Road Hierarchy / Access

-  Proposed vehicular access point
-  Existing road network
-  Primary vehicle route
-  Private Drives / Private Areas of Parking

The main access point will be taken from Bradford Road and the primary vehicle route will run through the site. The layout has been designed in such a way that it is not a 'rat-run' through the site.

6.0 Design Solution & Evaluation



Active Frontages

Footpaths and walkways

Through the design of the layout, natural surveillance of footpaths and walkways are proposed throughout the scheme. Footpaths should be well lit and where applicable provide provision for cyclists.

Frontages

As mentioned the natural surveillance benefits will also assist in enhancing the security for fronts of dwellings. In addition to this, improvements to structure security are also proposed and are to include such measures as access doors to all properties to be fitted with multi point locking systems and euro cylinders and lockable double glazed windows at all levels.

Private Space to Rear of Dwellings

Gardens will be fenced (details below). No areas within the site provide for visual refuges where intruders could remain unobserved.

Boundary Treatments

Boundary treatments to rear facing gardens are to be timber domestic grade fencing 1.8m high, which, whilst providing a degree of physical security is most effective as a psychological deterrent to opportunistic crime.

6.0 Design Solution & Evaluation



Proposed Residential Development @ Bradford Road, Birkenshaw.



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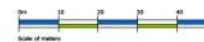


Key

- Plot gate access
- Plot parking
- Plot front door and front garden
- Plot rear access
- Private drive
- Plot line advertisement boundary
- House type reference and plot number
- 2m high garden wall
- 1.5m high garden fence
- Draining 2.5m high asbestos roof with 2m high parapet/curb fence option
- Building 2.5m high westward fence with 1.5m high parapet/curb fence option
- 1.5m high metal railing and gates
- 4m x 2.5m high stone/brick level base wall with 2m high parapet/curb fence
- 2m x 2.5m high stone/brick minimum and 1.5m high parapet fence
- 2m x 2.5m high stone/brick fence
- Existing neighbour post/brick fence and boundary retained
- New 0.5m high wall fence to delineate individual private residential
- Existing fence retained with 0.5m high parapet
- Existing fence to be removed

Schedule.

TYPE A/B	TYPE NAME	No	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE		Service
			Start	Stop	GIA	GIA	
Dr	Driveway	4	11.67	38.41	4,408	433.66	
Dr	Drivay	3	7.00	48.44	4,800	445.07	
Ha	Housewood	3	1421	32.75	2,885	332.81	
Hu	Houseupson	4	1109	33.03	4,436	412.10	
Nv	Newsty	1	3082	30.80	1,000	100.00	
Nh	Househ	2	3300	39.35	5,900	278.70	
Bu	Bungalow	3	2249	238.04	6,714	626.32	
Bv	Bungalow	2	1440	34.33	2,950	248.67	
Bs	Blockupson	2	1696	48.37	3,197	394.34	
Co	Collegium	2	1887	14.04	3,754	347.68	
Ry(A)	Ryedale A	1	907	43.50	927	80.42	
Ry(B)	Ryedale B	1	902	43.24	902	88.34	
Ry(C)	Ryedale C	1	945	49.45	945	89.45	
Available Units							
Dr	Bedside	2	884	82.12	1,748	144.25	
		30			42,404	3904.83	



Designers of the Built Environment

Scale: 1:500 @ A1
Date: 15/01/17
Dwg No: 55/02



Client: Rouse Homes Ltd.
Site: Birkenshaw
Plan: Planning Layout 1/500



6.0 Design Solution & Evaluation



Proposed New Dwellings

A range of approximately 14 dwellings types are proposed for this site and these have been proposed as a response to the local vernacular.

The range starts from 3 bed semi-detached and terraced housing to 5 bed detached properties.

It is proposed that a combination of 150mm artificial stone will be used, throughout on the dwellings with artstone heads and cills to enhance and punctuate the visual detail.



6.0 Design Solution & Evaluation



6.0 Design Solution & Evaluation

Typical Street Scene Plots 14 to 21.



8.0 - Summary

8.0 Summary



Proposed Residential Development @ Bradford Road, Birkenshaw.



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Key

- Plot gate access
- Plot parking
- Plot front door and front access
- Plot rear access
- Private drive
- Plot line submission boundary
- House type reference and plot number
- 2m high screen wall
- 1.5m high screen fence
- Coating 2.4m Green Flash Woodwork
- Woodwork paint with 1st coat over primer before an initial Aug 2021
- New 2.4m Green Steel Windows (to K128 FNL BS20 Polytech and timber insert)
- New 2.4m Green Steel Windows (to K128 FNL BS20 Polytech without timber insert)
- Coating (primer, undercoat, paint and primer finish) and further retained
- Coating (paint retained)

Schedule.

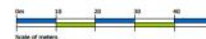
TYPE ABB	TYPE NAME	No	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE		Totals
			SQFT	SQM	SQFT	SQM	
St	Sturley	4	1147	108.41	4,658	433.64	
St	Stobley	9	1050	42.44	4,972	443.92	
Im	Hammond	2	1409	30.00	3,828	363.31	
Ma	Huntington	4	1,109	60.00	4,484	413.12	
Ry	Ruby	1	1083	100.00	1,683	156.60	
No	North	3	1500	39.36	3,000	278.72	
Bo	Bamburgh	3	2243	200.56	6,732	623.62	
W	Wigan	2	1414	131.03	2,812	260.47	
So	Southern	2	1564	148.27	3,112	284.54	
Cr	Crathorne	2	1391	100.88	5,528	507.73	
Attractive Plus							
W(C)	Wigmore A	1	901	83.90	911	83.82	
Ry(B)	Ruby B	1	552	85.56	552	50.74	
Ry(C)	Ruby C	1	543	49.45	543	50.43	
W	Wigan	2	884	80.12	1,768	164.28	
GR					41,229	3881.27	

Designers of the Built Environment

Scale: 1:500 @ A1
Date: 13/11/17
Dwg No: 0403



Client: Rouse Homes Ltd.
Site: Birkenshaw
Plan: Presentation Layout 1:500



8.0 Summary

This statement seeks to establish the most suitable design solution for the development of the site.

The development proposals have also considered key policy guidance in relation to design.

The design has evolved through a number of options, with overriding design principles in place to guide the development.

It is considered that the approach to the development of the scheme provides a robust design and it can be demonstrated that the final plans and proposals are those most suitable for the site within the context of the development and use proposed.

Below is a summary of the scheme proposals:

- 30 New build houses consisting of 3, 4 and 5 bedroom properties.
- Range of car parking solutions on site are proposed from parking spaces for smaller dwellings, driveways alongside semi detached and detached dwellings. With garages to the larger detached plots.



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