Heybeck Lane

Design & Access Statement

February 2020

Prepared by:
Enjoy Design Ltd
The Old Brewery
Leeds
LS2 7ES

E: info@enjoy-design.co.uk
T: 0113 242 3622

View looking north west from the existing Public Right of Way

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01

Heybeck Lane

INTRODUCTION

1.1 Introduction

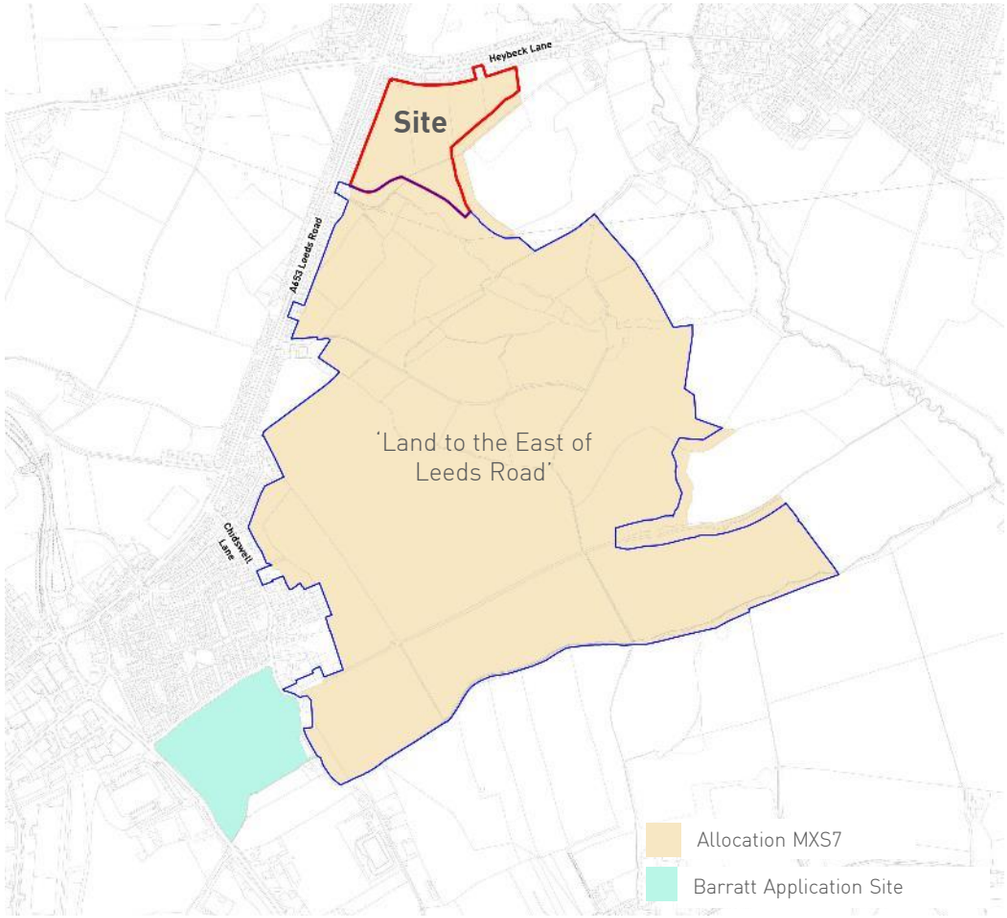
This Design and Access Statement has been developed by Enjoy Design on behalf of C.C. Projects, in support of the outline planning application for the land off Heybeck Lane south of Woodkirk, Dewsbury ('the Site').

The Proposed Development seeks: "Outline planning application (all matters reserved except access), for the demolition of existing dwellings and the development of a residential development (up to 181 dwellings), green space, access and other associated infrastructure.

The document has been written in collaboration with the wider design team which consists of specialists consultants in a number of areas including town planning, highways, landscape and ecology.

The document should be read in conjunction with the various other drawings and reports which were submitted in support the planning application.

The Site at Heybeck Lane forms an integral part of the wider masterplan for the area which has been developed as a single cohesive design but split between two planning applications. This document should be reviewed in conjunction with the outline planning application entitled 'Land to the East of Leeds Road'.



Application team

Land owner

Architects & Masterplanners

Real Estate & Planning Consultants

Transport Planners

Landscape Architects

Ecologists

01

INTRODUCTION

1.2 Document Structure

The document is broken down into five chapters which provide detailed information in relation to the following areas:

02. Contextual Appraisal
This chapter provides an in depth appraisal of the Site's contextual identity and sets out the foundations for the proposed design solution including the opportunities and constraints which have influenced the scheme.

03. Design and Access Solution
The Design Solution chapter is provided to communicate the history of the design development. The design and access rationale is set out with detail provided in support of the proposed parameter plan drawings.

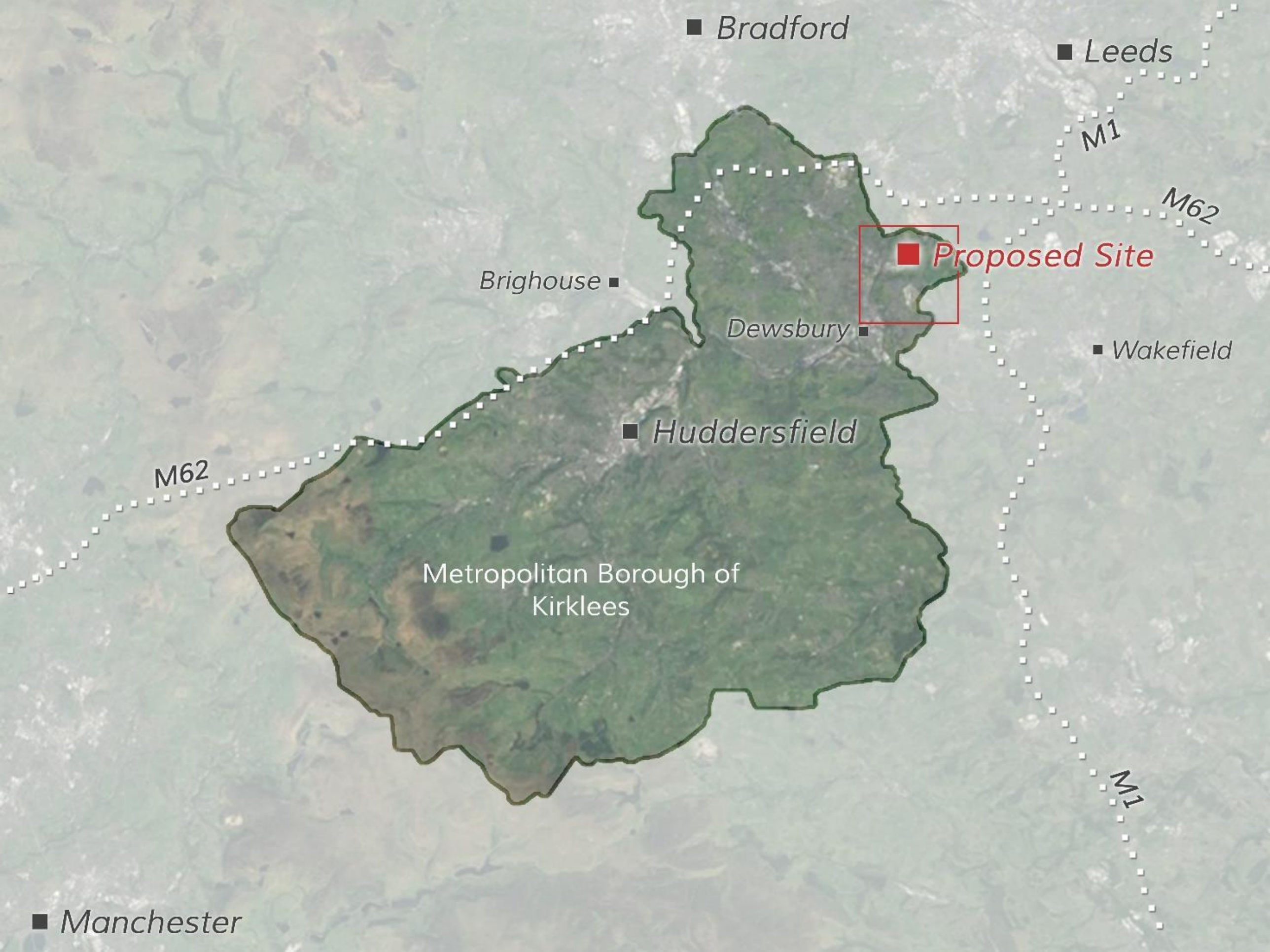
04. Involvement
The outline planning application follows a significant consultation exercise where a number of stakeholders were approached to work with the consultant team and landowner to develop the proposals. The involvement section which should be read alongside the submitted Statement of Community Consultation, sets out the detail of the engagement process and its influence on the illustrative design and parameter plans.

05. Conclusion
The penultimate chapter covers the proposed design and access conclusions taken from the previous chapters and provides a vision for the scheme.

02

Heybeck Lane

CONTEXTUAL APPRAISAL


Bradford
Leeds
M1
M62
Proposed Site
Brighouse
Dewsbury
Wakefield
Huddersfield
M62
Metropolitan Borough of
Kirklees
M1
Manchester

2.1 Overview and background

The Site measures 7.05 Ha and is situated off Heybeck Lane, Woodkirk. The Site is part of a wider allocation (MXS7) which includes the Land to the East of Leeds Road, subject to a separate outline planning application.

Geographically the Site is strategically located at the north eastern corner of the Metropolitan Borough of Kirklees around 12 miles from Huddersfield and 8 miles from Leeds city centre.

The Site falls within allocation MXS7 which was identified for mixed use housing and employment as part of KLP19, adopted in February 2019 and is an integral component of the North Kirklees Growth Zone. The Site is proposed to contain entirely residential use.

The Site is under the ownership of C.C. Projects, C.C. Projects are listed as the applicant.

North Kirklees Growth zone 2030

Over the next 20 years, the area has the potential to maximise its economic and lifestyle links to the city by developing a bold and complementary business and housing offer. Many of the proposals are subject to the Local Plan being adopted.

BATLEY
The development of a long term plan to revitalise central Batley

SOOTHILL VILLAGE
A further 350 new homes less than 8 miles from Leeds city centre

CHIDSWELL
Where 35 hectares of land will be allocated for businesses to create around 2,500 jobs; together with over 1,500 new homes – all within easy reach of Leeds.

DEWSBURY LEARNING QUARTER
Brand new state of the art education and learning facility located right in the centre of the town, home to over 3,000 students

DEWSBURY RAIL HUB
A significant upgrade both to services and infrastructure to service new city commuters living within the heart of the town centre.

A644 CORRIDOR
Highway improvements reduce congestion and journey times for both domestic and commercial vehicles.

A653 RAVENSTHORPE RELIEF ROAD
Exploring options to ease the existing traffic flow and improve the connection of new homes communities to employment opportunities and the wider road network beyond.

DEWSBURY LIVING
A radical rethink of the town centre which sees the retail core contracting, and redundant heritage buildings being redeveloped as attractive and affordable housing.

RAVENSTHORPE RAIL HUB
A significant upgrade both to services and infrastructure to service new city commuters living at Dewsbury Riverside.

DEWSBURY RIVERSIDE
A major extension, creating 4,000 new homes to serve the wider area, where affordability and pleasant riverside location will attract city commuters to live around Ravesnthorpe.

By introducing significant new housing, making land available for businesses to create more jobs, improving transport links between the city and the major motorways, and redesigning Dewsbury town centre as an affordable and commutable suburb of Leeds city, the area is perfectly positioned to maximise its links to Leeds and the opportunities this location brings.

Extract from ' North Kirklees Growth Zone - Leeds City Region Enterprise Partnership' document
January, 2017

2.2 North Kirklees Growth Zone

The North Kirklees Growth Zone or NKGZ forms part of the wider Kirklees economic strategy for the area and is aimed at providing targeted economic growth through to 2030 and beyond.

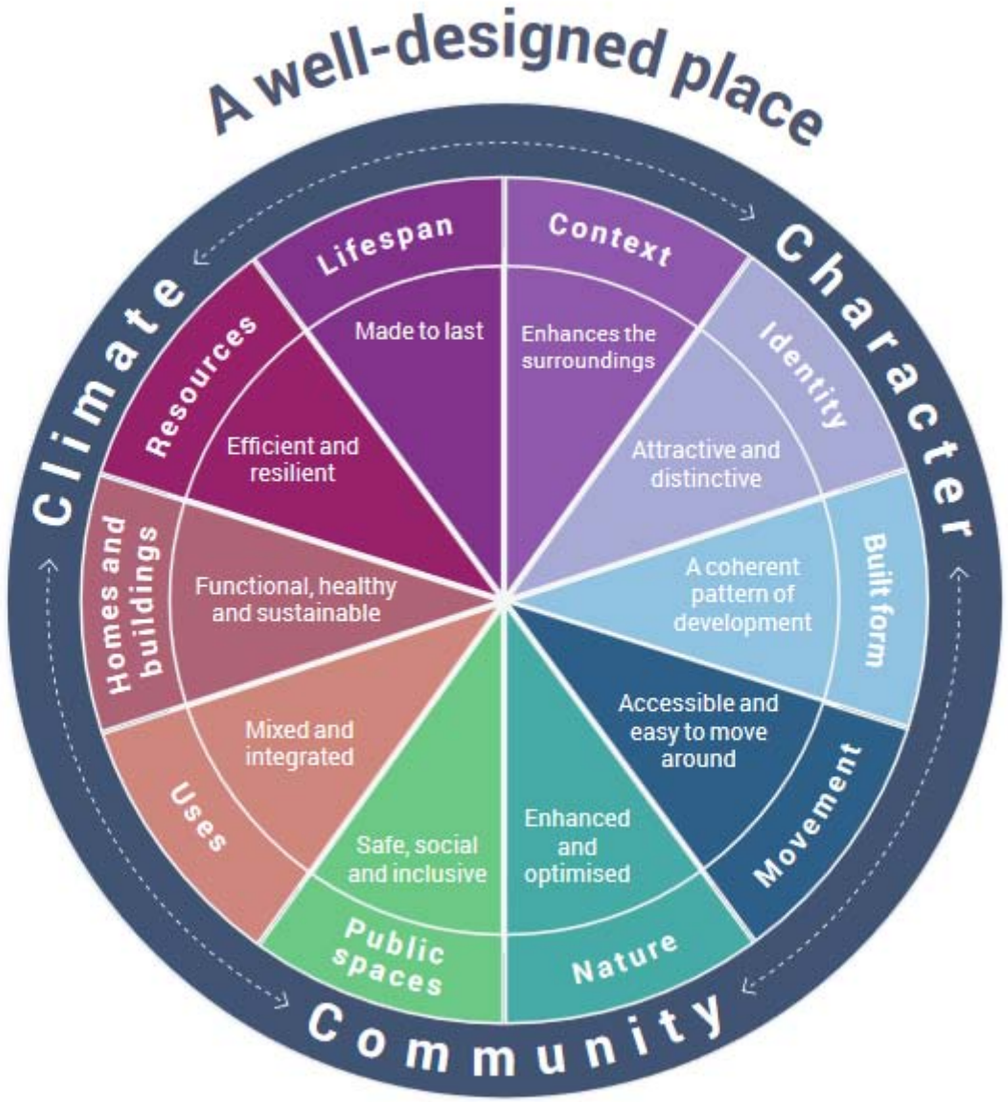
Kirklees Council are committed to unlocking the potential of the area in conjunction with the Leeds City Region's ambitious plan to develop the northern powerhouse in West Yorkshire.

KLP19 forms a key component of the proposals and seeks to:

- Deliver at least 1,730 homes per year in order to deliver a total of 31,140 homes in Kirklees over the current plan period till 2031.
- Support business growth and increase employment opportunities in accordance with the Kirklees Economic Strategy through the provision of roughly 95 hectares of employment land including a new major strategic employment site in Chidswell.
- Revitalise the urban centre of Dewsbury.
- Improve opportunities for training, learning and skills improvement to support the Kirklees Economic Strategy.

The Site which forms part of KLP19 allocation MXS7, forms a key component of the wider NKGZ vision. Further detail on the KLP19 allocation can be found chapter 2.3 Planning Policy. The allocation seeks to provide up to 35 hectares of employment land to support new and growing businesses whilst also providing 1535 new homes, a new local centre, two form entry primary school and amenity greenspace.

- **Context** – enhances the surroundings.
- **Identity** – attractive and distinctive.
- **Built form** – a coherent pattern of development.
- **Movement** – accessible and easy to move around.
- **Nature** – enhanced and optimised.
- **Public spaces** – safe, social and inclusive.
- **Uses** – mixed and integrated.
- **Homes and buildings** – functional, healthy and sustainable.
- **Resources** – efficient and resilient.
- **Lifespan** – made to last.



The ten characteristics of well-designed places

Extract from 'The National Design Guide' - Ministry of Housing, Communities & Local Government
Adopted October 2019

2.3 Planning Policy

The illustrative plans and the parameter plan submitted as part of the application package have, along with detailed analysis of the Site and its context and stakeholder consultation, been informed by relevant planning policy. The following section summaries the national and local level design and access related policy and guidance which has been considered during the development of the proposals. Please refer to the Planning Statement that supports this application for further information regarding planning policy and guidance and how it relates to the Proposed Development.

National Policy and Guidance

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the Government's planning policies and how these are expected to be applied. The overarching aim of the NPPF is to help achieve sustainable development. With specific regard to design and access considerations, the NPPF identifies the following:

- Chapter 8 of the NPPF Promoting healthy and safe communities explains that development should promote social interaction and should be safe and accessible, reducing crime and the fear of crime. Proposals should also encourage and support healthy lifestyles through the provision of safe and accessible green infrastructure and layouts that encourage walking and cycling.

- Chapter 9 of the NPPF Promoting sustainable transport requires proposals to promote walking, cycling and public transport, and states that patterns of movement, streets, parking and other considerations should be integral to the design of schemes.

- Chapter 12 of the NPPF Achieving well-designed places states that good design is key to sustainable development and contributes to creating better places in which to live and work. It explains that development should be sympathetic to local character and history, including the surrounding built environment and landscape setting.

Planning Policy Guidance (PPG)

The PPG is a collection of live documents which bring together planning guidance on various topics in one place. The PPG stresses the importance of good design and states that plan-makers and decision-takers should always seek to ensure high quality design through creating places, buildings or space that work well for everyone, look good, last well and will adapt to the need of future generations.

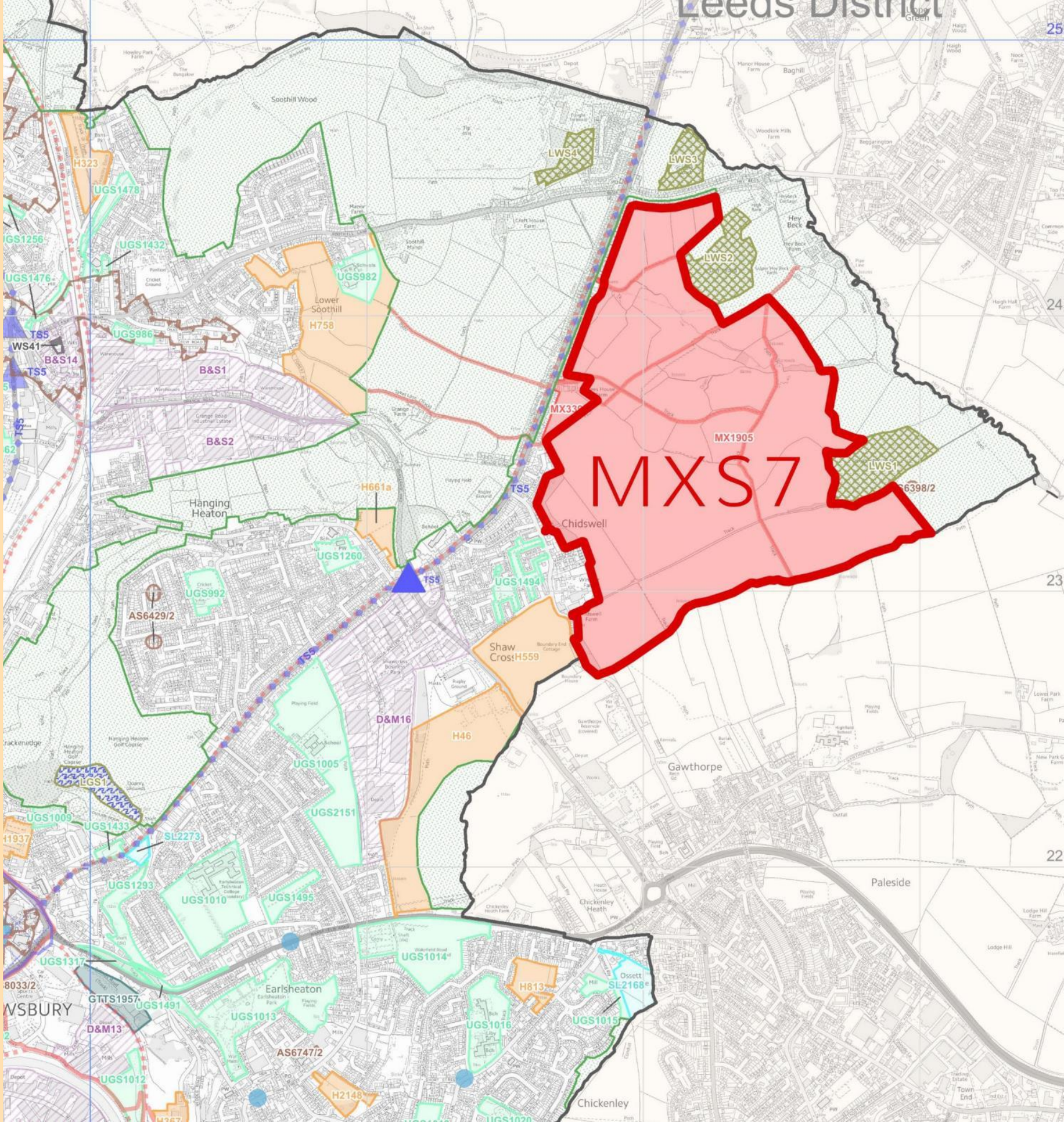
The PPG identifies at Reference ID: 26-006-20191001 and 26-007-20191001 the importance of producing masterplans, particularly at the outline planning application stage, in order to set a vision and implementation strategy for a development.

The National Design Guide

The National Design Guide (adopted in October 2019), sets out the characteristics of well-designed places and demonstrates what good design means in practice. It identifies ten characteristics of well-designed places: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

Site MXS7

Local Plan ID	MXS7
Site address	Land east of, 932-1110 Leeds Road, Shaw Cross/Woodkirk, Dewsbury
Ownership	Private
Gross site area (Ha)	120.78
Net site area (Ha)	114.59 - UK BAP Priority Habitat removed from the developable area
Constraints	• Third party land required for access • Multiple access points required • Public rights of way cross the site • Additional mitigation on the wider highway network may be required • Power lines cross the site • Multiple watercourses cross the site • Air quality issues • Noise source near site • Odour source near site • Potentially contaminated land • Part of the site lies within a UK BAP priority habitat • Site is within the Wildlife Habitat Network • Part of the site contains a Habitat of Principal Importance • Site is close to an archaeological site • Part/all of the site is within a High Risk Coal Referral Area
Allocation	Mixed use - housing and employment
Indicative capacity: Housing	1,535 dwellings
Indicative capacity: Employment (sq.m)	122,500
Reports/commentary	• Transport Assessment • Travel Plan • Flood Risk Assessment • Drainage masterplan required • Air Quality Impact Assessment • Noise assessment • Odour assessment • Contamination report (Phase 1) • Ecological Assessment • Predetermination archaeological assessment
	• Health Impact Assessment • Coal Mining Risk Assessment
Other site specific considerations	• Landscape character assessment has been undertaken for this site which should be considered in the development masterplan/site proposals. • This location is identified in the Leeds City Region Strategic Economic Plan and in the Kirklees Economic Strategy and the site will play a key role in helping transform Dewsbury. Proposals should indicate how the place shaping strengths, opportunities and challenges can be addressed through reference to policies in the Local Plan, the Dewsbury Strategic Framework and other regeneration and urban renaissance strategies and initiatives. • The provision of a new 2 form entry primary school will be required on this site • The provision of secondary school places will be monitored and delivered to meet demand as new housing is delivered during and beyond the plan period. • Early Years and Childcare provision will also be required relating to this allocation • This site requires the provision of multiple access points and will need to be carefully phased to ensure it complies with other policies in the Local Plan regarding transport. Access to HS47 will be provided as part of this allocation, including no left turn onto Chidswell Lane and the provision of a new roundabout at the junction with the B6128 (Owl Lane) • Residential amenity will need safeguarding through sensitive siting of buildings and landscape buffer areas • Adjacent to cycling network • Additional mitigation on the wider highway network will be required. Development of this site has the potential for a significant impact on the Strategic Road Network. Measures will be required to reduce and mitigate that impact. The transport assessment will need to demonstrate that any committed schemes are sufficient to deal with the additional demand generated by the site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, development may need to contribute to additional schemes identified by Highways England and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes. If development is dependent upon construction of a committed scheme, then development will need to be phased to take place following scheme opening. • In accordance with LP13 (part a, paragraph 4) the creation of a new local centre commensurate with the scale of growth proposed will be supported, subject to the sequential test and impact assessment • A masterplan is required for this site to be prepared in accordance with policies in the Local Plan • A buffer will be required to protect the ancient woodlands at Dum Wood and Dogloitch Wood



Planning Policy (continued)

Local Policy

The Kirklees Local Plan

The Kirklees Local Plan (KLP19) sets the spatial vision, objectives and strategic growth for Kirklees to 2031. The Site falls within an allocation for mixed use housing and employment development within KLP19 (Site reference MXS7), which was adopted in February 2019. The requirements for the allocation, which also includes the smaller Heybeck Lane Site which is subject to a separate planning application, are detailed opposite and have been fundamental in the formulation of the proposals.

In addition to the above, the following key policies within KLP19 have provided design guidance:

- Policy LP24: Design expects development to be accessible, high quality, safe and sustainable. Development should also provide a high standard of amenity for future and neighbouring occupiers.

- Policy LP28: Drainage states that there is a presumption that Sustainable Drainage Systems will be incorporated into new development design.

- Policy LP30: Biodiversity and Geodiversity explains that the council will seek to protect and enhance the biodiversity and geodiversity of Kirklees and provide net biodiversity gains through good design.

- Policy LP32: Landscape states that proposals should be designed to take into account and seek to enhance the landscape character of the area.

- Policy LP47: Healthy, active and safe lifestyles explains that the Council will create an environment which supports healthy, active and safe communities and reduced inequality. This will be enabled by (inter alia) increasing access to green spaces.

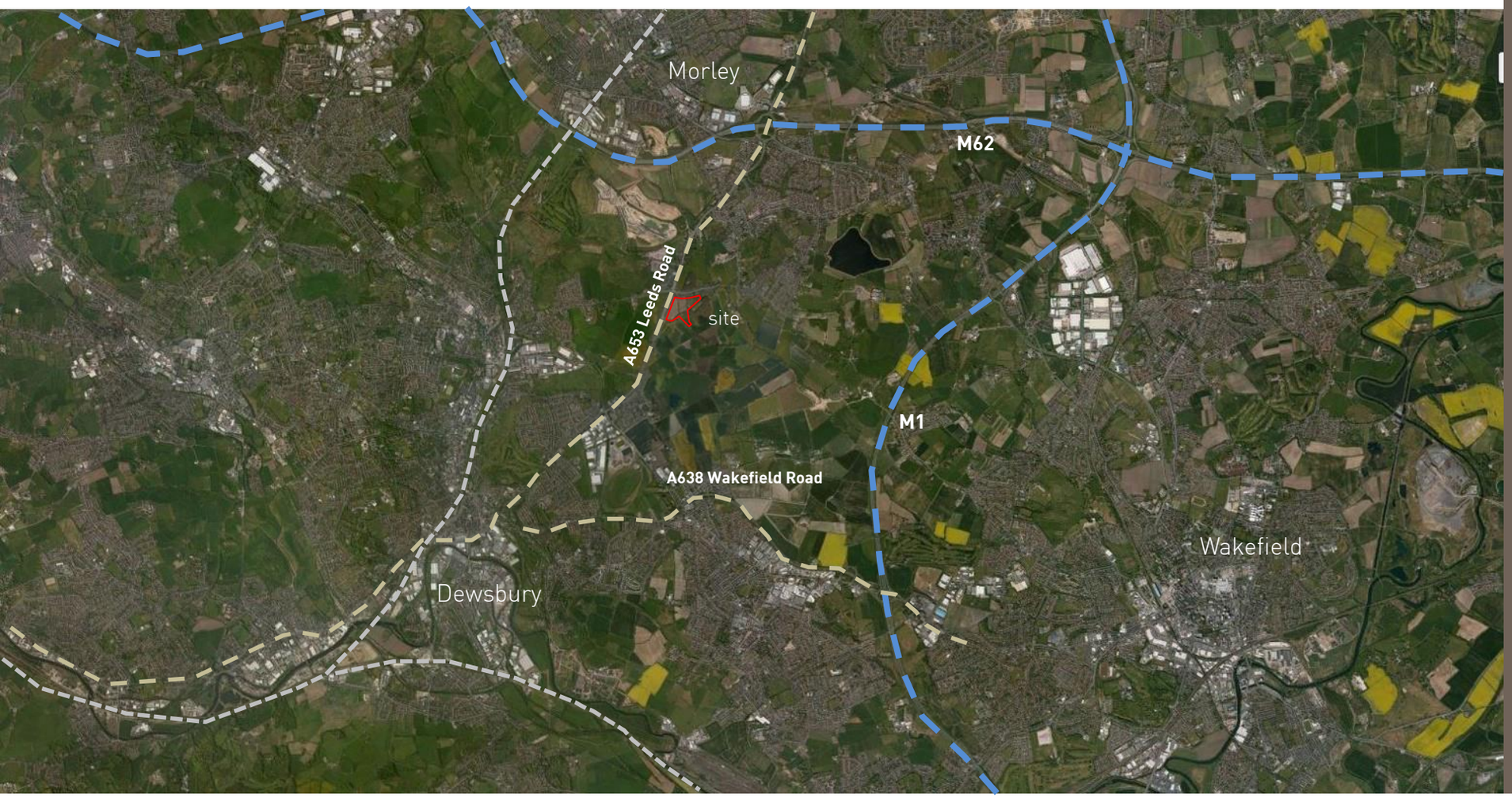
- Policy LP63: New open space requires new housing development to provide or contribute towards new open space or the improvement of existing provision in the area.

Leeds City Region

2.4 Site Location

The Site is located at the northern extremity of Kirklees close to Leeds' administrative boundary. The Site is located to the east of the A653 Leeds Road dual carriageway, which is a strategic corridor between Dewsbury and Leeds, adjoining the A638 Wakefield Road to the south and Junction 28 of the M62 motorway to the north. The Site's geographic proximity to the national motorway network is of strategic significance and will enable vehicular connectivity to the wider northern powerhouse region and beyond.

The Site is wholly within the administrative boundary of Kirklees Metropolitan Borough Council. Dewsbury town centre is located approximately 2 miles south west of the site, with Wakefield 3 miles east, and Leeds around 8 miles north east.



02

CONTEXTUAL APPRAISAL

Existing Site Context Plan

Towards Leeds
M62 & M1

Heybeck Lane

Dum Wood

HAIGH MOOR

HV OH Power Lines

Haigh Hall Spring Wood

Lydgate Junior & Infant School

A653 Leeds Road

Public rights of way

Solar Farm

Dogloitch Wood

Private track

CHIDSWELL

Towards Dewsbury

Shawcross Business Park

Dewsbury Rams RLFC

Water Tower

Bywell Junior School

Highfield School

N

0

250m

Existing public access into site

2.5 Site Characteristics

The Site is generally of rural and semi-rural character with a perimeter of suburban housing present along the northern and western boundaries. The historic land use to the majority of the Site is intensive agriculture linked to a number of surrounding farms and smallholdings.

The Site falls from the north west corner south east towards Dum Wood with a total cross fall of around 18m. Due to the topography the Site enjoys views south east over Hey Beck and towards the Gawthorpe Water tower to the south.

The Site stands largely as arable land with a number of existing hedgerows and a belt of trees which follows the line of an existing Public Right of Way towards the south eastern boundary. Existing high voltage overhead cables run west to east to the south outside of the red line.

02

CONTEXTUAL APPRAISAL

- Application boundary
- Existing overhead HV cables
- Existing Public Right of Way
- Existing highway
- Hey Beck
- Existing vegetation
- Foul sewer easement

2.6 Site Walkover

The following section of the document includes a photographic record of a site walkover. This section should be read in conjunction with the previous site characteristics pages and is intended to demonstrate the Sites strengths and identify opportunities and constraints which have influenced the proposals.

View looking north from the Public Right of Way along the southern boundary of the Site.

A view (outside of the Site boundary) looking south west towards Dum Wood .

A view of the Site looking north towards Heybeck Lane.

A view north west from the southern boundary of the Site.

A view east from the entrance to the Site off Leeds Road.

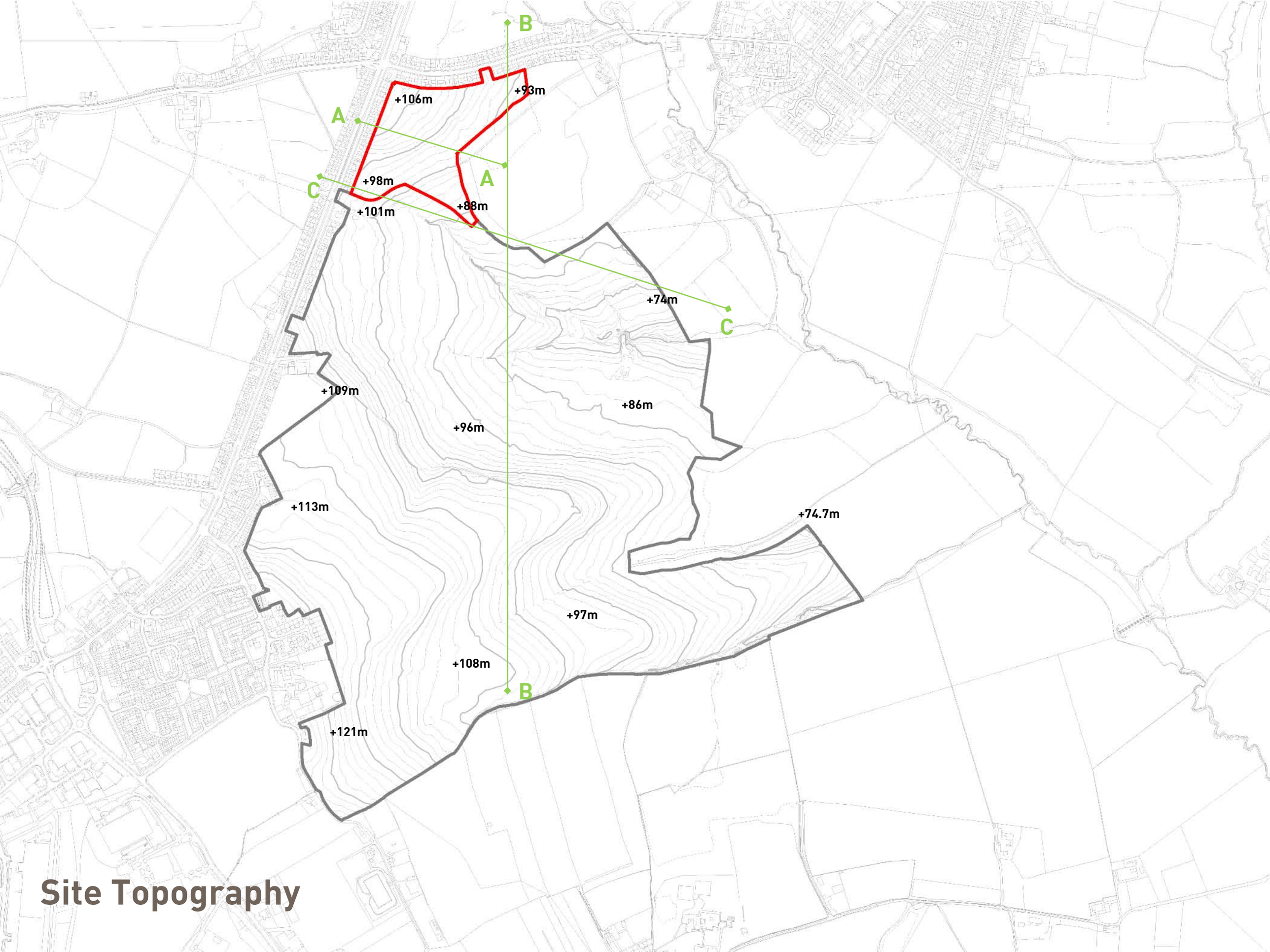
A view west along the existing Public Right of Way.

A view south west towards the Site access off Leeds Road.

A view looking east of the Site access off Leeds Road.

Site Walkover Summary

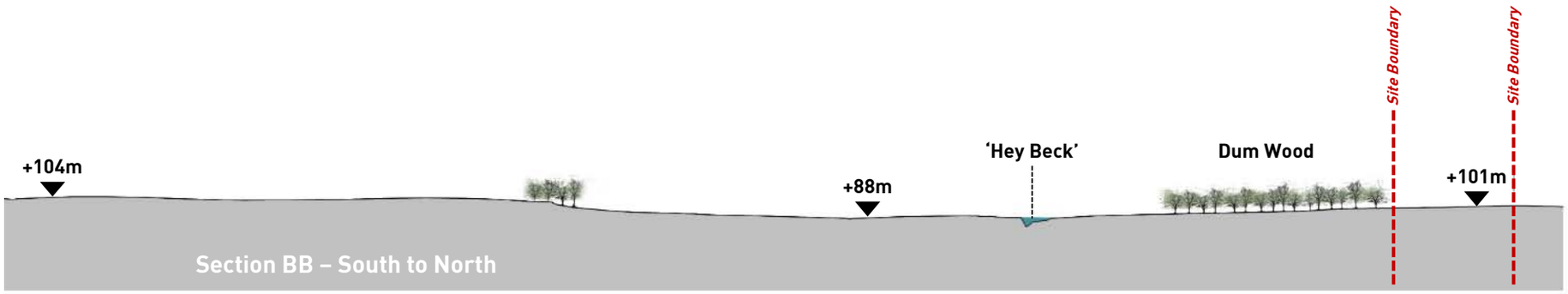
- The Site is predominately arable farm land which is crossed by hedgerows and existing tree belts.
- The contours of the Site fall from the north west to the south eastern tip providing views south east.
- The Site is located at a high point in the surrounding landscape enjoying strong aspect.
- The southern boundary of the Site is connected to Leeds Road and Heybeck Lane via an existing Public Right of Way along the southern boundary of the Site.
- The boundary condition along the northern and western boundaries includes a mix of fencing, vegetation and walling which vary according to each residential property.

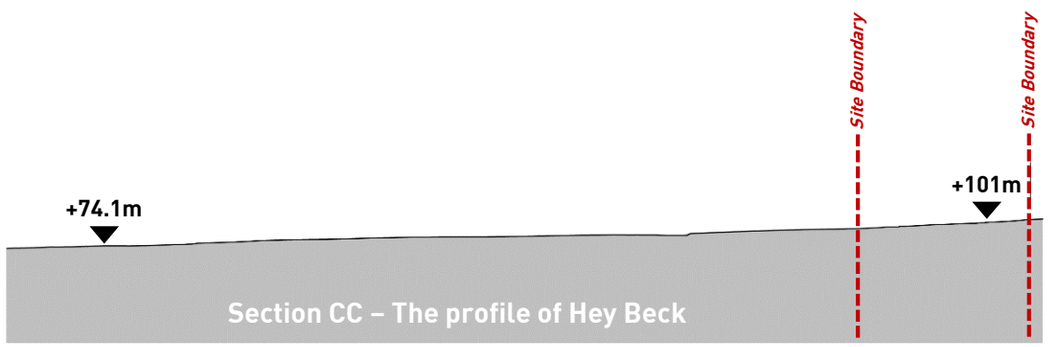


Site Topography

2.7 Topography

The below Site sections have been produced to clearly identify the key gradients and falls across the Site with key geographical features and levels noted.





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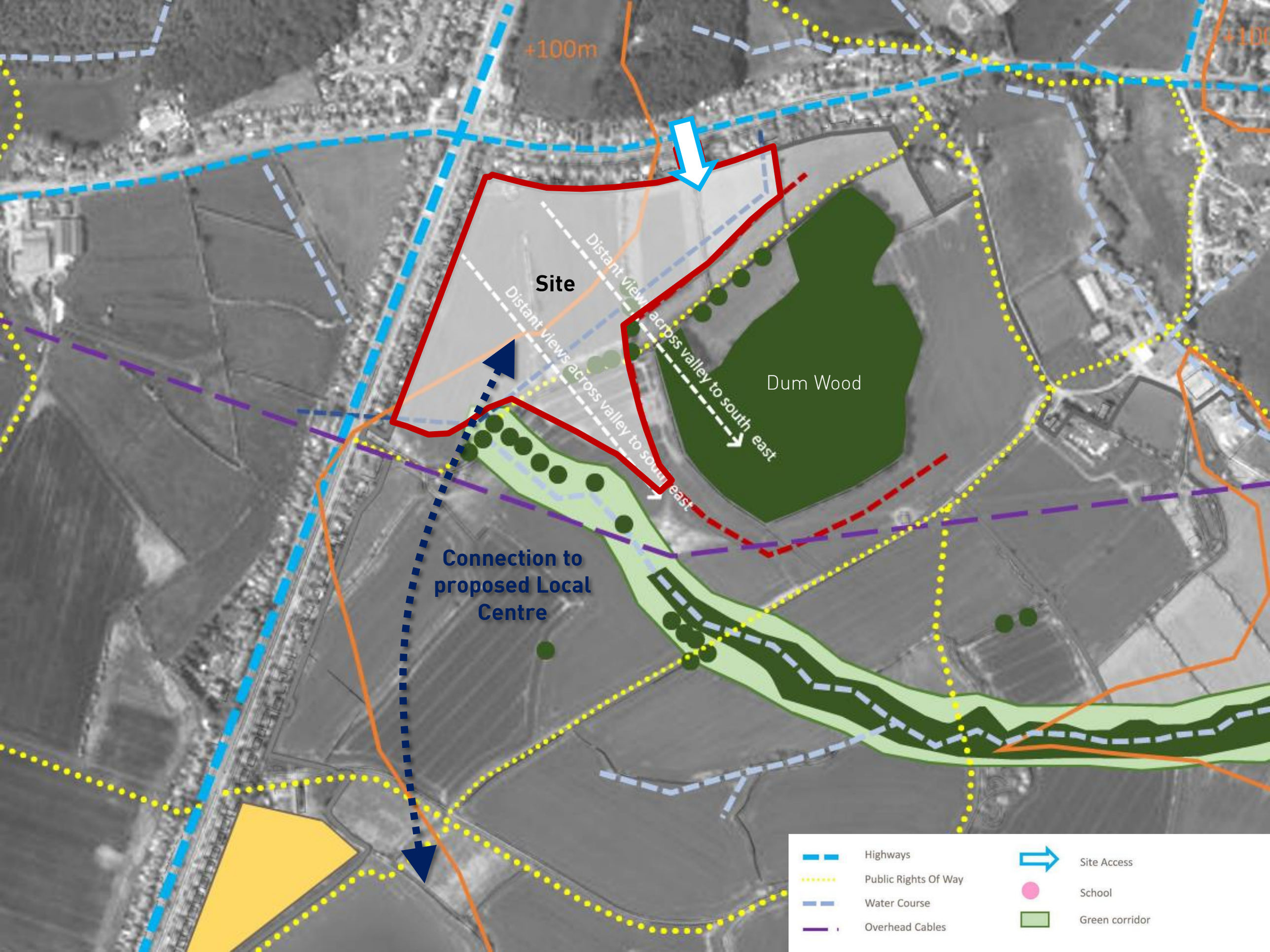
CONTEXTUAL APPRAISAL


+100m
Site
Distant views across valley to south east
Distant views across valley to south east
Dum Wood
Connection to proposed Local Centre
Highways
Public Rights Of Way
Water Course
Overhead Cables
Site Access
School
Green corridor

2.8 Constraints and Opportunities

In order to develop a balanced design an extensive analysis of the existing Site and its contextual setting was undertaken. An in depth appraisal considered the opportunities and constraints of the Site and focussed on the following areas:

- The Site's existing topographical features, levels and land formation.
- Existing green infrastructure including the ancient woodland.
- Existing infrastructure and services.
- Existing / proposed vehicular and pedestrian access points.
- Distance views and lines of sight.
- Existing land uses and surrounding buildings / dwellings.
- Surrounding development proposals and site allocations.
- Sun path analysis and natural shading.

The diagram opposite summarises the contextual appraisal and highlights the following constraints and opportunities, which were taken forward within the design proposals:

- The existing network of Public Rights of Way which surround the Site providing an opportunity to improve pedestrian connectivity in to the Site.

- The Site analysis highlighted the requirement for a new pedestrian connection to the new Local Centre proposed as part of the separate 'Land to the East of Leeds Road' outline planning application.

- The existing hedgerows and tree belts which cross the Site should be retained where possible within green corridors to enhance wayfinding, preserve biodiversity and add character to the design.

- The adjacent ancient woodland, namely Dum Wood, should be offered a development buffer within the proposals to protect them for future generations.

- There are long range views both in to and out of the Site which should be addressed within the orientation of the residential development.

- The existing belt of trees which skirts the southern boundary provides an existing landscaped buffer and is an important character feature which defines the Public Right of Way.

- The angular proportions of the land provides an opportunity to create a central focal point for the development.

- Existing vehicular access to the Site is limited.

Site Connectivity Diagram

Motorway

'A' road

Settlement

Site

Bus Stop

2.9 Connectivity and Transport

The Site's location at the intersection of two major national motorways offers excellent road links to the Leeds City Region and beyond. The M62 provides east-west connectivity with the M1 offering excellent north-south accessibility across the country.

The Site is served by the A653 which offers access through Dewsbury to wider Kirklees and to Leeds to the north. The Site is well connected to the local bus network including the 117, 202, 203 and 117 which provide services from the Site to Dewsbury, Huddersfield, Wakefield and Leeds.

The adjacent A653 is subject to a wider highways improvement scheme, M2D2L, which has the aim of reducing congestion and improving travel times between Mirfield, Dewsbury and Leeds. An improved connection to Dewsbury train station also forms part of the proposals. The early phases of the scheme are due to be delivered by 2021.

On a micro scale pedestrian permeability through the Site will be essential to ensuring its success. A network of Public Rights of Way surround the Site providing footpaths as identified in orange below. It is the intention that all the Public Rights of Way will be retained within the proposals.

Existing Public Right of Way

02

CONTEXTUAL APPRAISAL

Site Aerial, Contextual Overview

2.10 Urban Context

The Site is located in Woodkirk between the localities of Chidswell (to the south) and Baghill to the north east.

The location of the Site adjacent the A653 and Heybeck Lane mean the Site will effectively become an urban infill between the two roads further enhanced by the existing Public Right of Way which will play a pivotal role in connecting the Site with Leeds Road to the west and Baghill to the north east. The Site is provided as a key component of the wider vision for the area and will sit side by side with the adjacent employment site to create a new vibrant community.

The Site is typically surrounded by low rise suburban housing consisting of semi-detached, detached and bungalow properties. A number of larger agricultural farm buildings exist to the periphery of the Site, notably Heybeck Farm to the east off Heybeck Lane.

2.11 Social and Economic Characteristics

The Site combined with the masterplan for the wider allocation is integral to the North Kirklees Growth Zone, which has the aim of improving wealth and prosperity in and around Dewsbury.

Significant amenity and public opens space is vital to ensuring the success of the scheme and the design includes it's own Publically Accessible Open Space (referred to as P. A.O.S. hereon in) provision which is well connected to the P.A.O.S. provision within the wider masterplan via proposed pedestrian and cycle routes. The design is intended to supplement provision at surrounding facilities such as the Shaw Cross playing fields and Dewsbury Rams Rugby Club. Other local amenities to the Site include the Post Office and Convenience store at the crossroads of Heybeck Lane and Leeds Road.

03

Heybeck Lane

DESIGN SOLUTION

Concept Sketch

3.1 Design Overview and Concept

The proposed design solution follows a significant period of design development which involved collaboration with a number of specialist consultants, the landholder and various departments within Kirklees Council.

Monthly design reviews with various local authority departments including highways, landscape and planning formed an integral part of the design process and resulted in the cohesive design that is set out within this document.

Over and above the Site specific considerations set out within KLP19 allocation, the design concept was influenced by the following principles:

- The proposed site access point.
- The existing site topography.
- Inward / outward views across the existing landscape.
- Orientation and aspect.
- Preserving areas of bio-diversity.
- The retention and enhancement of existing green infrastructure including Dum Wood, the Public Right of Way and existing hedgerows / trees.
- Key interfaces with the existing urban context immediate neighbours.
- Maintaining and improving pedestrian connectivity and permeability through the Site.
- Creating strong cross-connectivity between the application site and the wider masterplan.

The zoning sketch included opposite was an early iteration of the design which explored the Site layout based upon the aforementioned design criteria.

The final version of the illustrative masterplan demonstrates how the site might come forward in accordance with the parameter plans, subject to detailed design at reserved matters stage.

01

02

03

POS

04

Dum Wood
For wider site proposals refer to stand alone outline planning application

Design Concept Development

The diagrams opposite show some of the various site layout design iterations and have been included to demonstrate the development of the concept from the early design stages. The fundamental principles of the layout have evolved to suit the Site constraints, the topography and long ranging views into and out of the Site.

A number of locations for the main publicly accessible open space provision were explored within the early design options including split provision at the extremities of the Site. However, the location as shown on the illustrative layout has the following benefits:

- The central location within the Site plan will ensure strong footfall, creating a sense of ownership and encouraging the use of the facilities.

- The proportions of the angular the Site lend itself to a central, larger parcel of open space.

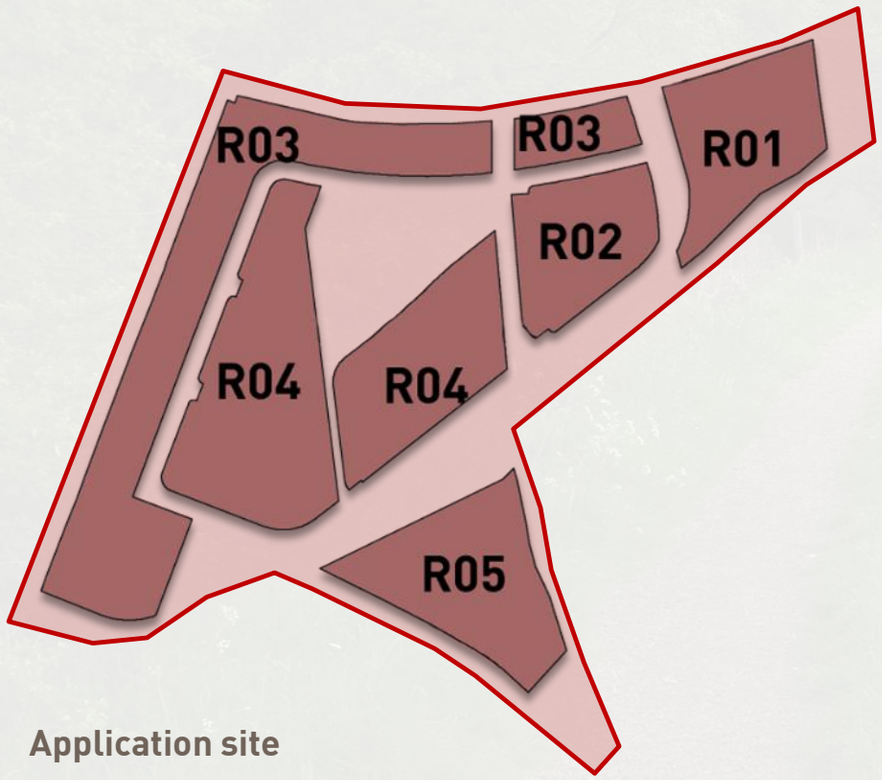
- The proposed P.A.O.S. location is sited between two banks of existing hedgerows which are proposed to be retained within the design. This will help preserve the existing biodiversity on site and maintain the character of the space.

- The central location enjoys south facing aspect ensuring the direct sunlight throughout the year.

Green infrastructure is of intrinsic importance to the design. Existing hedgerows have been encapsulated within green corridors to re-inforce the existing green grain of the Site. The proposed landscape design also seeks to preserve the belt of trees which flanks the Public Right of Way. The above measures are intended to breakdown the development into smaller parcels mitigating the visual impact of the scheme.

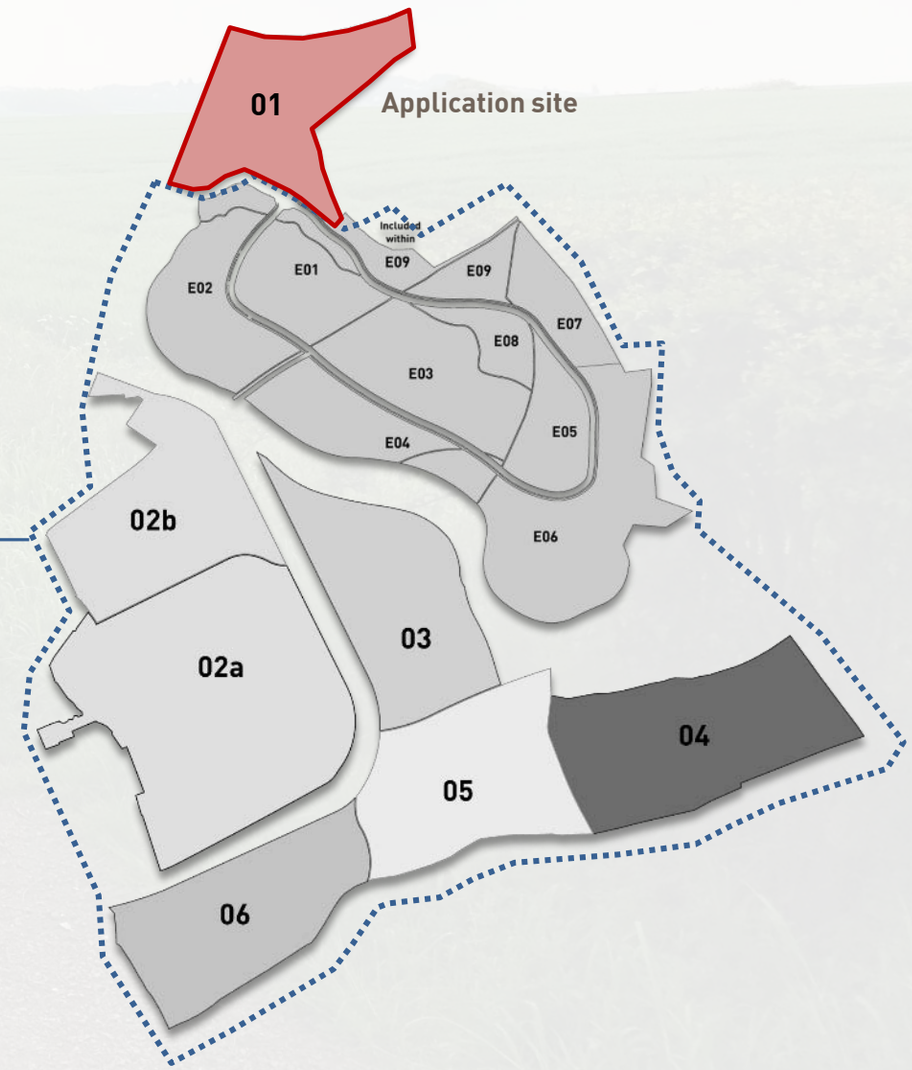
As prescribed within KLP19 generous landscaped offsets and screening belts are proposed within the layout. More detail on the design mitigation strategy is included later in this document.

Parcel reference number	illustrative Parcel Area	Equivalent no. of dwellings
R01	0.57	18
R02	0.48	20
R03	1.44	64
R04	1.62	60
R05	0.67	19
Total	**4.78**	**181**



Information within dashed blue line shown for information only subject to separate stand alone planning application

Parcel reference number	Illustrative number of dwellings
01 (Heybeck Lane)	181
02a	457
03	240
04	277
05	173
06	207
Total	**1535**



3.2 Use

The Site is allocated as part the 'mixed use – housing and employment' allocation within KLP19. It will provide 181 dwellings as part of the wider mixed use allocation.

3.3 Amount

The proposed amount of development is set out in the table adjacent which identifies the 181 maximum number of homes proposed within the Site. The second table opposite provides a summary of the Site within the context of the wider KLP19 allocation.

Although the application does not seek permission for specific dwelling types it is important that the Site provides a broad mix of typologies suited to different tenures. To create a truly diverse community a range of housing sizes should be considered within a future reserved matters submission. Flexibility to allow a range of dwelling types has been reflected within the design.

Type of Open Space	Minimum standard for the amount of new open space			Quality Standard Site Assessment Rating	Minimum Accessibility Standard		The Site
	Type of Standard	Amount per 1,000 population (hectares)	Amount per dwelling (sqm)	High	Type of Standard	Minimum walk time or distance for residents in towns or villages	Provision (sqm)
Parks & Recreation Grounds	National / Local	0.8	19.44	High	Local	15 minutes / 720 metres 30 minutes travel time of a major park	1,145
Natural/Semi-natural greenspace	Local	2.0	48.6	High	National / Local	15 minutes / 720 metres	3,976
Amenity Greenspace	National	0.6	14.58	High	National / Local	10 minutes / 480 metres	3,569
Children's Equipped/ Designated Play Areas	National	0.25	6.1	N/A	Local	15 minutes / 720 metres	1,612

Publicly Accessible Open Space

The Publically Accessible Open Space provision within the illustrative masterplan is designed in line with the district wide open space provision standards which are detailed within the adopted Local Plan Strategy and Policies document at table 12 and can be found opposite.

Within the adopted strategy and polices document Policy LP63 – New Open Space sets out the following:

"…in determining the required open space provision, the council will have regard to the type of housing proposed and the availability, quality and accessibility of open space provision in the area assessed in accordance with the council's district wide open space standards.

Open space provided on-site should be designed to complement existing facilities in the area and to allow for informal children's play through good quality landscape design. In areas where existing provision is sufficient to meet local needs, new open space can be provided on-site for amenity purposes and to achieve a well-designed scheme. New provision should complement existing facilities in the vicinity and enhance the natural landscape and environment…"

The table opposite details the proposed P.A.O.S. provision within the application site. The layout benefits from it's adjacency with the wider masterplan proposals and the existing ancient woodland which provide potential opportunities for further recreational green space.

Paragraph 19.59 of KLP19 Strategy states the following:

'In determining the nature of open space required, the council will consider the needs arising from the proposed development based on the use and type of housing proposed. Different types of housing proposals will generate different open space needs, for example, family housing will be expected to make provision for children and young people. Whereas, for single bedroom dwellings, sheltered housing and student accommodation the provision of amenity greenspace is likely to be more appropriate.'

Heybeck Lane
Easement for existing foul sewer
3000
3000
Designated Area for Play
Leeds Road
Dum Wood
For wider site proposals refer to stand alone outline planning application

3.4 Layout

The proposed site plan provides an illustrative layout for the Site showing how the proposed quantum of development could be accommodated. The final layout will be the subject of assessment at a subsequent reserved matters stage. The illustrative design incorporates the principles of the standalone fixed parameter plan which is provided within the application submission for approval. The parameter plan fixes the following elements of the design:

Maximum building heights
A maximum ridge height has been set for the proposed dwellings, this varies according to the proximity to existing dwellings around the periphery of the Site.

Access
The proposed vehicular access point on to Heybeck Lane is denoted, for further information refer to the supporting Transport Assessment provided by Pell Frischmann.

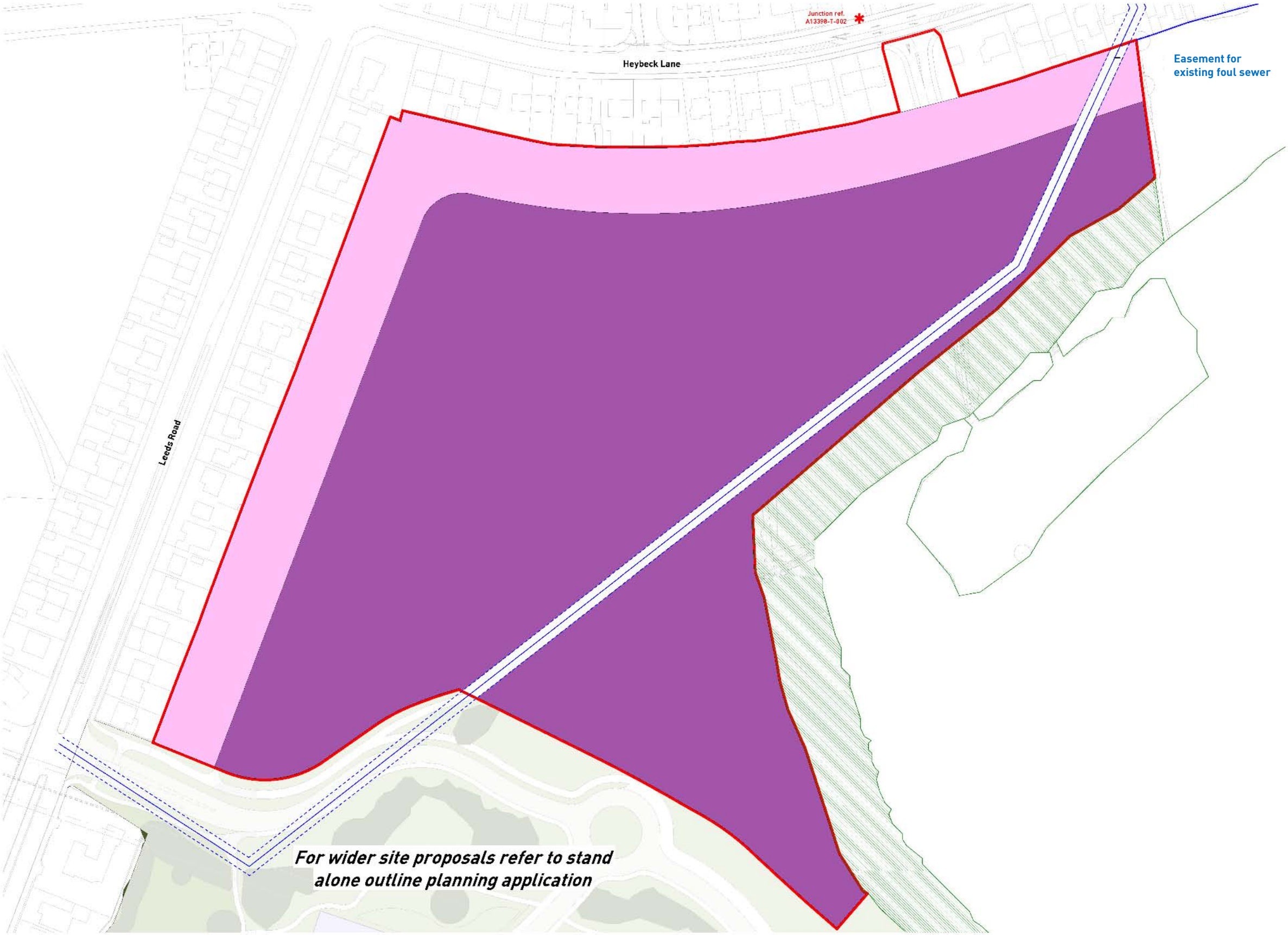
The ancient woodland buffer zone
The extents of the red line boundary is dictated by the extents of the 20m ancient woodland buffer zone.

Developable Area and Use
Sets out the extent of the development and it's intended use.

As well as the above parameters the approximate line of an existing below ground sewer and associated easement is highlighted. The illustrative layout takes account of the sewer with dwellings positioned outside of the easement zone.

The illustrative layout focusses on connectivity between the new community and Proposed Development through the provision of an estate road / pathway network that promotes wayfinding with the P.A.O.S. at the centre. The residential parcels offer opportunity for individual plots to be orientated to address the P.A.O.S. aiding natural surveillance and direct lines of sight.

The existing Public Right of Way enters the Site from Leeds Road and dissects the Site creating a green corridor helping to retain the rural character of the Site.


Junction ref.
A13398-T-002
Heybeck Lane
Easement for
existing foul sewer
Leeds Road
For wider site proposals refer to stand
alone outline planning application

3.5 Scale

The proposed scale of the development has been set within the 'Maximum Building Heights' parameter plan which should be read in conjunction with this document.

The maximum building heights have been defined as below:

- 10m maximum building height
- 12m maximum building height

The above figures provide flexibility within a future reserved matters submission. This also allows for further placemaking for example allowing for higher dwellings around the P.A.O.S. creating hierarchy and enclosure. The maximum building height has been reduced along the northern and western boundaries providing a more subtle fringe against the existing dwellings along Leeds Road and Heybeck Lane.

3.6 Landscaping

The landscaping design concept has evolved around three design principles which are outlined below:

1. Acknowledgement of the Site's rural character and existing biodiversity.

2. Promotion of strong pedestrian links including the retention and enhancement of the existing Public Right of Way.

3. The establishment of a development offset around the existing ancient woodland to ensure it's preservation.

The illustrative landscaping design is based on the retention of existing hedgerows and tree belts which cross the existing site. This approach is intended to break the development down into a series of smaller parcels and stitch the new dwellings into the existing landscape.

It is suggested that proposed trees and shrubs should be of native species to strengthen the existing biodiversity. A generous 20m development buffer zone is fixed around the perimeter of Dum Wood.

3.7 Appearance

The local vernacular surrounding the Site varies significantly in period, style and materiality.

Brick semi-detached properties with stone to the primary elevations, typical of the 1930's, dominate Leeds Road with a number of newer dwellings having being constructed between older plots.

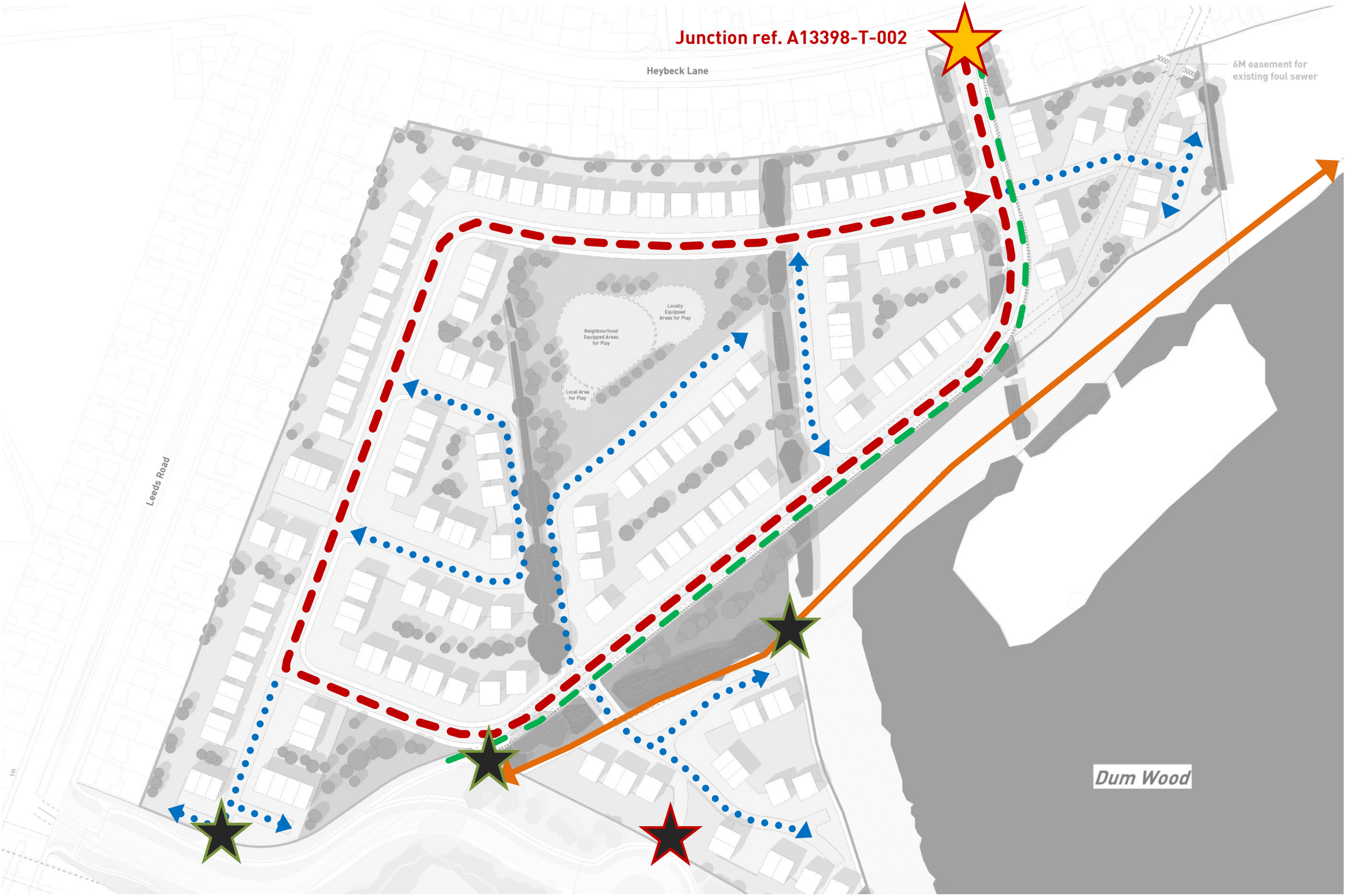
Older stone terraces also feature, notably at the intersection of Leeds Road and Heybeck Lane. Heybeck Lane includes a range of house typologies including bungalows, semi-detached and detached properties many of which have been extended. The material palette to these properties is predominantly red brick with lesser amounts of render and stone.

The architectural detailing and appearance of the proposals will be considered as part of a future reserved matters submission and as such is not considered here.

Existing dwellings to Leeds Road

Properties along Heybeck Lane

Stone terraces to Leeds Road



illustrative circulation diagram

3.8 Access

This section of the document should be read in conjunction with the parameter drawing which supports the planning application.

The Site has one principal vehicular access point off of Heybeck Lane to the north. For the purpose of the planning application the junction has been given the reference number A13398-T-002 and will include pedestrian and cycle access to the Site.

A secondary emergency vehicle only access point is proposed from the employment spine road, which forms part of the adjacent planning application.

The access arrangements for the Site and potential highway impacts have been subject to extensive pre-application discussion between the consultant team, the local highway authority, neighbouring highway authorities and Highways England. In the formulation of the plans, consideration was had for adopted planning policy (notably Policy LP21 'Highways and Access' of KLP19) and the National Planning Policy Framework (notably section 9 'Promoting sustainable development'). For further detail on the proposed highway strategy, please refer to Pell Frischmann's Transport Assessment.

As well as the junction off Heybeck Lane pedestrian access to the Site can be gained from the south via two separate footpaths which will connect the Site with Leeds Road and a wider network of walkways and Public Rights of Way within the wider allocation. The existing Public Right of Way along the south eastern boundary of the Site provides a further connection point taking pedestrians north east to Heybeck Lane and south west to Leeds Road.

Proposed site access

Proposed secondary emergency access
(subject to approval of adjacent outline planning application)

Proposed pedestrian only access point

Illustrative primary estate road

Illustrative secondary estate road

Illustrative combined pedestrian cycleway

Approximate route of existing

3.9 Biodiversity

The majority of the Site consists of agricultural land, much of which is laid to crops. A number of significant hedgerows and tree belts cross the Site and provide habitat for existing wildlife. Many of these hedgerows are hawthorn including those which run alongside the existing Public Right of Way.

The illustrative site layout seeks to retain the established hedgerows where possible and integrate them into the proposals by encapsulating them within areas of P.A.O.S.

3.10 Design Mitigation Measures

The ancient woodland that sits outside of the red line boundary is of importance to the proposals. Dum Wood provides an existing habitat and is well used by surrounding residents for recreational purposes. The proposals directly address the woodland importance through a 20m development offset to the perimeter.

The illustrative layout makes use of the existing green infrastructure within the layout and includes a green buffer against the existing Public Right of Way to preserve its character.

3.11 Drainage

The drainage for the Site shall be provided using two separate systems of drainage, there shall be one for the surface water and one for the foul drainage.

Surface Water
When considering the surface water design, it is necessary to adhere to the SUDS hierarchy in order of preference. The SUDS hierarchy is as follows:

Discharge to Source (i.e soakaway / infiltration)

⇩

Discharge to watercourse

⇩

Discharge to public surface water sewer

⇩

Discharge to public combined sewer

From the initial geological desktop studies that have been undertaken it has been established that soakaways are not likely to be suitable as a surface water drainage solution for this development however this will be explored in further detail upon the completion of the intrusive ground investigation works. There is however a watercourse that runs across and in the vicinity of the Site, therefore in accordance with the SUDS hierarchy above at this outline stage, it is proposed to discharge the surface water to the watercourse along the boundary of the Site.

When considering the discharge from the Site, the natural overland flow from the greenfield land would be into this watercourse and has been calculated and replicated within the outline proposals. This ensures that the development does not increase the flows into the watercourse.

The flow is controlled by a special flow control manhole which restricts the flow into the watercourse, in this instance it is restricted to 32.4 l/s which is the equivalent greenfield runoff rate for this development. With the flow being restricted then storage is required on Site, this will be provided in a storage tank beneath the ground and can also be provided as attenuation basins for extreme rainfall events to ensure that no properties on or off the Site are at a risk of flooding.

Foul Drainage
It has been agreed with Yorkshire Water that the foul drainage can be discharged to the 300mm dia public combined sewer that crosses the Site. This will be undertaken by a new connection and the proposed sewers will be adopted by Yorkshire Water.

Masterplan Legend

- Proposed site access
- Residential use
- Employment use
- Local Centre
- Primary School
- Potential location for retirement accommodation / assisted living
- Internal vehicular connection (no HGV access)
- illustrative Sustainable Urban Drainage (SUDS)
  **Refer to outline drainage strategy for further information*
- Parking and drop-off

Public open space provision

- Allotments *(Total provision = 0.76Ha / 7,675sqm)*
- Multi Use Games Area (MUGA) *(1no. 20 x 40m)*
- Public Open Space, Equipped Play Area,
  total provision as below:
  4no. Neighbourhood Equipped Area for Play (NEAP)
  5no. Locally Equipped Area for Play (LEAP)
  4no. Locally Area for Play (LAP)

  NEAP, LEAP & LAP total area = 0.99Ha / 9,922sqm
- Young Peoples Provision
  (Total provision = 1.28Ha / 12,838sqm)
- Parks / recreation grounds
  (Total provision = 3.79Ha / 37,913sqm)
- Amenity greenspace
  (Total provision = 3.57Ha / 35,698sqm)
- Proposed natural / semi natural greenspace
  (Total provision = 8.04Ha / 80,434sqm)
- Proposed wildlife corridor
  (Total provision = 1.34Ha / 13,444sqm)

- Existing ancient woodland, trees and hedgerows
- Ancient woodland buffer zone
- Proposed tree planting
- illustrative residential gardens
- Existing TPO to be removed
- Proposed application boundary
- Land under applicants ownership
- Proposed primary link road
- Right of Way route (refer to stand alone drawing for additional details)
- Existing watercourse
- Proposed cycle route
- Proposed secondary road

3.12 Wider Masterplan

The Site is a key component of the wider vision for the allocation. The Site sits as a sub-component of the separate masterplan scheme which has been designed as a single entity to ensure cohesion.

The illustrative masterplan layout is provided opposite to provide the proposed context for the Site. In order to create a holistic vision for both sites a number of the design criteria which influenced the masterplan layout have been brought into the Heybeck Lane design, namely the following:

- Inward / outward views across the existing landscape.
- Plot orientation and aspect.
- The retention and enhancement of existing green infrastructure including the ancient woodland, Public Rights of Way and existing hedgerows / trees.
- Maintaining and improving pedestrian connectivity and permeability through the Site.
- Creating a strong identify for the Site whilst maintaining cross-connectivity.

04

Heybeck Lane

INVOLVEMENT

4.01 Stakeholder Engagement

A detailed stakeholder engagement programme has been undertaken throughout the evolution of the design to ensure the design reflects, where possible, the requirements of the groups consulted.

Full details of the pre-application engagement that took place can be found within the statement of Community Consultation that supports the submission.

05

Heybeck Lane

CONCLUSION

Site Vision

5.01 Conclusion

The outline planning application follows a lengthy design development period during which the layout has evolved around the constraints and opportunities of the Site whilst adapting to meet the requirements of stakeholders where possible.

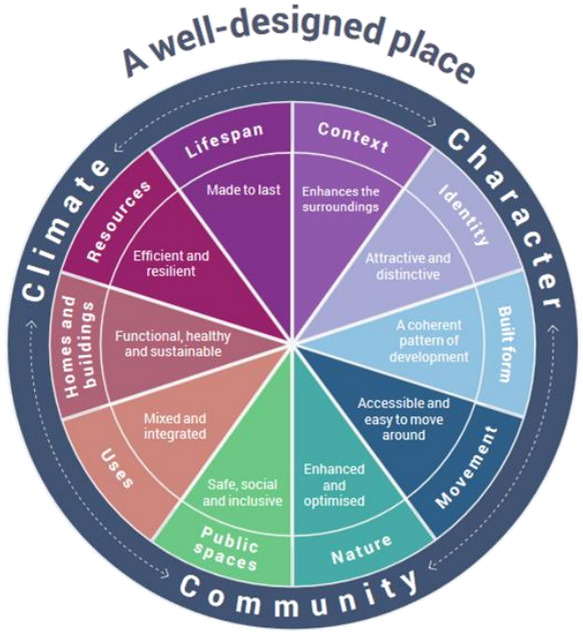
The fixed parameter plans give provide a design framework for future reserved matters submissions, whilst the illustrative masterplan demonstrates that the proposal can be accommodated and how the scheme could come forward. The proposal is based on sound masterplanning principles whilst seeking to meet the requirements of KLP19 and providing the quantum of development and site requirements specified by allocation MXS7 when combined with the separate 'Land to the East of Leeds Road' planning application.

The illustrative Site plan draws on the guidance set out within the recently adopted 'National Design Guide' with respect to the design criteria set out opposite. The proposals adopt a coherent pattern of development which responds to the Site's topography and aspect. Design mitigation measures are embedded within the design to ensure the preservation of green the adjacent ancient woodland. Pedestrian and vehicular movement routes are distinctive and easy to negotiate through strong lines of sight and use of open aspect.

The P.A.O.S. provision within the design is centrally located to ensure its use by all and potentially integrate existing hedgerows and tree belts to retain the rural aesthetic.

The vision for the Site is to integrate the design into the wider allocation and existing site as sensitively as possible whilst creating a new sustainable community. The Site's unique location at the crossroads of two national motorways and on the boundary of three local authorities will ensure connectivity to neighbouring settlements and beyond.

The proposals will evolve further through the detailed design process and the subsequent reserved matters submission including the creation of responsive house types which should reflect the local vernacular and reinforce the identity of the area.



Extract from 'The National Design Guide' - Ministry of Housing, Communities & Local Government
Adopted October 2019

Prepared by:
Enjoy Design Ltd
The Old Brewery
Leeds
LS2 7ES

E: info@enjoy-design.co.uk
T: 0113 242 3622

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DESIGN