

Land off Crossley Lane Dalton - Parcels 4 and 5

Design and Access Statement - Reserved Matters

March 2020



Contents Amendment Record

Project: Crossley Lane
Job Number: 09 4267

Date of Issue	Rev	Notes	Status	Completed By	Checked and Approved By		
					Designer	Landscape	Planner
Jan 15	0	Submission	S	LM			VS
March 20		Reserved Matters Submission	S	LM			

Copyright of JRP. All Rights Reserved.

No part of this document may be reproduced, copied, photocopied, translated, stored in or converted electronically into a retrieval system or transmitted, in any form, or by any means without prior written permission of JRPA.

introduction

This Design and Access Statement has been prepared by JRP in relation to the reserved matters planning application for residential development on land at Parcels 4 and 5, Crossley Lane, Dalton.



Site Context

purpose

This Statement responds to the requirements of the Town and Country Planning Development Management Procedure Order (England) (Amendment) 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of this development.

The aims of the statement are to ensure design is integral to the creation of new developments; this further reinforces guidance contained within the new National Planning Policy Framework.

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

Assessment
Involvement
Evaluation
Design

The statement should also address the following factors:

- Use** - What the land and buildings will be used for
- Amount** - How much development can the site accommodate
- Layout** - How the buildings and public and private spaces will be positioned and the relationship between them and buildings and spaces around the site.
- Scale** - How big the buildings and spaces will be, specifically their height, width and length
- Landscaping** - How open spaces will be treated to enhance and protect the character of a place
- Appearance** - What the building and spaces will look like, for example building materials and architectural details.

The access element of the statement must include two aspects of access to the development:

Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

brief

The following points summarise the brief at an early stage of the design process:

- Deliver quality of built form and spaces which are image enhancing
- Employ innovations which are a model for environmentally sensitive development
- Enable local residents and businesses to have meaningful influence on our proposals at every stage
- Create a scheme which is deliverable and viable

aspirations

Our intention is to deliver a secure and sustainable development of modern family homes in a safe, green and welcoming environment.

Achieve this vision through careful design and communication with the local authority and residents without preconception of the possibilities for this site.

National Planning Policy Framework, 2019

The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Achieving well-designed places

Paragraph 124 states in respect of achieving well-designed places that:

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130:

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Local Planning Policy

Kirklees Local Plan (2019):

The relevant policies are:

- LP1 – Presumption in favour of sustainable development
- LP2 – Place shaping
- LP3 – Location of new development
- LP5 – Masterplanning sites
- LP7 – Efficient and effective use of land and buildings
- LP11 – Housing mix and affordable housing
- LP20 – Sustainable travel
- LP21 – Highway safety and access
- LP22 – Parking
- LP24 – Design
- LP26 – Renewable and low carbon energy
- LP27 – Flood risk
- LP28 – Drainage
- LP30 – Biodiversity and geodiversity
- LP31 – Green Infrastructure Network
- LP32 – Landscape
- LP33 – Trees
- LP35 – Historic Environment
- LP48 – Community facilities and services
- LP51 – Protection and improvement of local air quality
- LP52 – Protection and improvement of environmental quality
- LP53 – Contaminated and unstable land
- LP63 – New open space
- LP65 – Housing allocations

Supplementary Planning Guidance / Documents:

- Highways Design SPD (2020)
- Interim Affordable Housing Policy (2020)

Local Planning Policy

Kirklees Local Plan (2019)

The site is allocated for housing in the Kirklees Local Plan under reference HS29.

HS29

Minerva Works, Crossley Lane, Kirkheaton

The provision of a pedestrian footway is required across the site frontage

Improvements to local highway links may be required

Noise source near site - industrial units

Site affected by hazardous installations

Site is close to listed buildings

Indicative Capacity - 194 dwellings

Reports Required:

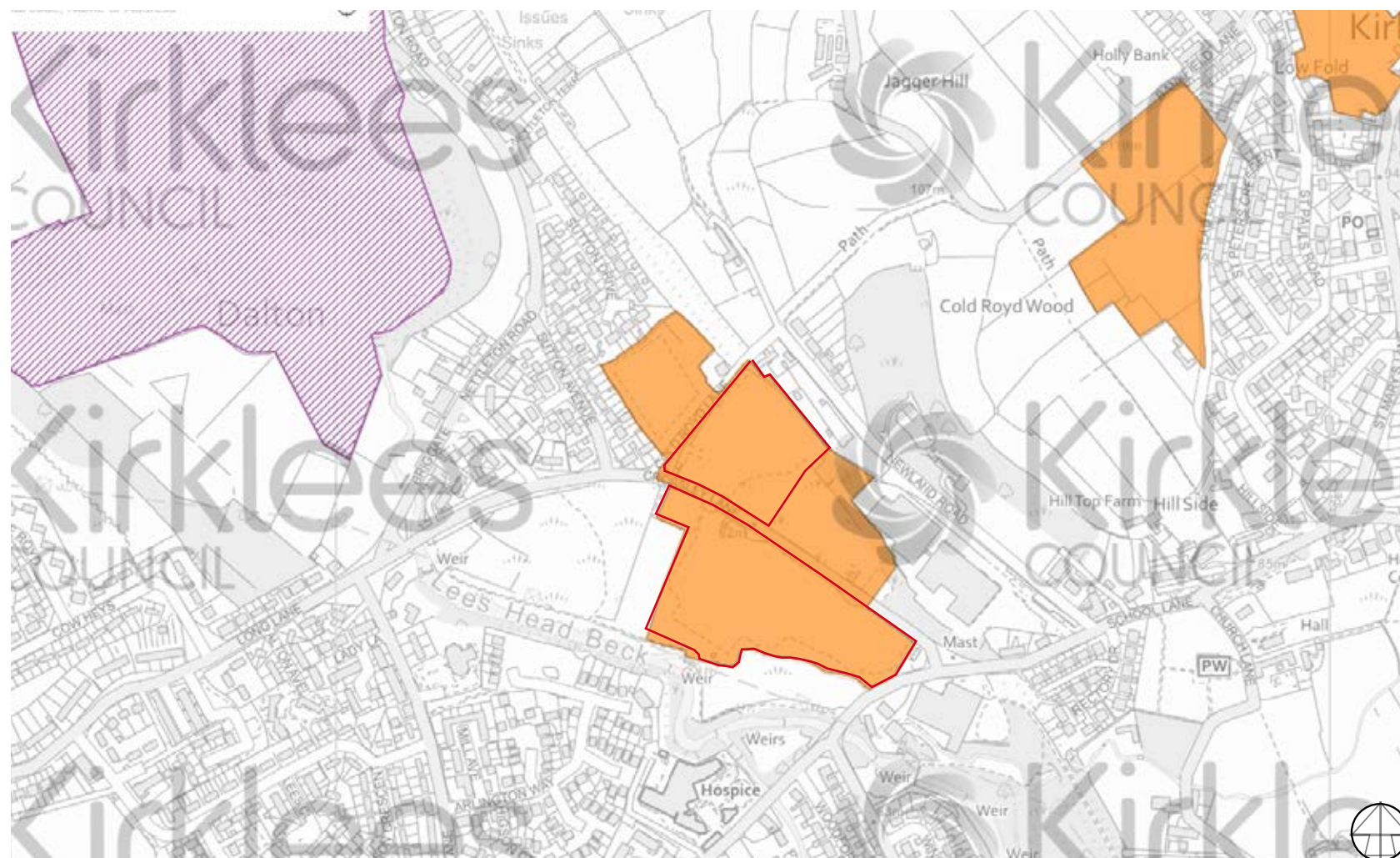
- Transport Assessment
- Travel Plan
- Flood Risk Assessment
- Contamination report (Phase 1 and 2)
- Noise assessment
- Air Quality Impact Assessment
- Health Impact Assessment
- Heritage Impact Assessment

Outline Planning Permission

The site has the benefit of outline planning permission for:

Outline application for erection of residential development comprising (Use Class C3) and incorporating associated new access (to Crossley Lane and Cold Royd Lane), and associated works

This was approved under reference 2015/60/90430/W by the Council on 14th March 2017.



The Site

The site comprises two parcels of land separated by Crossley Lane. For descriptive purposes the northern and southern parcels of land are referred to as Parcel 4 and Parcel 5, respectively.

Parcel 4

The site forms a broadly square plot of land, which broadly slopes downwards from north east to south west, with an approximate elevation difference of c. 3m. Locally within the northern / north eastern portion of the site, there is a c. 1.5m high change in site levels, which is likely associated with a dismantled railway line, the former buildings and also the general topography within the surrounding area. It is likely that some localised 'cut and fill' has occurred on site.

A further 1-2m change in site levels is recorded to the western boundary of the site, owing to the presence of drainage channel. In proximity to this feature, it was possible to ascertain the presence of a possible culvert, which appears to run below the former buildings from east to west.

A number of features are recorded within the sites south western portion, including three above-ground storage tanks and a presumed electrical sub-station.

Parcel 5

The site forms a broadly rectangular plot of land, which is generally flat and level, with the exception of a 1-2m drop down to the Oxfield Beck, which forms the southern boundary.

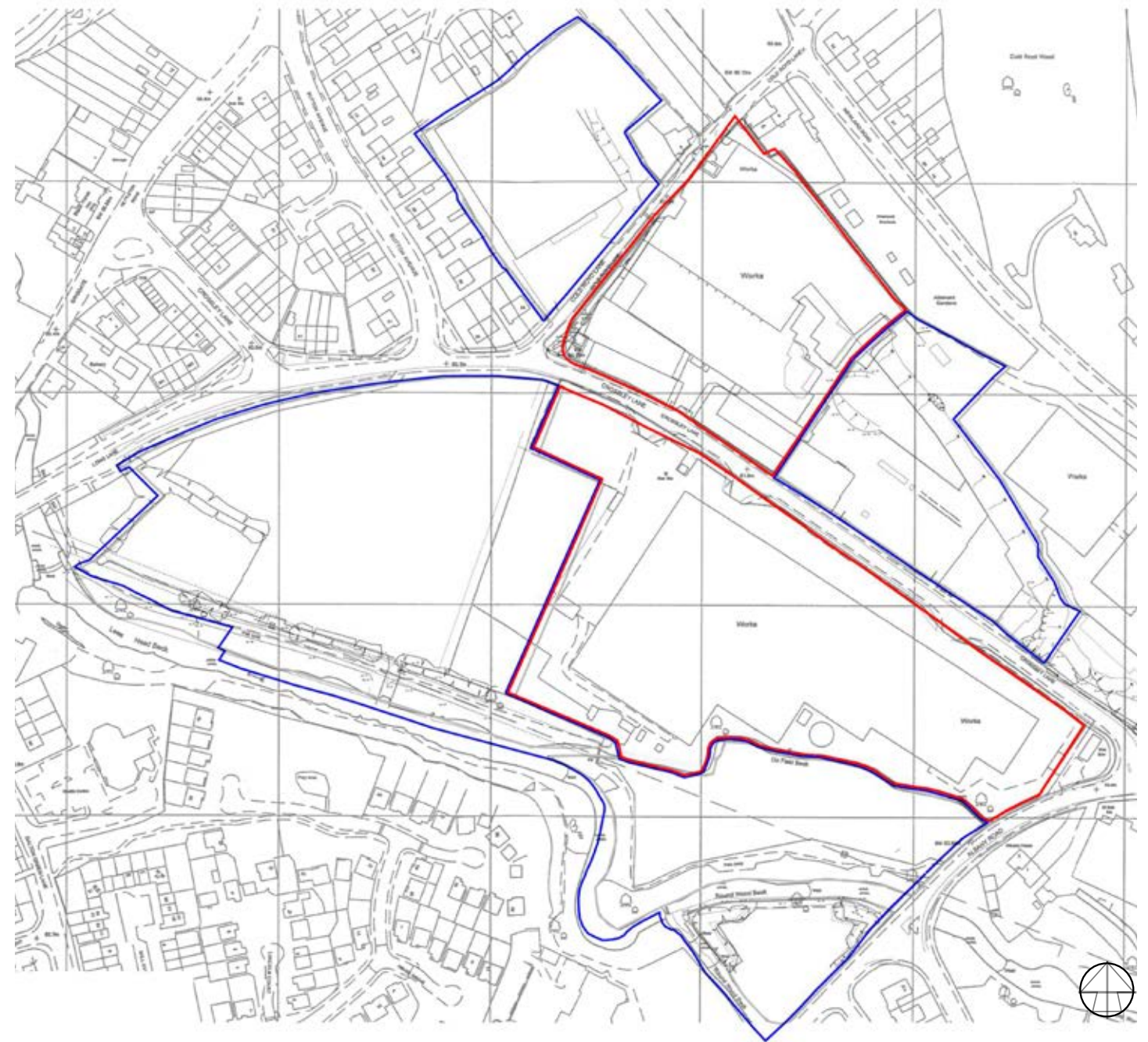
A number of features including propane gas containers, a presumed small fuel dispenser with associated vent pipe (which may be an indication as to the presence of an Underground Storage Tank) are recorded to the sites eastern perimeter). A small electrical sub-station is recorded to the sites northern perimeter. It would appear that a high pressure gas main runs through the southern portion of the site.

Review of historical Ordnance Survey maps has indicated the following features for each parcel of land:

Parcel 4 - The site has been occupied by industrial buildings since at least 1893, when it was referred to as Kirkheaton Coal Tar Colour Work. From 1907 the site was referred to as the Minerva Works (Dyeing & Bleaching), which was noted to extend beyond the sites eastern boundary. By 2014, the site was redeveloped and was only occupied by two buildings, referred to as a works.

A railway line occupied the sites northern / north eastern portion between c. 1893 and 1967, which was dismantled and later developed upon, as part of the Minerva Works.

Parcel 5 - The site was occupied by a small gas works from c.1893 until c.1907. From 1907 the site was occupied and extended with a number of industrial units, eventually forming part of the larger area occupied by the Minerva Works. In 1958 an area of earthworks / embankment was recorded to the sites central western portion. By 1950 the site had been redeveloped with one large unit recorded to occupy the majority of the site.



Sustainability

The information provided identifies the position of the site in relation to local shops and services including schools.

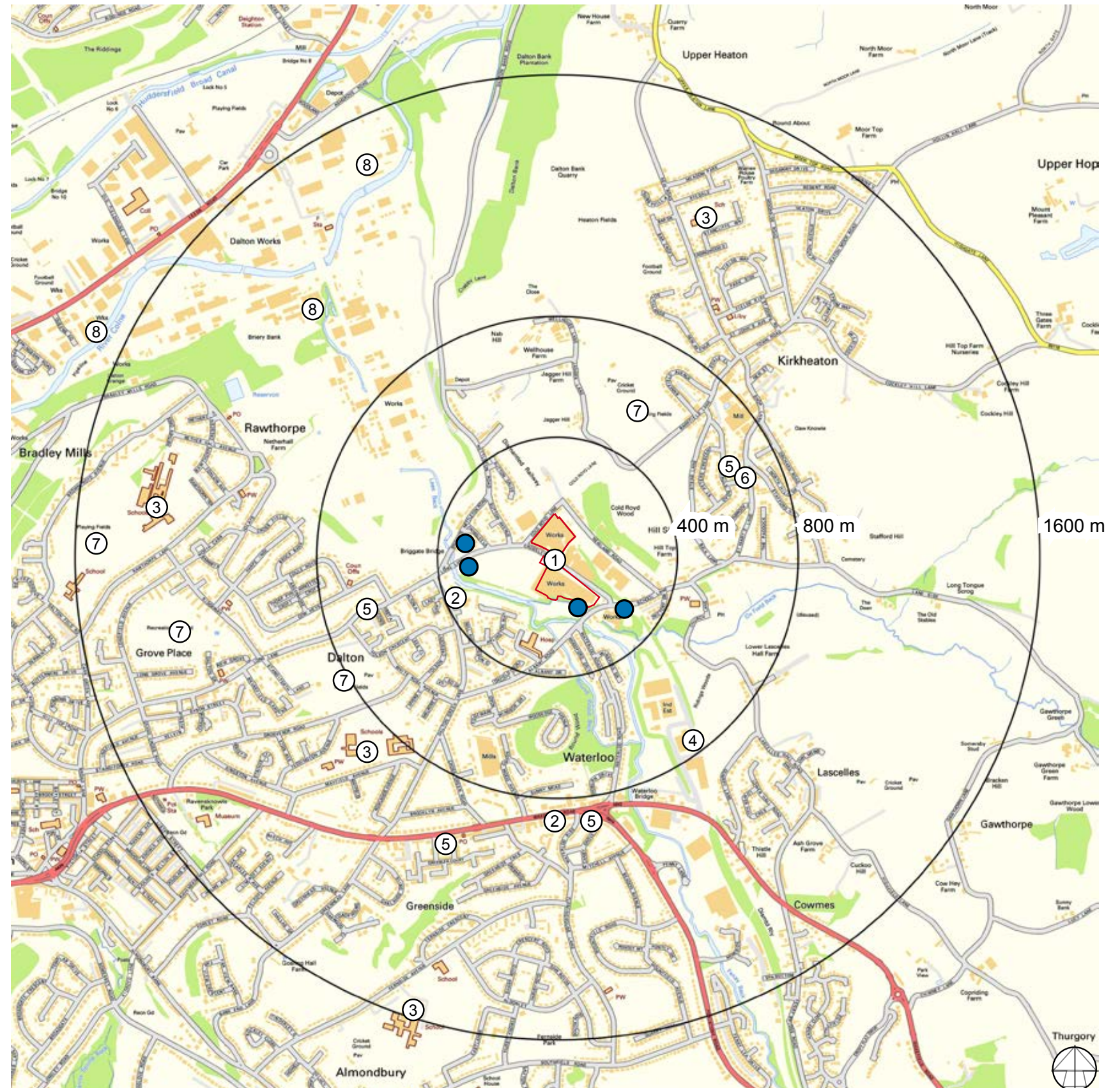
The site is within 800m distance of local shops and services, which include Schools, Doctors, Public Houses, Health Centre, Newsagent, Post Office, Sports Facilities

The proximity of the site to public transport services provides access to nearby urban centres including Huddersfield, Kirkheaton, Mirfield, Outlane, Dewsbury, White Rose Centre and Leeds.

It is therefore considered that there are a range of local facilities including education, healthcare and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.

- ① Site Location
- ② Medical Centre/Doctor's Surgery
- ③ School
- ④ Retail Park inc. Supermarket
- ⑤ Local Retail
- ⑥ Post Office
- ⑦ Recreation Area
- ⑧ Employment Area
- Local Bus Stops

Huddersfield Town Centre
inc. Railway Station, Leisure and
Retail Facilities approx 2.5 miles



Urban Grain

Inspiration for the architectural style and built form should be taken from the local context. The context should be analysed in detail to determine its positive and negative characteristics in order to inform the design solution.

A development should reinforce or enhance the positive aspects of the locality. Negative aspects will determine what should be avoided. In some cases, it may be appropriate to depart from the local context with high quality innovative proposals.

An understanding of local vernacular, including existing urban form close to the site is important in formulating the design proposals for the site. The following pages therefore provide an analysis of the existing built form in terms of layout and local vernacular.

The existing urban grain is demonstrated opposite. The main points of interest are:

- Existing consented parcels on Crossley Lane are shown for illustrative purposes and how this changes the character of the area.
- Urban form comprises of a mix of terraced, semi detached with some detached properties also present. This results in a relatively tight urban grain.
- No common structure to the built form.
- Storey heights range from single storey bungalows to 2 storey dwellings.

① Consented residential development



Local Area Assessment

The photographs opposite provide views of the existing built form found within the locality of the site. In terms of storey heights, single storey properties are present however it is 2 storey dwellings which are predominant. The form varies with detached, semi detached and terraced properties present.

No specific style dominates this area from which to inform the design proposals for the site. Materials are generally brick with some render and grey roof tiles.

Development is generally set back from the road frontage with garden spaces providing a buffer between the public and private realm. Developments vary in terms of the use of boundary treatments to the front of properties with some containing low walls or hedges and others remaining open.

Parking is generally off street with the provision of integral garages and driveways within the curtilage of properties.



Variation in roofscape

Presence of hipped and gable roofs

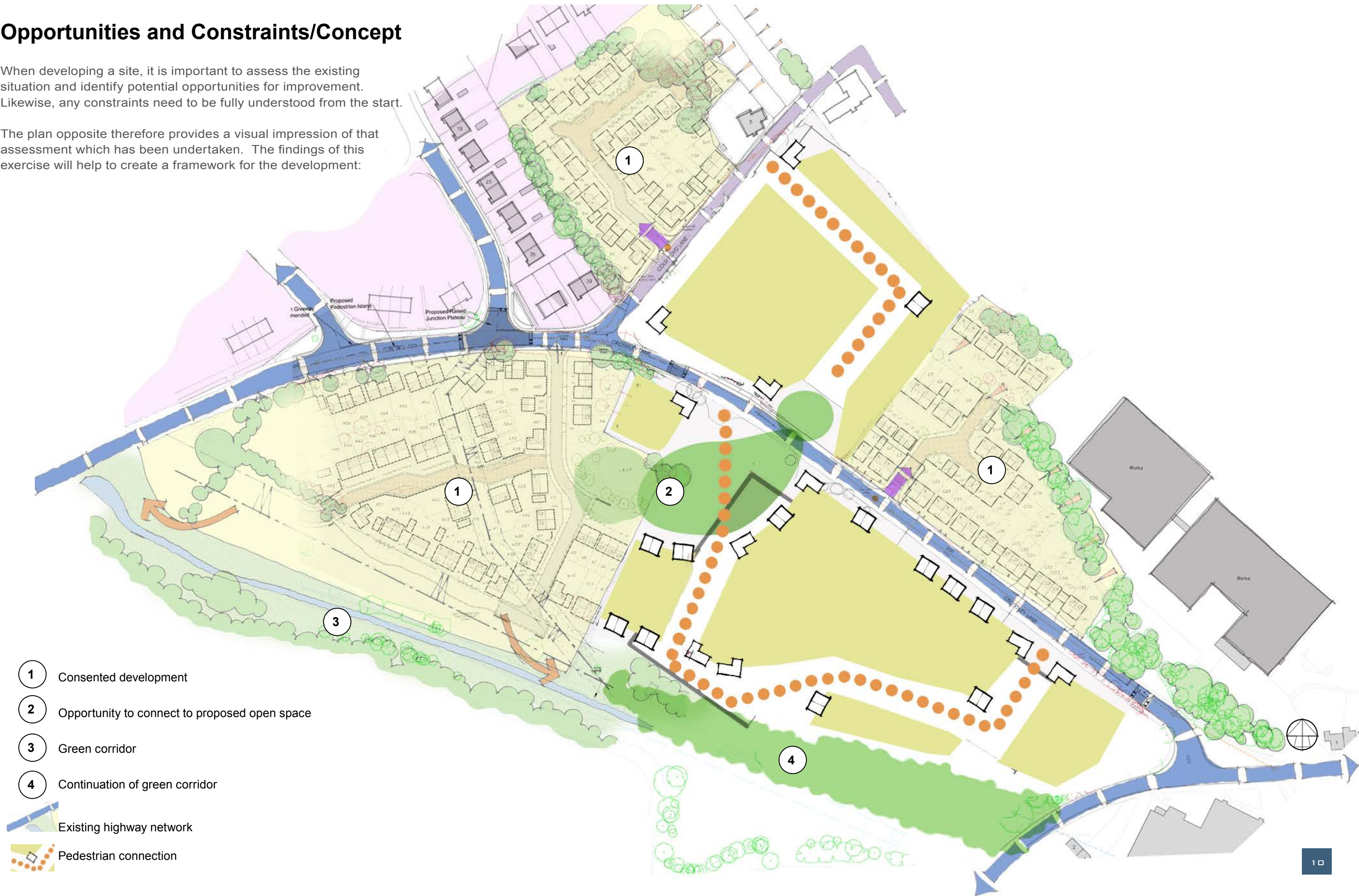
Mixture of semi detached and terraced properties



Opportunities and Constraints/Concept

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:



Amount

NPPF, paragraph 127 states that: “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. “

This application seeks reserved matters approval for residential development. The proposed layout identifies that this would include the provision of 126 new dwellings.

The total site area is 4.02 ha. The breakdown of land uses on the site as demonstrated is as follows:

Nett Area of development: 3.59 ha

Open Space: 0.43 ha

The aspiration for this site is that the scheme will be developed at varying densities in different parts of the site with an overall density in the range of 31 units per hectare (gross) and 35 units per hectare (net).

Mix of housing

The development could provide a mix of 2, 3 and 4 bedroom properties which will range from terraced to semi-detached and detached dwellings.

The layout comprises the following mix to include:

- 2 Bed Units - 5 no (4%)
- 3 Bed Units - 64 no (51%)
- 4 Bed Units - 57 no (45%)

Development Summary

Site Area: 4.02 ha

Amount of Development: 126 dwellings

Bedroom Range: 2-4 bedroom properties

Property Types: detached, semi detached and terraced houses

Parking Solutions: Detached garages and front parking spaces



Layout



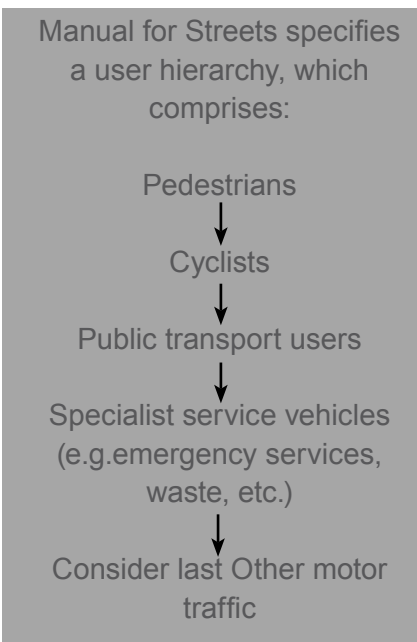
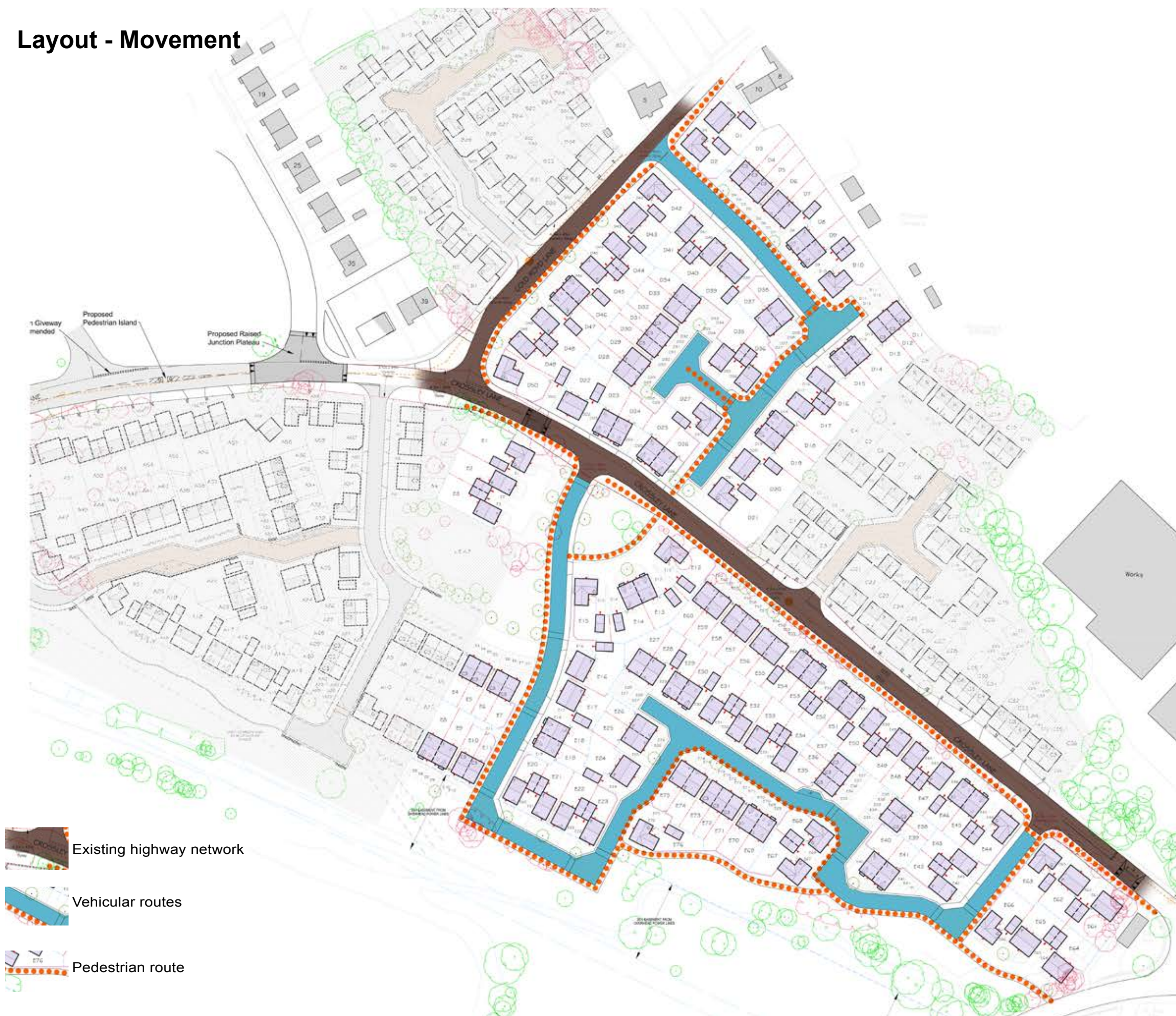
- KEY
- 1 Pedestrian Connection
 - 2 Access point
 - 3 Public open space to respond to that proposed on Parcel A
 - 4 Outward facing development

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (NPPF para.124).

The outline principles taken forward in this reserved matters submission are outlined below:-

- The proposal comprises a residential development of 126 dwellings.
- Access was considered as part of the outline and as such, the proposed access point for Parcel 4 is to be taken from Cold Royd Lane and the access points for Parcel 5 are from Crossley Lane.
- The dwellings comprising a mix of terraced, semi-detached and detached dwellings.
- An area of open space is proposed on Parcel 5 to connect with the consented open space on Parcel A.
- All dwellings have adequate car parking provision, which comprises of the following: parking bay, driveway, garage and where possible parking should not be a dominant feature of the street scene.
- It is important to address key corners and the use of dual aspect dwellings achieves this.
- Consideration will be given to the materials in order that they compliment the existing surroundings.
- Entrances to the properties are located along the main elevations making it easy for residents and visitors to find their way around.
- All streets, open spaces and pedestrian routes are overlooked by the principle aspect of the dwelling.

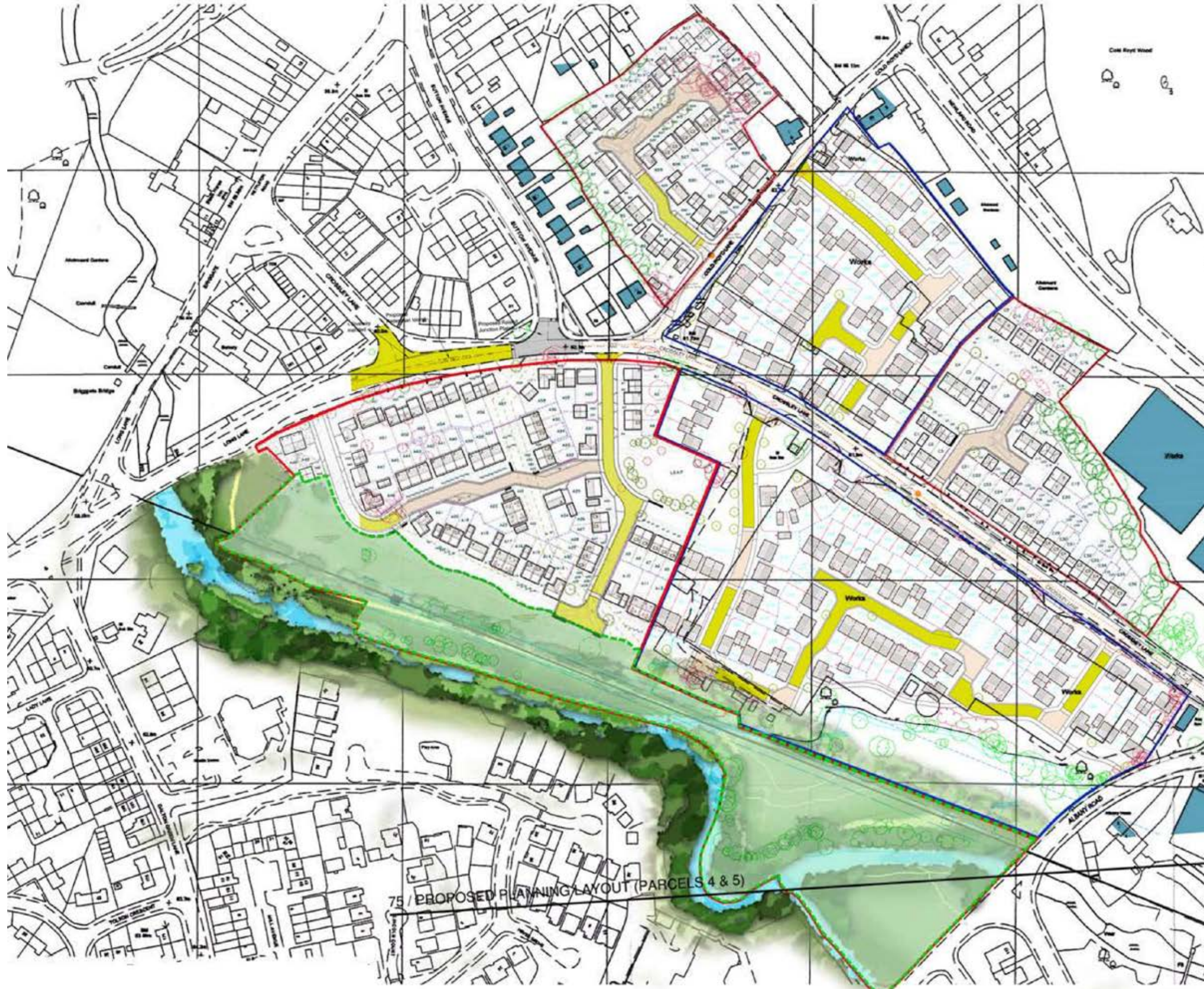
Layout - Movement



The principles considered when undertaking the detailed design for the Reserved Matters included the following:

- Visibility splays are identified at all internal junctions.
- Adopted forward visibility splays are identified.
- Drive lengths are a minimum of 5.6m.
- Areas that serve more than 5 dwellings must be adopted.
- Suggested adoption of footpath link.
- Parking is in accordance with the Kirklees requirements for two and three bed dwellings to have two off street spaces and four bed dwellings to have 3 off street spaces.
- Garages must be 3 x 6m to count as a space.
- The Refuse Strategy has been fully considered and is integral to the detailed design proposals for the site in terms of collection and storage.

Landscaping

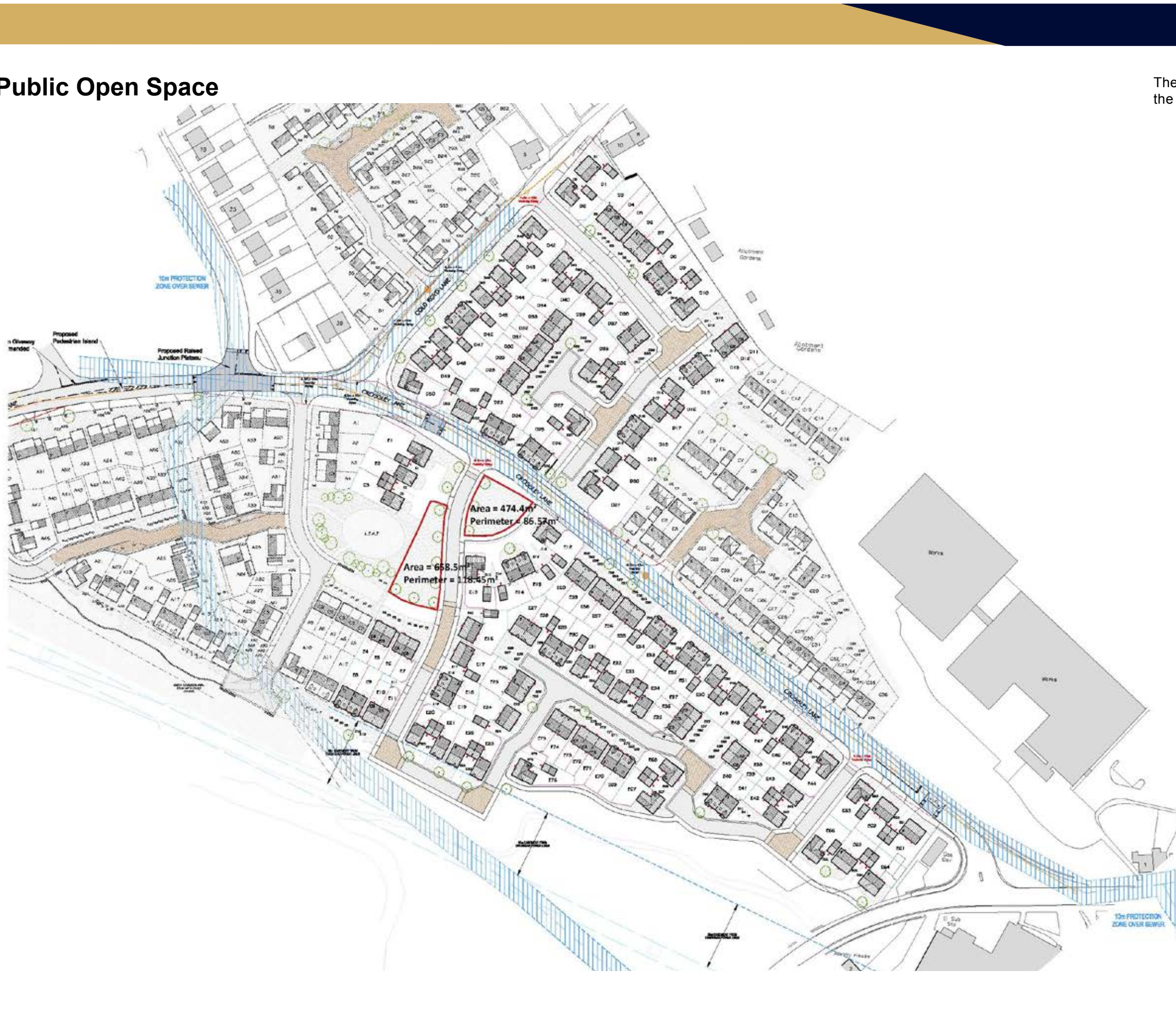


The plan opposite demonstrates the relationship of Parcel 5 to the green corridor provided as part of planning approval 2011/91152. The green corridor is maintained as part of this application running along side the watercourse.

Landscaping



The landscape masterplan has been developed to create a strong landscape structure to the residential development applying varied palettes of shrubs, grasses, herbaceous plants and trees throughout the scheme in order to create a soft landscape setting for the houses with a distinct sense of place and continuity.



Scale and Appearance

It is important that the existing site and its surroundings be considered as a means of informing an appropriate scale for future development.

The wide diversity of styles found within Dalton indicates that design cannot simply replicate what exists at present since there is no dominant style. Simple traditional design would therefore help to unify and build character within the neighbourhood. Buildings found in the surrounding area do offer a variety of starting points for developing an architectural approach to the new neighbourhood that will balance the joint objectives of integration and facilitation of individual expression using traditional built forms.

The following principles have been utilised:

- Existing built development within the area varies from bungalows to three storey dwellings.
- As the photographic assessment has identified, the site is quite challenging with a number of constraints to consider and as such, in order to provide a varied and interesting development, a variety of roofscapes would be encouraged within the site which would not be detrimental to the wider locality.
- The development of the site with 2-3 storey properties given the above is considered appropriate.
- The development responds to the adjoining consented development unifying the housetypes proposed.



Architectural Detailing found within the locality of the site, as identified as part of the outline consent included:

- Chimneys are a common feature
- Presence of both gable and hipped roofs.
- Heads and Cills
- Slate roofs
- Dormers are present
- Stone Dentil Course
- Band Coursing
- Vertical emphasis to windows on old style traditional properties



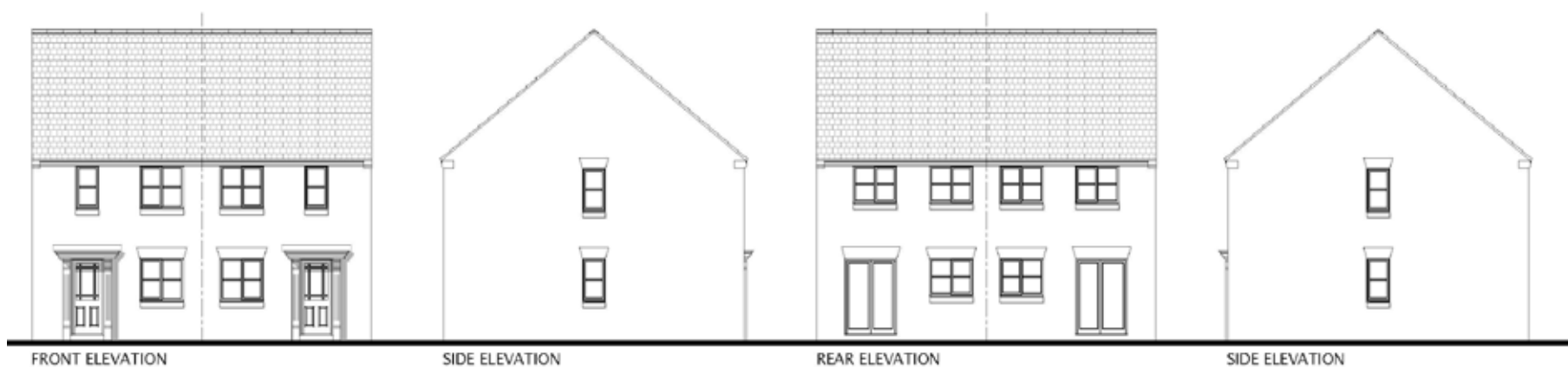
A mixed palette of materials are found within the locality of the site. Examples include natural stone, red brick and render, as identified on the photographs above.

It is therefore considered that the provision of stone, render and red brick would be considered appropriate given the local vernacular. This however should be discussed with the Local Planning Authority at the more detailed planning stage.

Scale and Appearance

Proposed Floor Plans and Elevations

Type C2



Type C3



Type F



Scale and Appearance

Proposed Floor Plans and Elevations

Type F



Type G



Type P

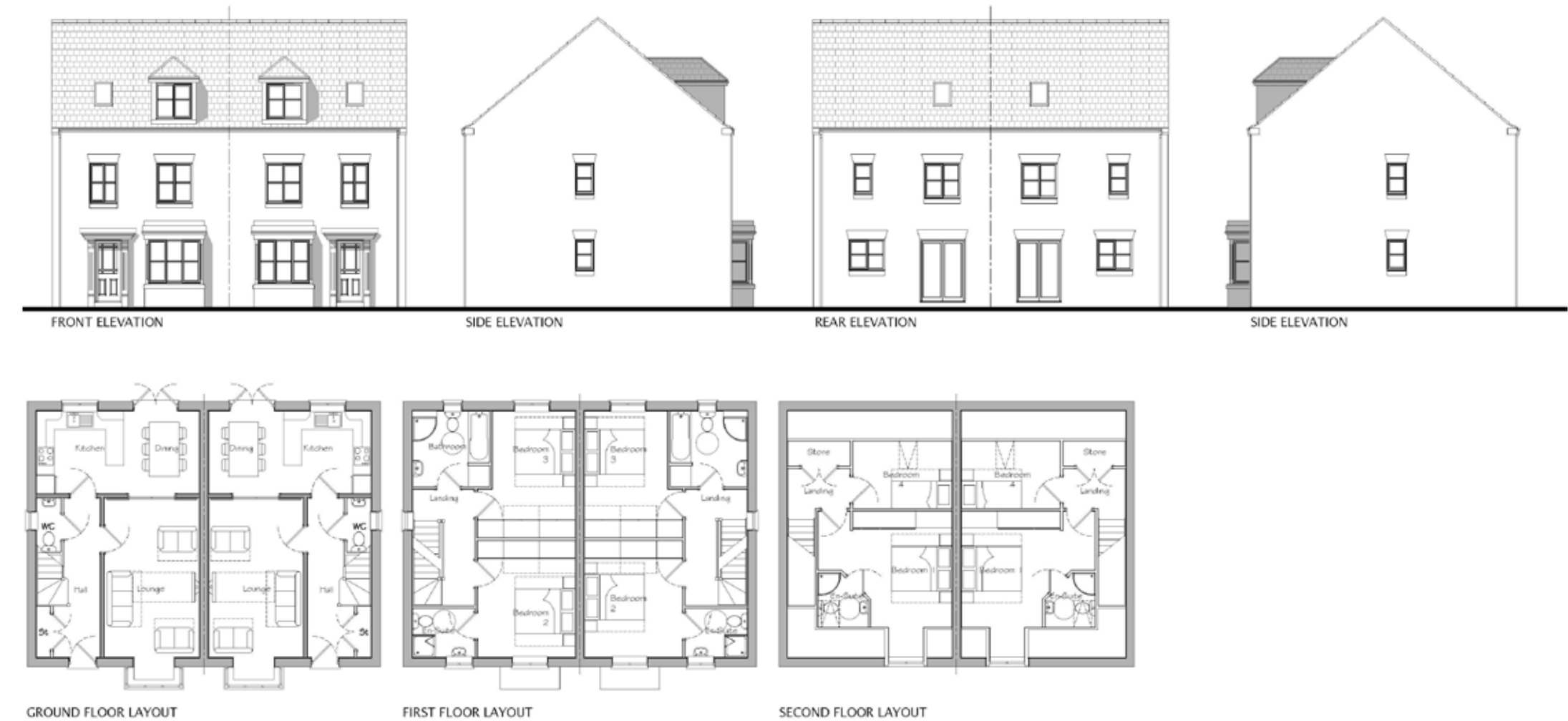




Scale and Appearance

Proposed Floor Plans and Elevations

Type J



Access

This section of the Statement will address access issues to the site, including the following aspects:

- Policy – justification of the relevant national, regional and local planning policies.
- Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.
- Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.
- Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework (2019) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 111 requires that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Paragraph 110 states applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

A Transport Assessment was prepared by PAH Highways and accompanied the outline submission. Access was determined at this point and does not form the scope of the reserved matters submission.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost-effective to construct and maintain; and
- Are safe.

Development Proposals

The proposals are to construct 126 dwellings served from several approved access points off Crossley Lane and Cold Royd Lane. The internal road layout and junctions with the highway network has been designed in accordance with Manual for Streets and the Council’s guidance. Parking and turning spaces within the site are proposed to allow vehicles to enter and leave in a forward gear.

Vehicular and Transport Links

The site is in a reasonably sustainable location within a short walking distance of shops and services on the A629 / A642 and the surrounding area. The site is therefore, well placed to allow residents to walk to work to nearby employment / shopping opportunities.

There are bus stops on Crossley Lane, Long Lane and Crossley Street to the west of the site with further stops on Albany Road and School Lane to the east all within 300m of the site. There are more stops on the A629 / A642 located about 800m away. Whilst these are further than the normally accepted walking distance to a bus stop (400m), given the level of frequency of service and destinations served by this location with other local amenities adjacent, it is reasonable to suggest that they form a transport hub or would be used as part of a shopping trip and so are within the accepted distance of 800m.

Inclusive Access

External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.

- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality.

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the housetypes will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

Designing out Crime

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

NPPF, paragraph 127 states that developments “*create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*”

As this section demonstrates, the measures outlined in the outline consent have been taken forward and developed in this detailed design in order to design out crime are outlined opposite.

General Principles

Areas of open space and play space are located so that they are overlooked by dwellings. This ensures that they are accessible for all future residents and benefit from high levels of natural surveillance.

Footpath links are clearly and logically positioned to ensure surveillance and use.

Parking is provided within curtilage through a drive and/or garage where possible. For terraced properties parking is provided by parking bays and these will be in a logical position to the property, generally to the front to ensure they are overlooked.

Public and private spaces are clearly defined to minimise the possibility of crime/anti-social behaviour going un-challenged. This is through the use of a well-designed and sensitive landscaping schemes or boundary treatments in residential areas which will create a high quality and attractive environment.

The use of robust boundary treatments typically 1800mm high fencing (with lockable gates) to the rear boundaries of dwellings with 1200mm fencing sub-dividing plots. Front boundaries are defined by landscaping or a boundary treatment as appropriate. The use of 1800mm screen walls are employed where the rear / side garden boundaries abut the highway.

Rear gardens are plotted against rear gardens where possible to minimise the possibility of unwanted access. Any rear access paths have lockable gates preventing casual intrusion.

The use of defensive planting maintains clear visibilities and allowing natural surveillance. The positioning of shrubs and trees helps to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

The proposed fenestration of the dwellings responds to the street with outward facing development, front doors clearly visible and located in a logical relationship to the accessible routes that serve it to ensure the creation of an active street scene. Gables are appropriately treated with windows to ensure surveillance and dual aspect dwellings are employed at key corners.

Building for Life Assessment

The development proposes the erection of 126 dwellings in a mix of detached, semi-detached and terraced properties.

1 Connections

The proposal comprises a residential development of 126 dwellings, which is served via the approved access points to Crossley Lane and Cold Royd Lane.

The proposed access point meets required visibility standards and will join the existing road network in a safe and suitable manner so as not to be detrimental to the flow or character of the surrounding highway. The proposed layout demonstrates that the site can provide for satisfactory manoeuvring and circulation and will not result in adverse impact on the environment or amenity of the local community.

The proposed development reflects the scale of the surrounding area with the use of two storey properties adjoining existing two storey properties.

Adequate space about dwellings has been provided ensuring a high quality living environment for both existing and future residents.

Overall it is considered that in terms of connections the proposal achieves a Green standard.

2. Facilities and Services

Dalton boasts a range of local services and amenities as well as accessibility to employment opportunities, as outlined below.

The site is within 800m distance of local shops and services, which include Schools, Doctors, Public Houses, Health Centre, Newsagent, Post Office, Sports Facilities

Overall it is considered that in terms of facilities and services the proposal achieves Green standard.

3. Public Transport

The site is in a reasonably sustainable location within a short walking distance of shops and services on the A629 / A642 and the surrounding area. The site is therefore, well placed to allow residents to walk to work to nearby employment / shopping opportunities. There are bus stops on Crossley Lane, Long Lane and Crossley Street to the west of the site with further stops on Albany Road and School Lane to the east all within 300m of the site. There are more stops on the A629 / A642 located about 800m away. Whilst these are further than the normally accepted walking distance to a bus stop (400m), given the level of frequency of service and destinations served by this location with

other local amenities adjacent, it is reasonable to suggest that they form a transport hub or would be used as part of a shopping trip and so are within the accepted distance of 800m.

The proximity of the site to public transport services provides access to nearby urban centres including Huddersfield, Kirkheaton, Mirfield, Outlane, Dewsbury, White Rose Centre and Leeds.

Overall it is considered that in terms of public transport connectivity the proposal achieves Green standard.

4. Meeting Local Housing Requirements

The scheme proposes the erection of 126 dwellings which are a mix of 2, 3 and 4 bedrooms. The form of houses also vary both in terms of type (detached, semi-detached and terraced). It is therefore considered that this varied mix would address local housing needs appealing to the needs of all members of the community.

The scheme will be developed with overall density in the range of 31 units per hectare (gross) and 35 units per hectare (net).

We consider the site achieves a green standard.

5. Character

An assessment of the existing built form has been undertaken which identified that Dalton consists of a varied mix of property types including character properties and more modern builds comprising of detached, semi-detached and terrace properties. A mixed palette of materials can also be found including the use of stone (natural and artificial), brick and render. This mix of accommodation type has been reflected within this development with the provision of detached, semi detached and terraced forms.

6. Working with the site

A detailed analysis has been undertaken and a suite of technical information will accompany the submission.

An assessment has been undertaken to understand any constraints or potential opportunities for the development.

The following key points identify the elements, which demonstrate that the scheme has been developed in line with the context of the site.

The scheme ensures that existing key features are integral to the design solution. This includes the existing landscape and walked routes around the perimeter of the site.

Access to the site will be taken as per the approved outline planning consent.

The layout demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. Pedestrian connections are integral and provide linkages to the wider off site footpath network.

Within the site buildings have been positioned to create focal points within the scheme, which guide the visitor through the site and create visual stops.

Clear distinctions have been made between public and private spaces avoiding confusion. Similar to existing developments within the locality this is predominantly achieved through careful landscape treatments or low boundary treatments.

Entrances to the properties are be located along the main elevations making it easy for residents and visitors to find their way around.

Retention of existing landscape.

The materials used for this development will be a matter to be dealt with through discharge of the condition but a sample palette is proposed.

We consider the site achieves a green standard.

7. Creating well defined streets

A clear hierarchy of streets have been established within the scheme with the primary conventional routes, shared surfaces and private drives. All streets are adequately framed through the siting of dwellings and the addition of windows at key gables assist in creating visual interest and additional surveillance to the street.

We consider the site achieves a green standard.

8. Easy way to find your way around

The scheme proposed, demonstrates how a legible environment can be created for users of the development. This has been achieved in a number of ways as identified below: -

- Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops. The use of higher storey dwellings within the streetscene create interest and aid legibility.
- Developing a clear distinction between public and private spaces avoiding confusion. Like existing developments within the locality this has been achieved through careful landscape treatments and / or appropriate

Building for Life Assessment

boundary treatments.

- Entrances to the properties are located along the main elevations making it easier for residents and visitors to find their way around.

Careful material choices can also assist in creating a high quality legible environment.

We consider the site achieves a green standard.

9. Streets for all

The scheme proposes a clear hierarchy of streets, providing different environments, which are legible and clear for the user to navigate around. This includes the conventional route, shared surfaces and private drives. This primary route into the development site provides footpaths to both sides. Traffic speeds would be greater along this route and therefore a segregation of pedestrians to the vehicle assists in the safe movement. This conventional route then gives way to the shared Surface Streets and private drives. Visitor parking is achieved in bays or on street which acts as a further traffic calming measure ensuring a safe environment.

A hierarchy of streets assists in creating a more legible environment and provides interest to the development and is in accordance with Manual for Streets. We consider the site achieves a green standard.

10. Car Parking

Dwellings are served directly from the different street types in a variety of forms with the provision of integral garages and side driveways / detached garages and front parking spaces.

On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance.

Garages provide a secure off street parking solution and can be integral, detached or situated to the side as shown. Direct access can be provided from the garage to the property if integral or can be attached to neighbours garages also. Garage doors have been well designed and do not dominate the building façade. We consider the site achieves a green standard.

11. Public and Private Spaces

The retention of existing perimeter and internal landscaping to the site.

Green footpath links and connections are proposed throughout the site linking to the southern landscape corridor.

Appropriate boundary treatments have been designed within the scheme

which assists in the creation of a safe and defensible scheme.

The boundary treatments comprise of:

- 1.8m Wall and Fences to key boundaries at the site entrance and along key routes
- 1.8m timber fencing on rear to rear boundaries
- 1.2m fencing sub-dividing plots

It is therefore considered that the boundary treatment scheme proposed is appropriate in establishing a clear definition between the public and private realm with the design specifically chosen to match its setting. We consider the site achieves a green standard.

12. External Storage and amenity space

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development and further checks will be made with the local authority to determine exactly what space is required through the course of the application.

In order to establish a successful development, the following principles have been established in order to accommodate the required bin provision:

The distance between storage areas and collection points have been minimised within the development.

The dwellings on the site that are detached or semi-detached have access to their garden to allow bins/recycling to be stored safely in rear gardens.

Designated bin collection points have been provided on the highway to be utilised on bin collection day.

Conclusion

Out of the 12 questions/issues, we consider the site scores 12 greens.

Overall, the concept layout blends a variety of dwelling types with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form. These elements will hopefully ensure a pleasant environment to live. This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice.

Development Summary

Site Area: 4.02 ha

Amount of Development: 126 dwellings

Bedroom Range: 2-4 bedroom properties

Property Types: detached, semi detached and terraced houses

Parking Solutions: Detached garages and front parking spaces

