



DESIGN AND ACCESS STATEMENT

FOR A FULL PLANNING APPLICATION AT

HELME LANE, MELTHAM

ISSUE 3 | 17TH NOVEMBER 2020

STEN
ARCHITECTURE

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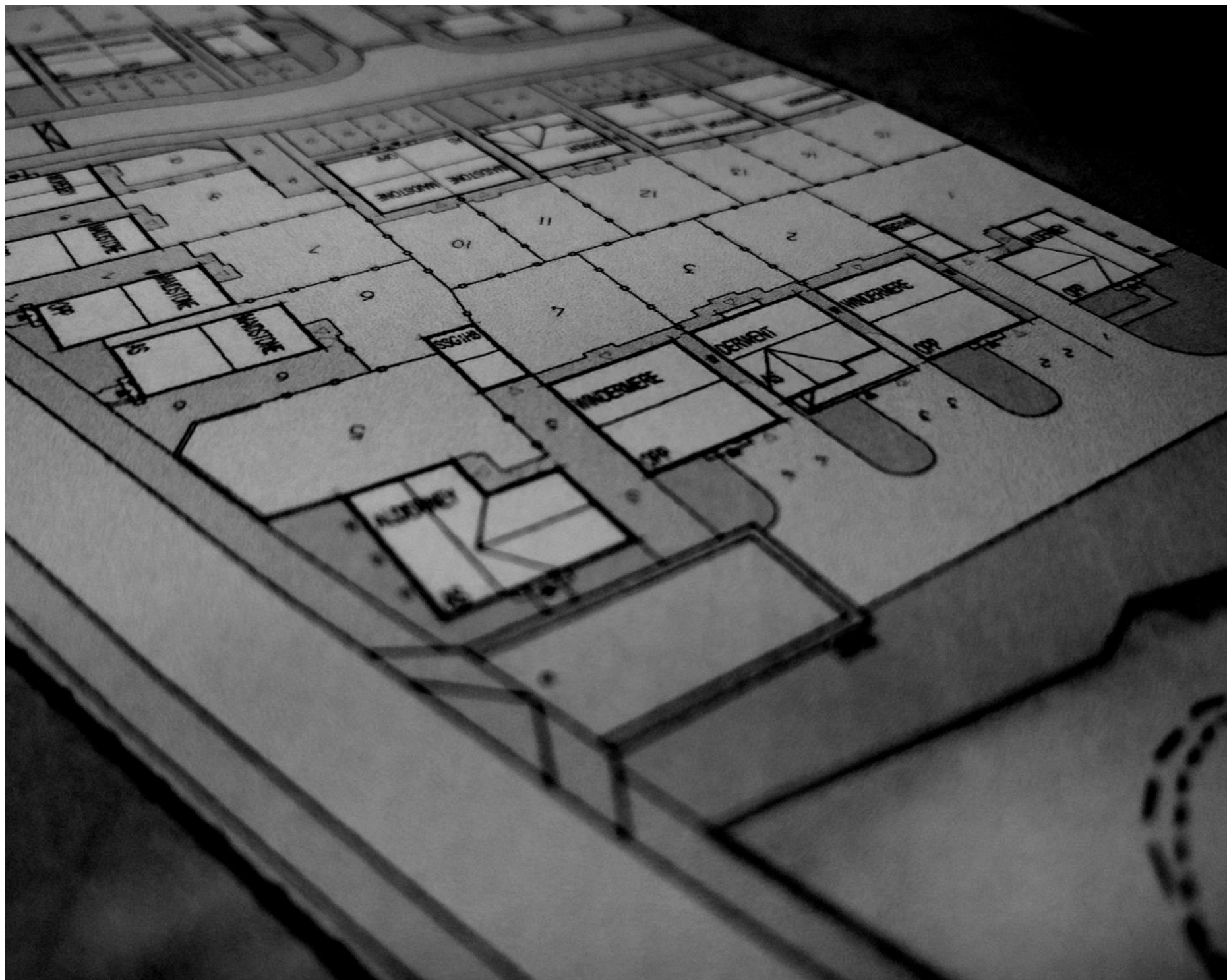
BARRATT
HOMES

Client: Barratt Homes Ltd



Architect: STEN Architecture

Issue No.	Date of Issue	Notes
3	17/11/2020	Third issue - sub station amendment



1. INTRODUCTION

This Design and Access Statement has been prepared by STEN ARCHITECTURE on behalf of Barratt Homes in support of a Full Planning Application at Helme Lane, Meltham (Phase 2).

The statement seeks to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the site's opportunities and constraints.

These principles are based upon good practice as set out in national planning and urban design guidance. The aims of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

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

This document is submitted on the following basis:

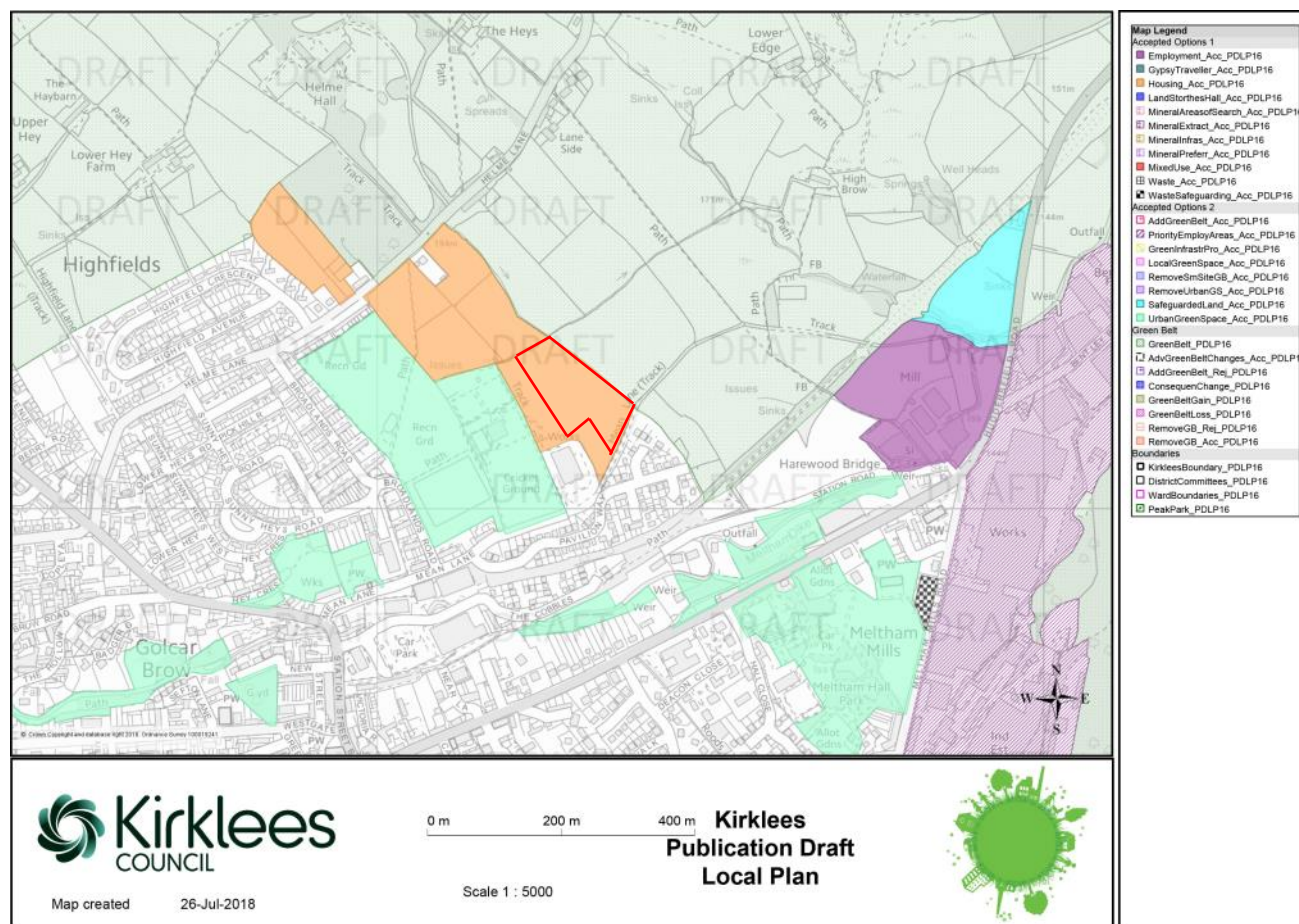
- The use and suitability of the site for residential development is well established;
- The key development principles and framework have been identified and will inform the detailed design of the scheme;
- The design solution is tested against the established principles to ensure compliance.

The ethos of the design is to:

- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment;
- Make efficient use of land in terms of ecological enhancement and density;
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and well planned streets;



2. PLANNING CONTEXT



The site forms part of the larger preferred Housing Allocation H67 in the emerging Local Plan with an indicative capacity of 172 dwellings. The northern parcel of this allocation was subject to a Planning Application by Barratt Homes in 2014/15 where 88 dwellings were proposed. This development is currently on site, and it is envisaged that this site will form phase 2 of the development. Further details of

this can be found on the following page. This leaves a further 84 dwellings for the remaining allocation. The site is shown edged in a red line on the above plan. This site takes up approximately two thirds of the remaining allocation.

Therefore it would be reasonable to assume this site could accommodate circa 56 dwellings.

Site no	H67
Site address	Land to the south of, Helme Lane, Meltham, Holmfirth
Ownership	Private
Gross site area (Ha)	5.5
Net site area (Ha)	5.5
Constraints	- Improvements to local highway links may be required - Surface water issues - Noise source near site - Site is close to listed buildings
Proposed allocation	Housing
Indicative capacity	172 dwellings
Reports required	- Transport Assessment - Travel Plan - Flood Risk Assessment - Surface water drainage report - Contamination report (Phase 1) - Air Quality Impact Assessment - Noise Assessment - Heritage Impact Assessment - Health Impact Assessment - Ecological Assessment - Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land)
Other site specific considerations	N/A

PLANNING HISTORY

Full Planning Permission for residential development was granted on to the adjoining site which will provide access on 12th Jun 2015 (2014/61/93959/W)

SUMMARY OF SCHEME

The adjacent extracts are from the Design and Access Statement detailed layout together with a summary of the indicative number of dwellings, type of dwellings, storey heights, and density.



8.0 | Summary

This statement has established the most suitable design solution for the development of the site.

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

The design has evolved from the indicative masterplan contained within the outline application with overriding design principles in place to guide the development. It is considered that the approach to the development of the scheme provides a robust design and it can be demonstrated that the final plans and proposals are those most suitable for the site within the context of the development and use proposed.

Below is a summary of the scheme proposals:

Scheme Parameter	Detail
Gross Site Area	3.16Ha
Net Developable Area	2.44Ha
Total Number of residential units	88
Net Density	36 d/h
Storey Heights	2 storeys
Means of access	Access from Helme Lane



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The application is accompanied by a Planning Statement, which provides a comprehensive assessment of the proposed development against relevant planning policy. This section reviews key national guidance.

1. NATIONAL POLICY

The National Planning Policy Framework aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Paragraph 7 states:

“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.”

Furthermore paragraph 15 states:

“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”

Paragraph 84 states:

“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations

that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). “

2. NATIONAL DESIGN GUIDANCE

There are numerous best practice documents relating to design including ‘By Design’ (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and ‘Better Places to Live By Design’ which all outline the importance of good urban design and provide advice for the design of residential areas. All of which will provide the underlying principles on which the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied. The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

Character – somewhere with a sense of place and local distinction;
Legibility – a place, which is easy to understand and navigate;
Permeability – achieving a form of layout, which makes for efficient pedestrian and vehicular movement ;
An articulated townscape – creating an interesting, locational responsive townscape utilising building height, scale and massing all of which should be human in scale ;
Human scale – the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective;

Security, natural surveillance – creating places, which are properly overlooked and make effective passive and active policing;

Detailing, richness and interest – promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment;

Quality within the public realm – promoting routes and spaces, which are attractive, safe and uncluttered;

Continuity and enclosure – promoting the continuity of the street frontage and the definition of public and private space;

Adaptability, robustness and sustainability – the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

CABE - By Design

3. NATIONAL PLANNING POLICY GUIDANCE (NPPG)

The centrality of good design as an integral part of achieving sustainable development is reinforced from the NPPF. An emphasis is placed on good design making “the best possible use” of resources, including land, community, economic, infrastructure and other resources over the long as well as short term.

It suggests good design should:

- *Ensure that development can deliver a wide range of planning objectives;*
- *Enhance the quality of buildings and spaces, by considering form and function, efficiency and effectiveness;*
- *Address the need for different uses sympathetically.*

The NPPF’s expectation that design will have a prominent role in plan making is reiterated by a reaffirmation that the plan making body will need to “evaluate and understand the defining

characteristics of the area as part of its evidence base” as a means of informing appropriate design opportunities and policies. Once again, good design is identified as indivisible from good planning, and should be at the heart of the plan making process. A clear attempt is being made to demystify ‘good design’ by establishing sound, clear and easy to follow design policies and processes. This provides the foundation for assessment by use of expert advice from appropriately skilled in house staff or consultants. However, it is clearly stated that design should not be the preserve of specialists and it is important to seek the views of local communities, emphasising the importance of the consultation process. It is recognised that although design is only part of the planning process it can affect a range of economic, social and environmental objectives. Planning policy and decisions, of which design is a part, are identified as needing to support these objectives and should therefore consider matters relating to: local character (including landscape setting); safe, connected and efficient streets; a network of green spaces (including parks) and public places; crime prevention; security measures; access and inclusion; efficient use of natural resources; and cohesive and vibrant neighbourhoods.

The outcomes of good design are to be benchmarked against 7 criteria or “qualities” typical of valued places, including: functionality; supporting mixed uses and tenures; successful public spaces; adaptability and resilience; distinctiveness; attractiveness; and ease of movement. Notwithstanding that By Design: Urban Design in the Planning System (2000) and Better Places to Live By Design (2001) have been cancelled with the publication of the PPG, the central urban design principles that underpin good design and need to be considered are reiterated, including: Layout, Form, Scale, Detailing and Materials.

4. WHICH PLANNING PROCESSES AND TOOLS CAN WE USE TO HELP ACHIEVE GOOD DESIGN?

The promotion of good design is identified as being relevant to all stages of the planning process, from the development plan stage through to planning applications. For the latter stage a series of ‘established ways’ are identified in which good design can be achieved:

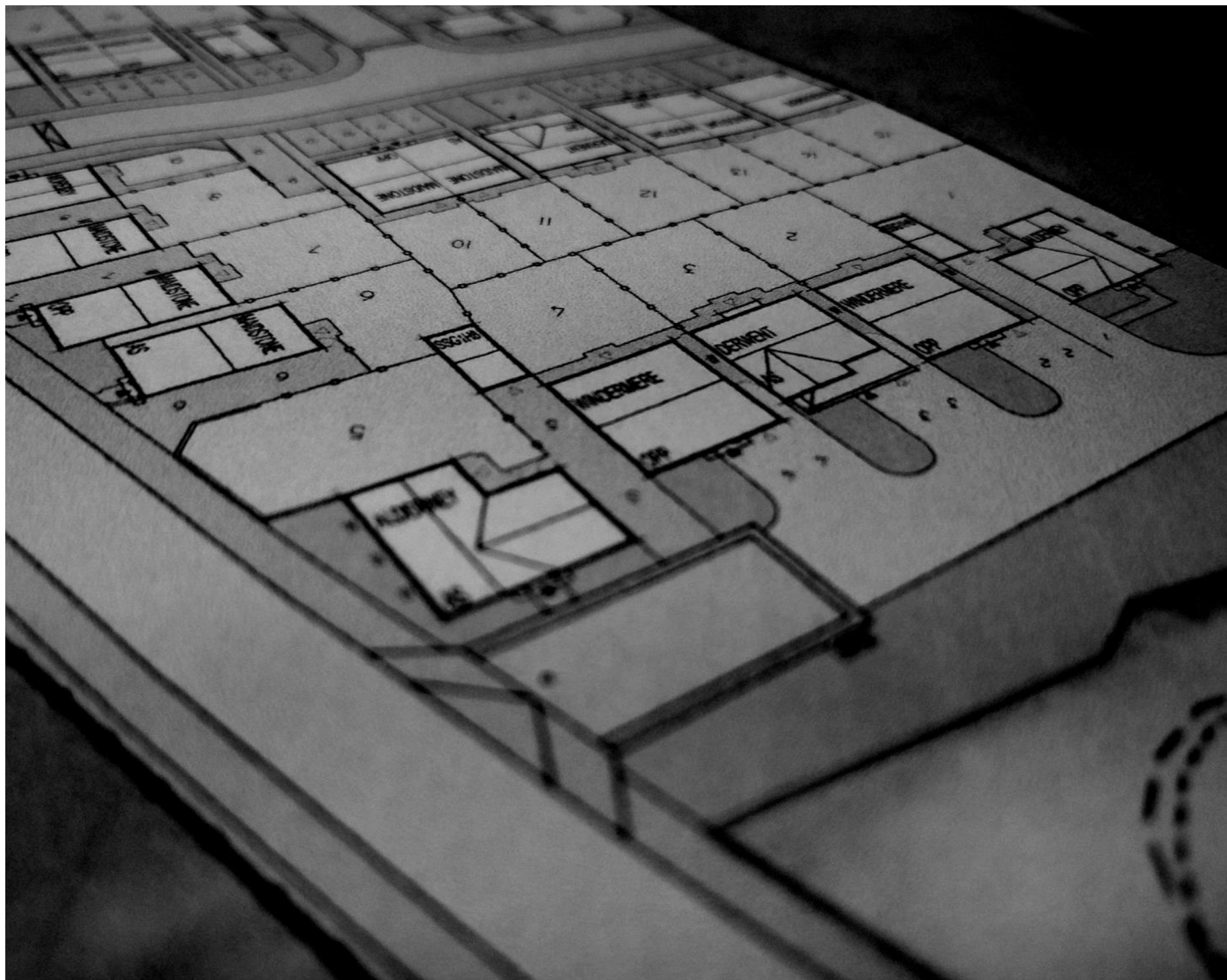
- *Pre-application Discussions;*
- *Design and Access Statements;*
- *Design Review;*
- *Design Codes;*
- *Decisions on Applications;*
- *The Use and Implementation of Planning Conditions and Agreements.*

The guidance recognises that the qualities of well designed places are similar across most developments but articulates what this can mean for housing design, town centre design, and street design and transport corridors.

5. HOUSING DESIGN

Themes consistent with the NPPF are in evidence with functional, attractive, sustainable and adaptable criteria being singled out as underpinning well designed housing. Affordable housing provision is also highlighted as needing to be tenure blind and not ‘banished to the least attractive part of the site’ in well designed places. In recognition that comparatively small items can have a significant influence on the success of places, bin and bike storage, access to

meter boxes, spaces for drying clothes and space for deliveries are identified as requiring particular consideration with a duty placed on local authorities to ensure that each dwelling is carefully planned. The Manual for Streets influence is evident in the principles identified for successful streets, with an integrated approach ‘where buildings and spaces and the needs of people, not just of their vehicles, shape the area’. The rigid application of highway engineering standards are condemned as delivering a ‘sense of sprawl and formlessness and development which contradicts some of the key principles of urban design’. Imaginative and context specific design is advocated with a requirement for each street to be considered as ‘unique’, responsive to its character and location. The quality of streets, the integration of public transport, the removal of street clutter, the legibility of the place are all also highlighted as strong contributory factors in supporting social, economic and environmental goals by encouraging people to walk and use streets.



3. SITE ANALYSIS

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The application site lies within the town of Meltham.

Meltham is located to the south of the county of West Yorkshire, around five miles south west of Huddersfield, 22 miles north east of Manchester and around 30 miles south west of Leeds

Travel distances to large settlements:

Huddersfield - 5miles

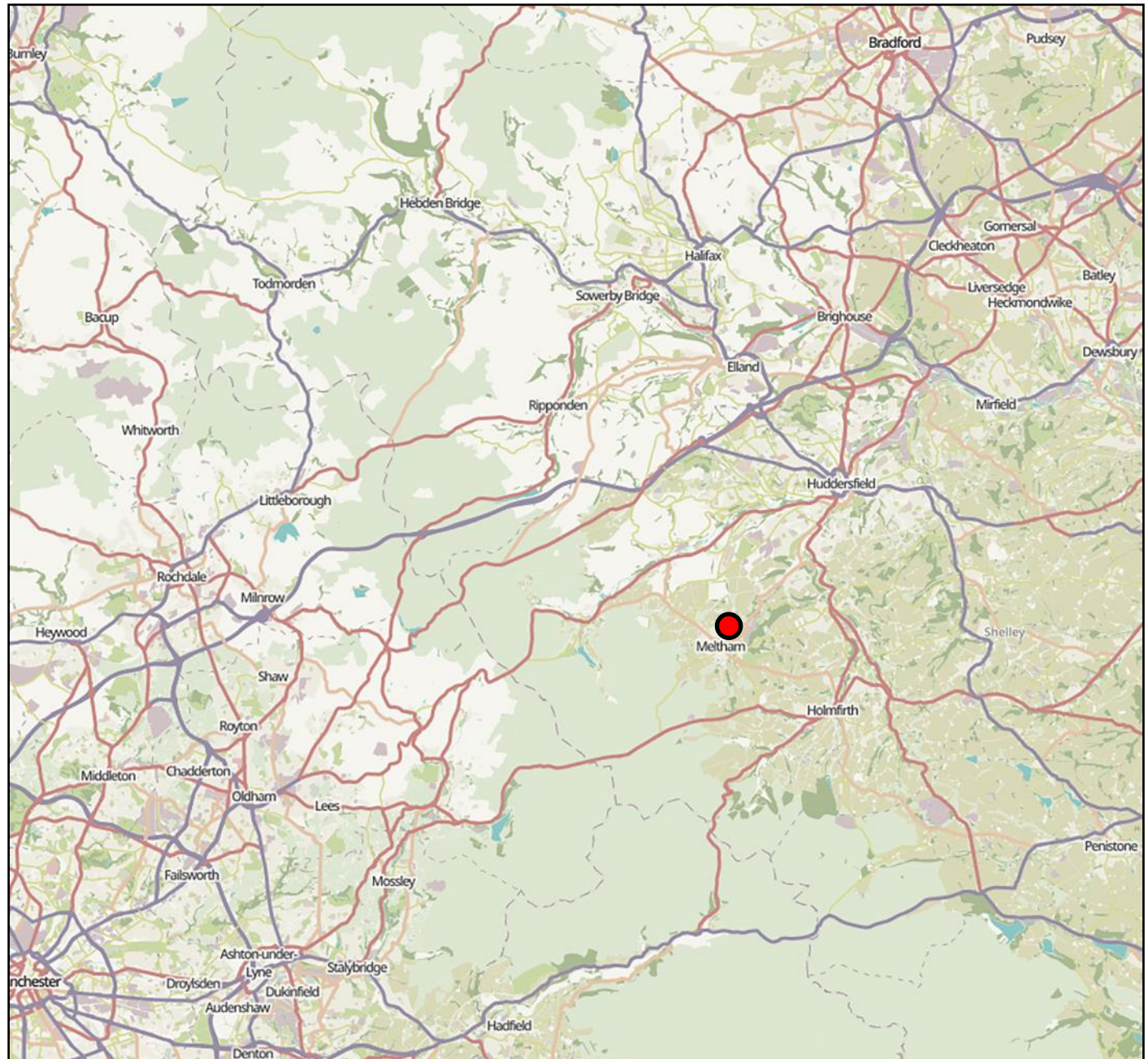
Barnsley - 18 miles

Wakefield - 18 miles

Manchester - 22 miles

Sheffield - 28 miles

Leeds - 30 miles

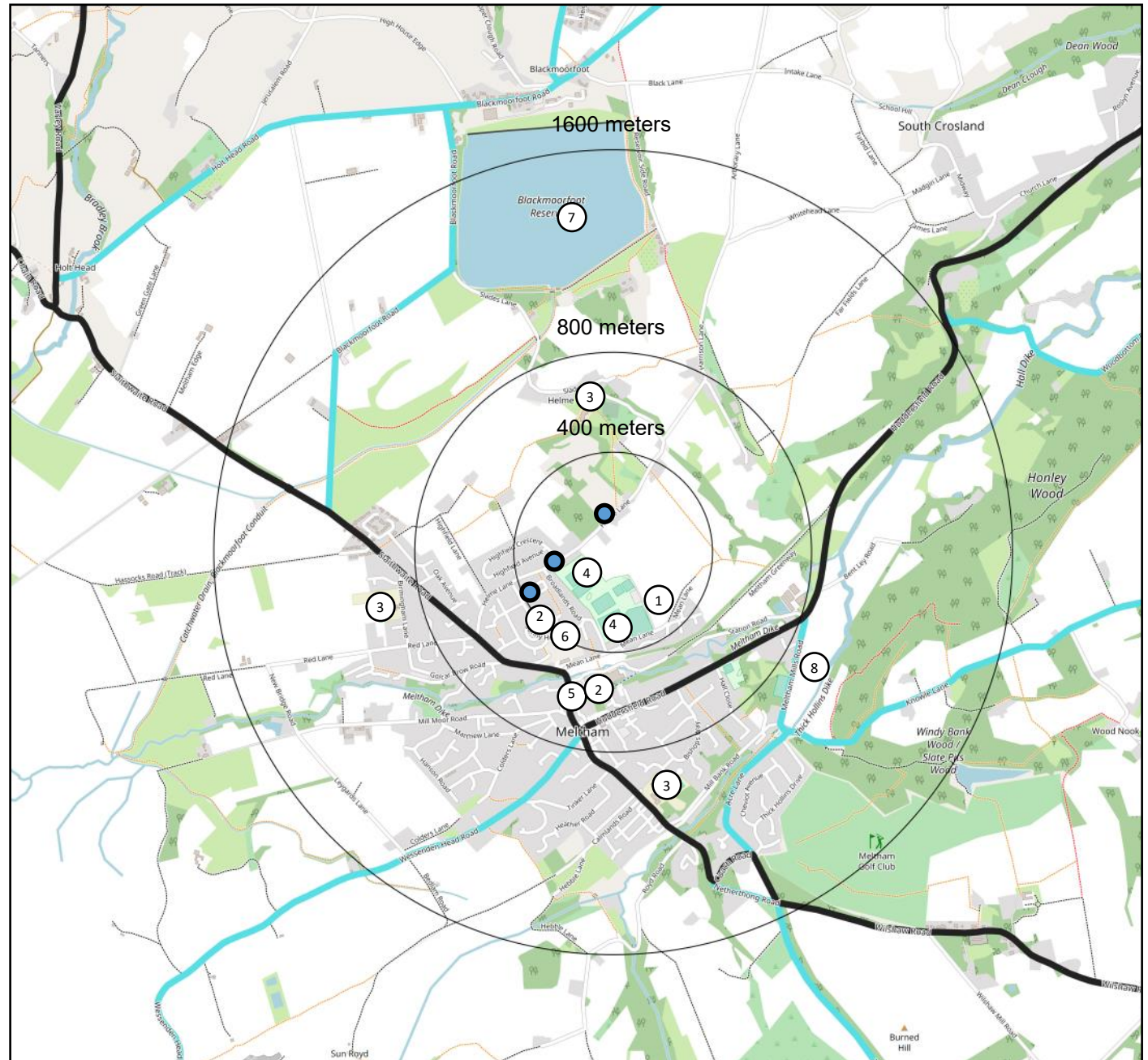


3. SITE ANALYSIS

As part of the design process it is important to consider how the local area currently works. This enables the proposed connection points and linkages to be identified, both from within and to the site, so that desire lines can be established and permeability achieved. This process ensures that the new development enhances the existing movement framework of an area rather than

- ① Site Location
- ② Doctor's Surgery / Medical Centre
- ③ School
- ④ Sports / Recreation Area
- ⑤ Town Centre - Including (amongst others) food retail, banking, pharmacy, general retail and dental services
- ⑥ Supermarket
- ⑦ Blackmoorfoot Reservoir
- ⑧ Employment Area
- Local Bus Stops

	Main Roads		Body of Water
	Secondary Roads		School
	Residential Roads		Commercial Area
	Park		Industrial Area
	Brownfield		Farmland
	Wooded Area		Bridleway
	Playing Field		Pedestrian Routes
	Residential Area		Track



3. SITE ANALYSIS

An established residential development lies to the south of the proposed development and, alongside Phase 1, gives some insight into the character of development in the area. In general dwellings are stone construction with simple roofscapes and detailing. Other elements of this development include:

- 1) Established planting creates strong and defensible boundaries
- 2) Clear footpaths though the development, dwellings follow the line of the highway. A variety of details (including porches, bay windows and front projections) ensure an interesting streetscene.
- 3) Landscaping between carparking breaks up areas of hard standing
- 4) Focal building at the head of a junction
- 5) Simple built form positioned around the highway create nodes and aid legibility



3. SITE ANALYSIS

Phase 1, to the north of the proposals, is under construction. Photographs here show some important features of this development and will be a reference point for the Phase 2 proposals.

- 1) Dual aspect dwellings at corners ensure continuity of activity and natural surveillance
- 2) Defined footpath and boundaries ensure clear pedestrian movement
- 3) Built form follows the topography of the site
- 4) Focal dwelling at an important point of the development
- 5) Simple roof forms and detailing in keeping with established development in the area.
- 6) Variety of parking solutions used throughout the development

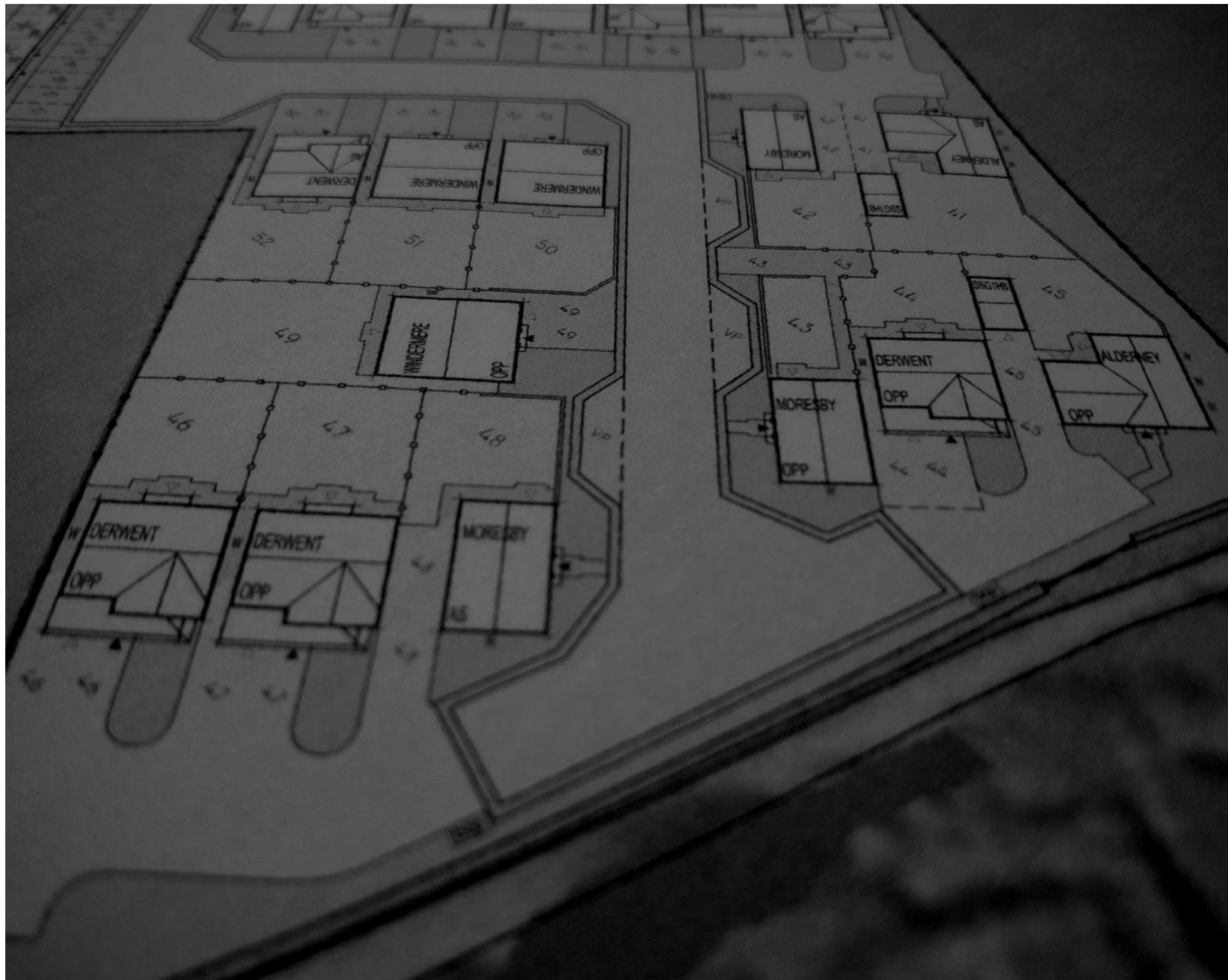


3. SITE ANALYSIS

An existing road and track runs along the southern edge of the development. The photographic study shows how the development site from this route.

- 1) Existing buildings
- 2) Trees screen the site from this viewpoint with residential development established to the south.
- 3) Trees, planting and a significant boundary wall screen the site from this viewpoint.
- 4) Eastern boundary of the site is visible in the foreground. Image indicates the site is generally flat.
- 5) View looking west shows the Phase 1 site under construction





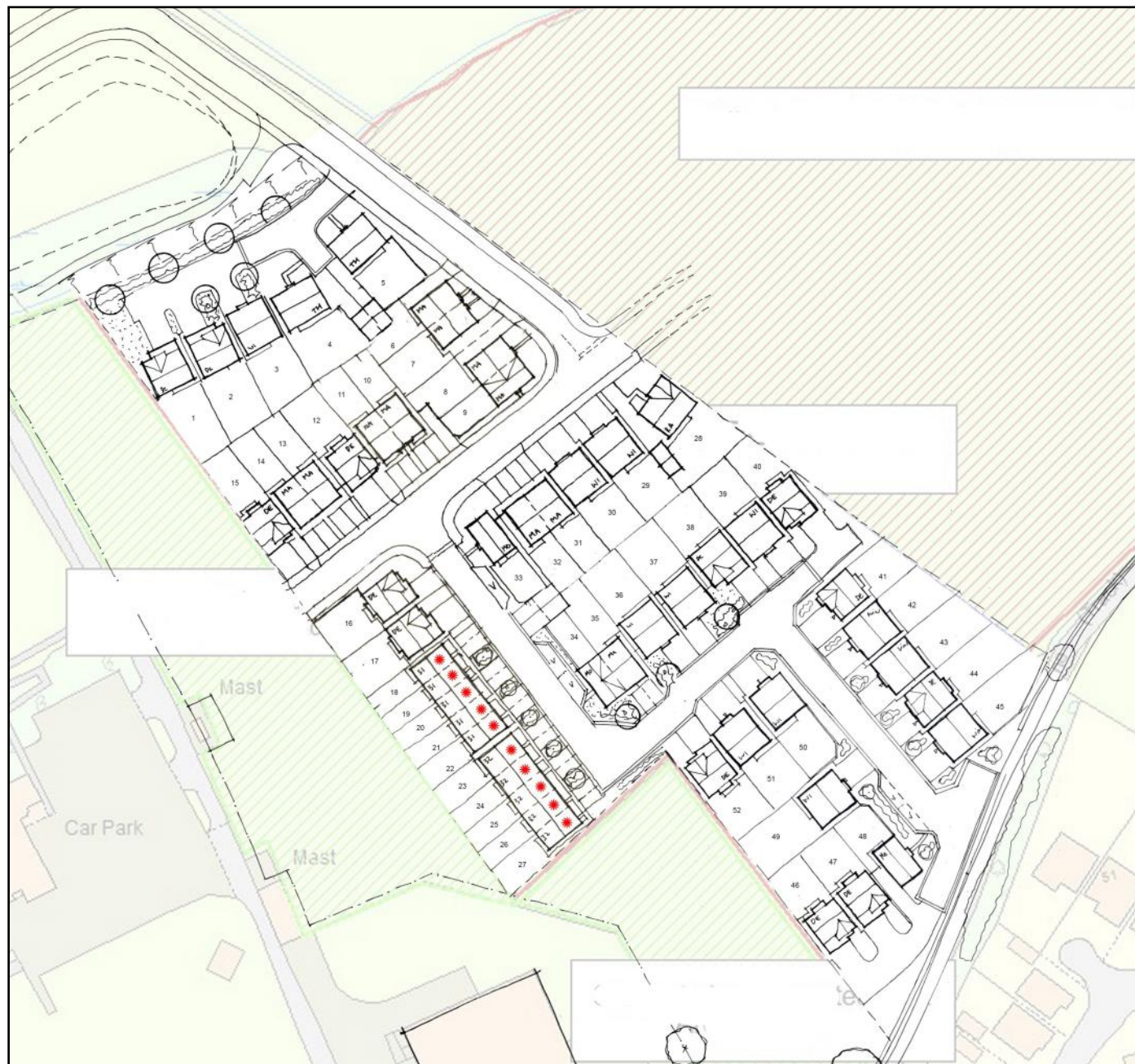
4. COMMUNITY INVOLVEMENT

4. COMMUNITY INVOLVEMENT

On 3rd July 2018 the adjacent plan was tabled at a pre-application meeting with Kirk Lees Council.

There were a number of comments that related to design, which have been bulleted below:

- Affordable housing will be 20% with a 55%/45% tenure split
- Starter homes would be considered for affordable housing, subject to justification.
- Public Open Space can be provided on-site or as an off-site contribution. The latter would be supported by officers given that there are a number of local recreational facilities in close proximity of the site where this money could be spent.
- Officers are concerned about sterilising adjacent land which would stifle development on the whole POL and emerging housing allocation. Will need to make sure access and housing can be delivered on the remaining parcels within the allocation
- Access to green belt should not be shown on layout
- A landscape buffer is required on the eastern boundary within our site. Same approach to be taken as first phase, to create a continuous soft but defensible boundary between the site and the Green Belt.
- Need to show permeability to existing footpath south of the site
- D&A will need to address the Grade 2 listed Craddin Cottage



4. COMMUNITY INVOLVEMENT

A consultation event took place on 26th July, between 3.30pm and 7pm at Carlile Institute, 54 Huddersfield Rd, Meltham HD9 4AG.

Local residents were invited to view the exhibition and discuss the proposals with members of the design team including architects, highways consultants and planning consultants.

The images show some of the exhibition boards that were presented on the day.

Feedback from this consultation event was collated and has helped inform the proposals for this application.





5. DESIGN SOLUTION

The principles of good urban design are well established and are consistent throughout many residential developments. The proposed design solution can be assessed against these principles to ensure a successful and sustainable development. The site constraints, considerations and strategies have all been borne with the final scheme. In total Barratt Homes are proposing a development of housing that totals 52 residential dwellings. The proposed development includes a mix of 1, 2, 3 and 4 bedroom dwellings. The following text clarifies the specific detail of the submitted scheme.

- 1) Primary entrance
- 2) Off site watercourse
- 3) Defined eastern edge of the site creates defensible boundary to the development
- 4) Planting along the eastern edge assimilates the development into the wider landscape
- 5) Pedestrian only connection to PROW



LEGIBILITY

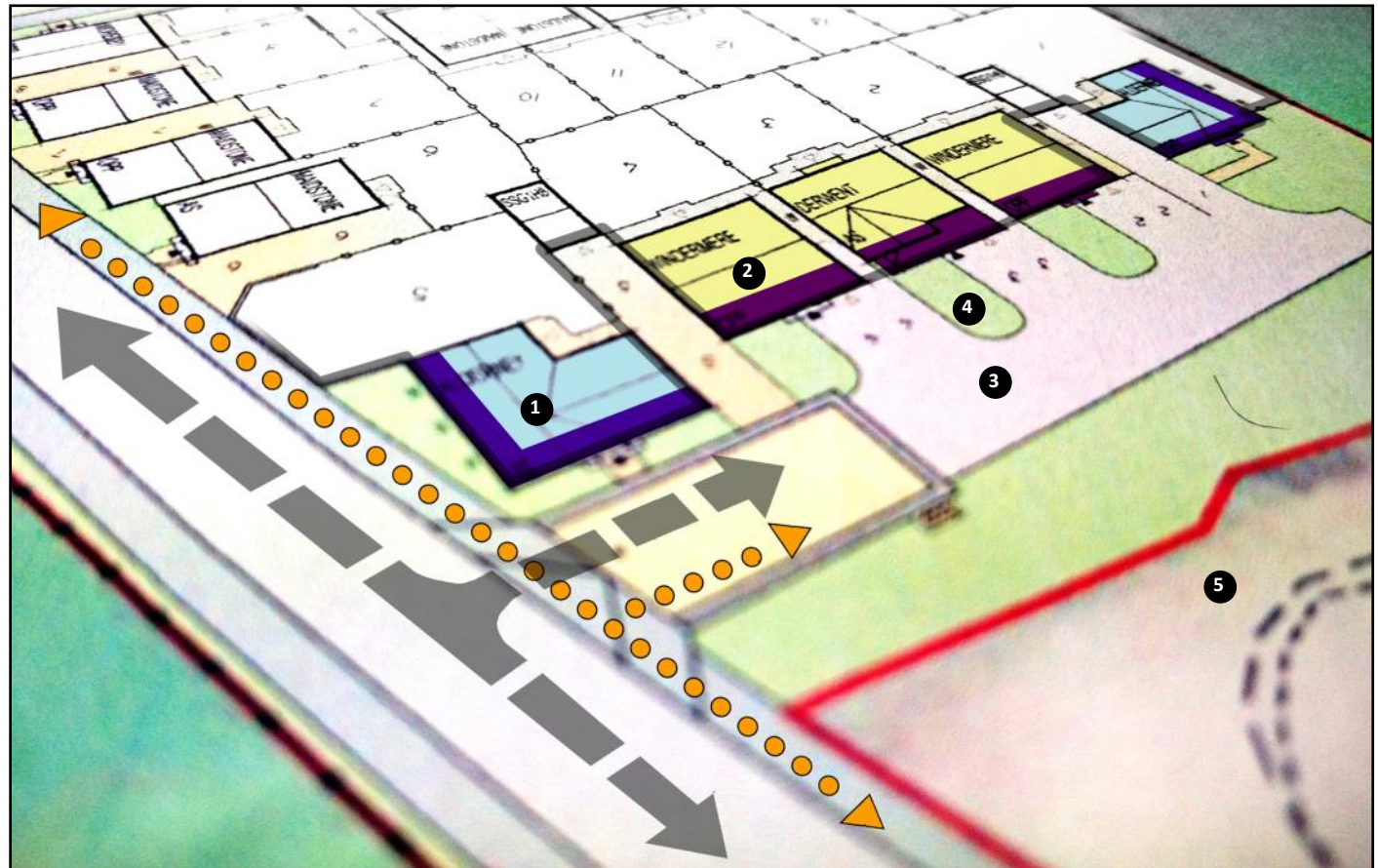
The new development will be served via a new access from Shipton Road. A road with 2m footpaths brings you into the development and the main road running through the site with secondary shared surfaces and cul-de-sacs connecting. Secondary roads will be 5.5 m wide shared surfaces with 0.6m margins to the edges that will have incidental visitor parking located on them. The layout has been designed so that there is good natural surveillance to all areas of open space and roads with new dwellings looking onto these areas.

CHARACTER

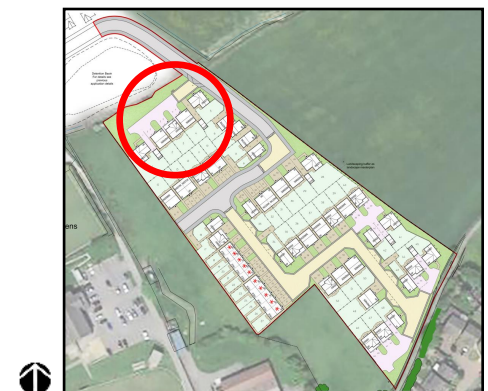
The proposed development respects and maintains the character of the nearby existing settlement with materials and detailing carefully considered to reflect the locality. In keeping with residential development in the village all new private dwellings have car parking in curtilage, or designated within a parking court.

AN ARTICULATED TOWNSCAPE

The use of the site for residential development with vehicle access has been established. Proposed dwellings are well laid out with parking either alongside or in front of dwellings. This mix of car parking arrangement allows for landscaping in the street. Dwellings are 2 storey in height with dual aspect dwellings are proposed at important corners to ensure continuity of activity.



- 1) Large dwelling at corner indicates entry point to the development
- 2) Positive frontage onto green corridor and watercourse
- 3) Low speed private drive serves a small number of dwellings
- 4) Landscaping between driveways softens the development edge
- 5) Existing watercourse retained and respected



HUMAN SCALE

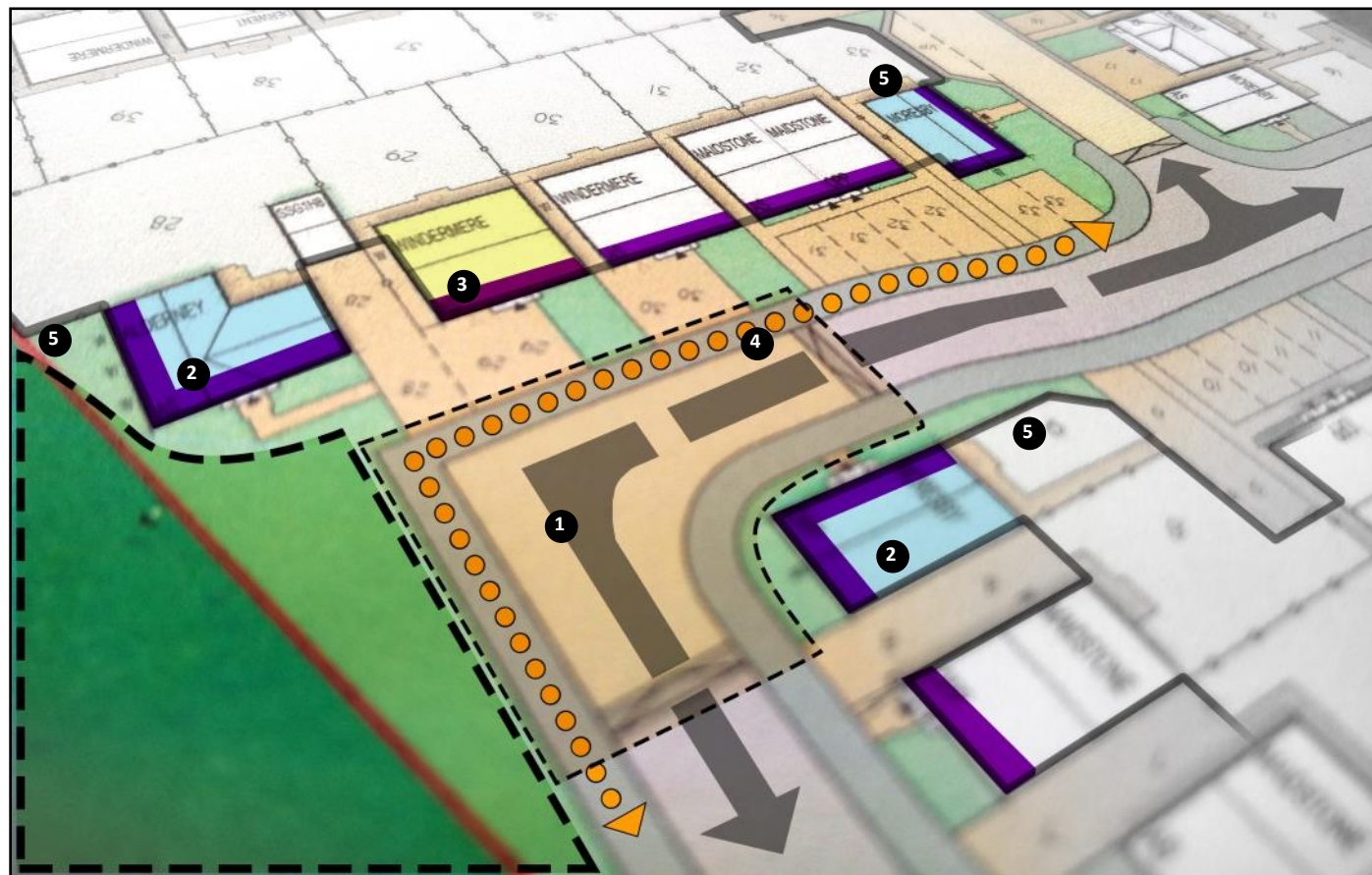
The location and orientation of the new dwellings respect the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours. There are also intimate dwelling clusters, typically at the head of the cul-de-sacs with some buildings located to create focal ends and vista stops. The new development respects the existing neighbouring properties by retaining existing boundary trees, hedgerows and planting to the perimeter of the site that creates a substantial stand-off to any of these properties.

DETAILING, RICHNESS AND INTEREST

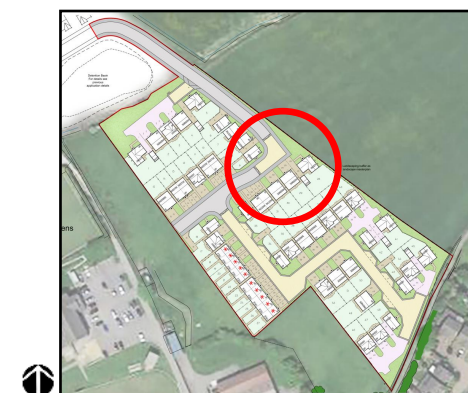
The rationale behind the design for the development has been the desire to enhance the form of the housing layout, providing a pleasant environment for the user whilst also creating a setting which helps to assimilate the site into the surrounding landscape. Open frontages to the plots allow for the inclusion of planting set within areas and the use of trees in key locations throughout the housing will help to break up the building line, filtering views of the housing and providing a vertical dimension to the street scene.

QUALITY WITHIN THE PUBLIC REALM

Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc. The 'approach' to the dwelling, the area of land within the curtilage of the



- 1) Dwellings located around the junction create a focal entry space
- 2) Dual aspect dwellings "turn" the corners
- 3) Large dwellings at the head of the junction creates vista
- 4) Clear and defined pedestrian route
- 5) Robust boundary treatment to rear and side gardens



5. DESIGN SOLUTION

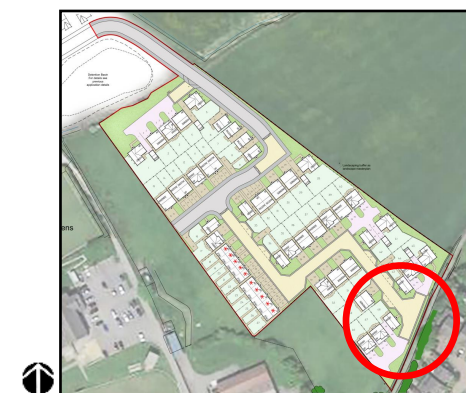
property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives wherever possible, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

ADAPTABILITY, ROBUSTNESS AND SUSTAINABILITY

A Sustainability Appraisal is included later in this document which details the Design Team's approach. In general the proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being.



- 1) Outward facing dwellings ensure natural surveillance over the existing public right of way
- 2) Retained wall and planting along the southern boundary
- 3) Planting and positive frontage along the eastern boundary create defensible edge to the development
- 4) Existing gate becomes connection to existing route
- 5) Existing public right of way



MOVEMENT AND PERMEABILITY

A clear road hierarchy has been established with defined routes through the development, reinforced with the choice of surfacing material finish. The road typologies have been designed to accommodate the regular vehicles that use them – private, waste collection, other service vehicles, emergency as well as cyclists and all pedestrian needs.

Pedestrian connectivity has been thought of within the design allowing safe movement into the site by means of 2m footpaths to the sides of the new access road that run right into the heart of the development.

- 1) Access from adjacent development
- 2) Proposed connection to future development
- 3) Pedestrian connection at southern boundary
- 4) Shared surfaces in southern area to reduce road speed and encourage non-vehicle movement



SECURED BY DESIGN

SECURITY, NATURAL SURVEILLANCE

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Management scheme to ensure landscaped areas are well maintained.
- Well defined defensible spaces and the use of suitable planting.
- Robust 1.8m high fences and lockable gates provided.

CONTINUITY AND ENCLOSURE

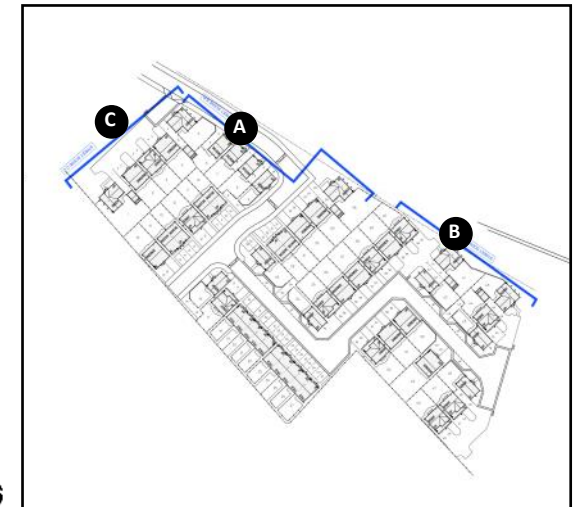
There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings, hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.

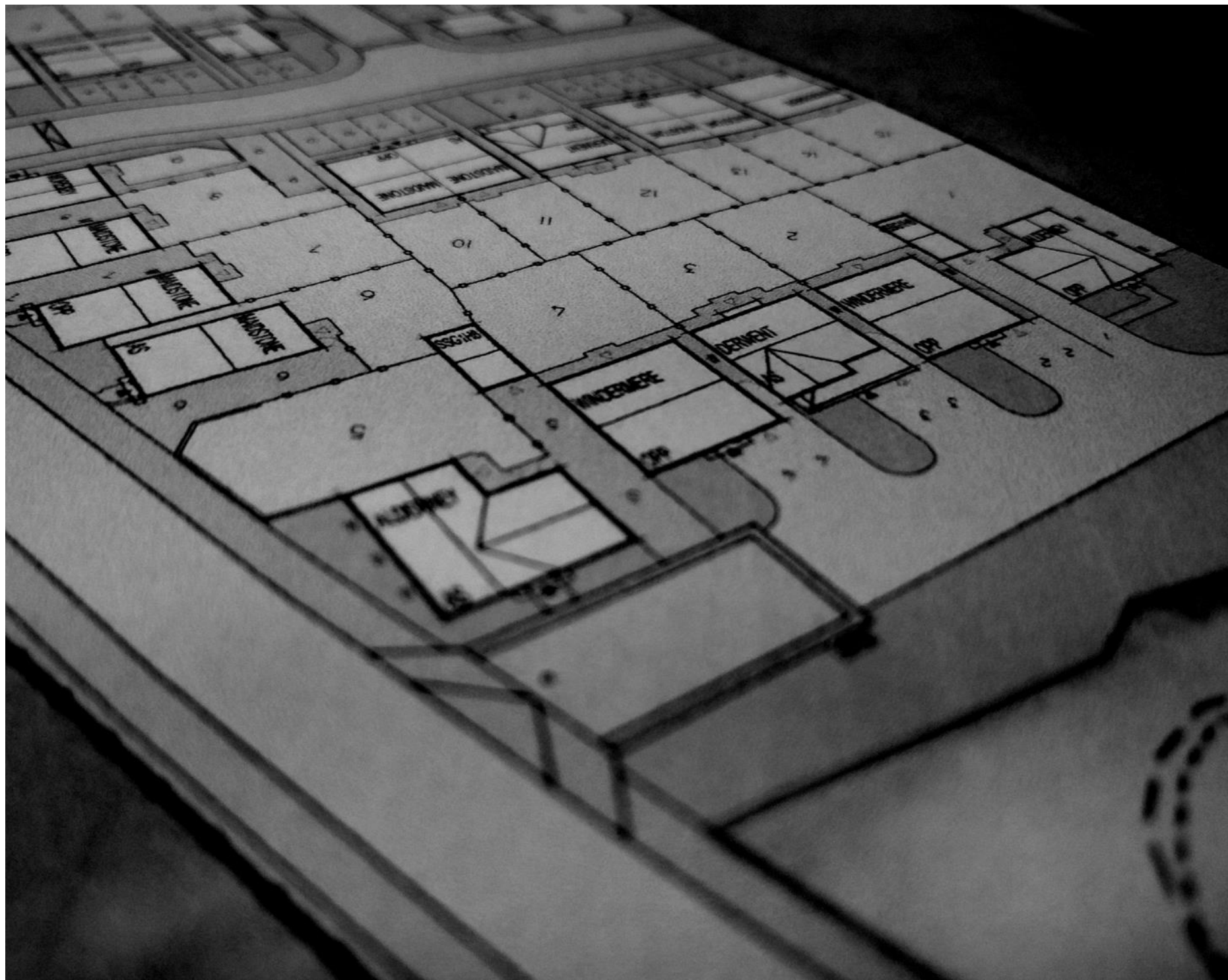


APPEARANCE



The application pack includes a selection of street scenes which indicate how the proposals may look and how materials are used to define spaces and key routes.





6. SUSTAINABILITY

The proposals will generate a new place that aims to meet the needs of the new community and its future generations. The proposals seek to deliver a sustainable development and a high quality of life that improves economic, social and environmental well being. This document has shown how well the site is located in terms of access to existing community facilities and services supporting the walkable neighbourhood concept. The proposals therefore have the potential to support the existing community facilities and local businesses through an increased population living nearby. The Government's guidance on sustainable development is contained in the National Planning Policy Framework.

The following statement addresses the 5 key headings below:

- Support and help revitalise the local economy;
- Reinforce neighbourhoods and communities;
- Provide a range of transport options and inclusive access;
- Protect and enhance the natural environment and resources; and
- Integrate high quality design and construction.

SUPPORT AND HELP REVITALISE THE LOCAL ECONOMY

This application is proposed in a sustainable location with good access. The site is also located within walking distance of have services such as shops, pubs, post office and schools. The site provides an opportunity for residential development within easy reach of a range of education, employment, retail and leisure opportunities. The proposed site will provide high quality residential accommodation and will contribute towards the overall amenity and sustainability of the area. Employment will also be created during the construction process.

REINFORCE NEIGHBOURHOODS AND COMMUNITIES

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods can be reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and

local vernacular building materials and styles. The health, wellbeing and quality of life of those who will be using an area will be influenced by its cohesion. The vitality of neighbourhoods is enhanced by creating variety and choice within the development and should cater for a range of demographic groups especially families. The layout of the proposed development will increase natural surveillance both within the application site and of the surrounding area and footpaths. An increase in activity in the area will also promote a safer, crime free environment.

PROVIDE A RANGE OF TRANSPORT OPTIONS AND INCLUSIVE ACCESS

The road structure has been designed to create good permeability for both pedestrian, cyclists and vehicle movements within the development. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have 'accessible' paths and drives, taking into account the topography of the site. The use of various surface materials, dropped kerbs, tactile paving, parking and drop off points will be used to facilitate ease of movement by all.

PROTECT AND ENHANCE THE NATURAL ENVIRONMENT AND RESOURCES

The site has some hedges and a significant number of trees through the site and on its boundary. The majority are proposed to be retained and where removed mitigation measures will be enforced. The proposals will provide opportunities for a mix of biodiversity within the site. The garden areas will be lawned and surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.

INTEGRATE HIGH QUALITY DESIGN AND CONSTRUCTION

There are opportunities to reduce the environmental footprint of the development by incorporating sustainable design and construction techniques. The following list are a set of principles that could be explored by the developer. Use renewable / sustainable sources and recycled aggregates in construction.

- Orientating the new homes and buildings to maximise solar gain
- Provide opportunities and space for home based working and office space within new homes;
- The use of efficient appliances, heating systems, energy controls and management; improved insulation and glazing;
- Project wide preference for local labour, materials, goods and services where possible.
- Enhance existing green spaces in the surrounding area.
- Provide cycle parking and associated facilities within the development.
- Waste minimisation during construction process and the promotion of future waste reduction.
- The use of permeable surfaces and paving as part of the sustainable urban drainage strategy
- Investigate into the potential use of grey water / rainwater harvesting systems to reduce water consumption.
- A certain percentage of dwellings could also be fitted with Photovoltaic panels to the roof to provide solar energy.
- Dwellings will have energy efficient condensing boilers installed together with toilets and showers that have water saving features.
- High levels of insulation will be provided as required by current building regulations in order to make the buildings sustainable as well as cost effective.



7. BUILDING FOR LIFE

Building for Life 12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.



INTEGRATING INTO THE NEIGHBOURHOOD

1

CONNECTIONS Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?



Pedestrian connectivity has been thought of within the design allowing safe movement into the site, within the development and also connecting into existing footpaths to the northern development. Existing build lines have been respected and followed to ensure the proposals knit into the existing fabric of Meltham.

2

FACILITIES AND SERVICES Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?



The site is situated in a sustainable location with a high number of destinations that can be reached on foot, by cycle and on public transport.

Morrisons Supermarket is within 750m of the site, and Meltham town centre within 800m.

There is a skate park, children's play areas and football pitches immediately adjacent to the site.

3

PUBLIC TRANSPORT Does the scheme have good access to public transport to help reduce car dependency?



The closest bus stops to the site are found on Helme Lane to the north of the development. Further stops are found on Broadlands Road, Highfield Avenue and Slaithwaite Road. The site is therefore considered to be easily accessible by a frequent bus service to Huddersfield, Meltham and other local destinations. The closest railway station to the site is Slaithwaite station which is approximately 5km from the site.

4

MEETING LOCAL HOUSING REQUIREMENTS Does the development have a mix of housing types and tenures that suit local requirements?



A range of housing needs have been identified and realised in the design proposals, which incorporates a mix of housing from affordable 2 bedroom dwellings to four bedroom executive houses to meet aspirations and needs within Meltham. This will enhance the settlement and offer the opportunity to provide dwellings for the first time buyer through to families.

CREATING A PLACE

5

CHARACTER Does the scheme create a place with a locally inspired or otherwise distinctive character?



The scheme will create a sense of character through the quality of the house type detailing, materials proposed and the quality of the public realm. A character assessment of Meltham was carried out during the outline application stage - as such, the properties that front onto Helme Lane will be constructed from reconstituted stone and artificial slate to reflect the materials of existing dwellings. The remaining dwellings will be a brick construction.

7

CREATING WELL DEFINED STREETS AND SPACES Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?



Dwellings will be orientated to denote the hierarchy of the road. Smaller estate roads lead from the main spine road from the existing development to the north into more intimate areas of the site. Each area will be differentiated through the innovative use of different (but complementary) house types and sizes, materials, road surfacing, colour differentiation and landscaping creating character areas

6

WORKING WITH THE SITE AND ITS CONTEXT Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?



The site presented some difficult landscape and topography issues. However by introducing significant new landscape infrastructure, the development of this site has strengthened the landscape character and created a new strong green edge to the settlement.

Dwellings have been orientated on the south east boundary to face on to the large greenspace to the east to ensure active frontages and green infrastructure in the public realm.

8

EASY TO FIND YOUR WAY AROUND Is the scheme designed to make it easy to find your way around?



Buildings and landscaping will be used to provide landmarks and waymarks for navigating within the development. This will be enhanced by the palette of materials. The tree lined, retained public footpath will serve as a direct pedestrian connection to Meltham town centre.

STREET & HOME

9

STREETS FOR ALL Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?



A clear hierarchy of streets has been established within the detailed layout with the primary vehicular routes, shared surfaces and private drives. This assists in creating a more legible environment and provides interest to the development. All streets are adequately framed through the siting of dwellings and the use of dual fronted corner turning units assist in creating visual interest and additional surveillance to the street.

10

CAR PARKING Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?



The housing layout has been designed with consideration of not only the amount of parking but how and where it is accommodated, ensuring that ad-hoc on-street parking is minimised. The treatment of parking for the site varies according to the buildings it serves, and always with a view to creating an attractive and safe environment. The parking arrangements ensure that all dwellings have a driveway, garage or parking bays.

11

PUBLIC AND PRIVATE SPACE Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?



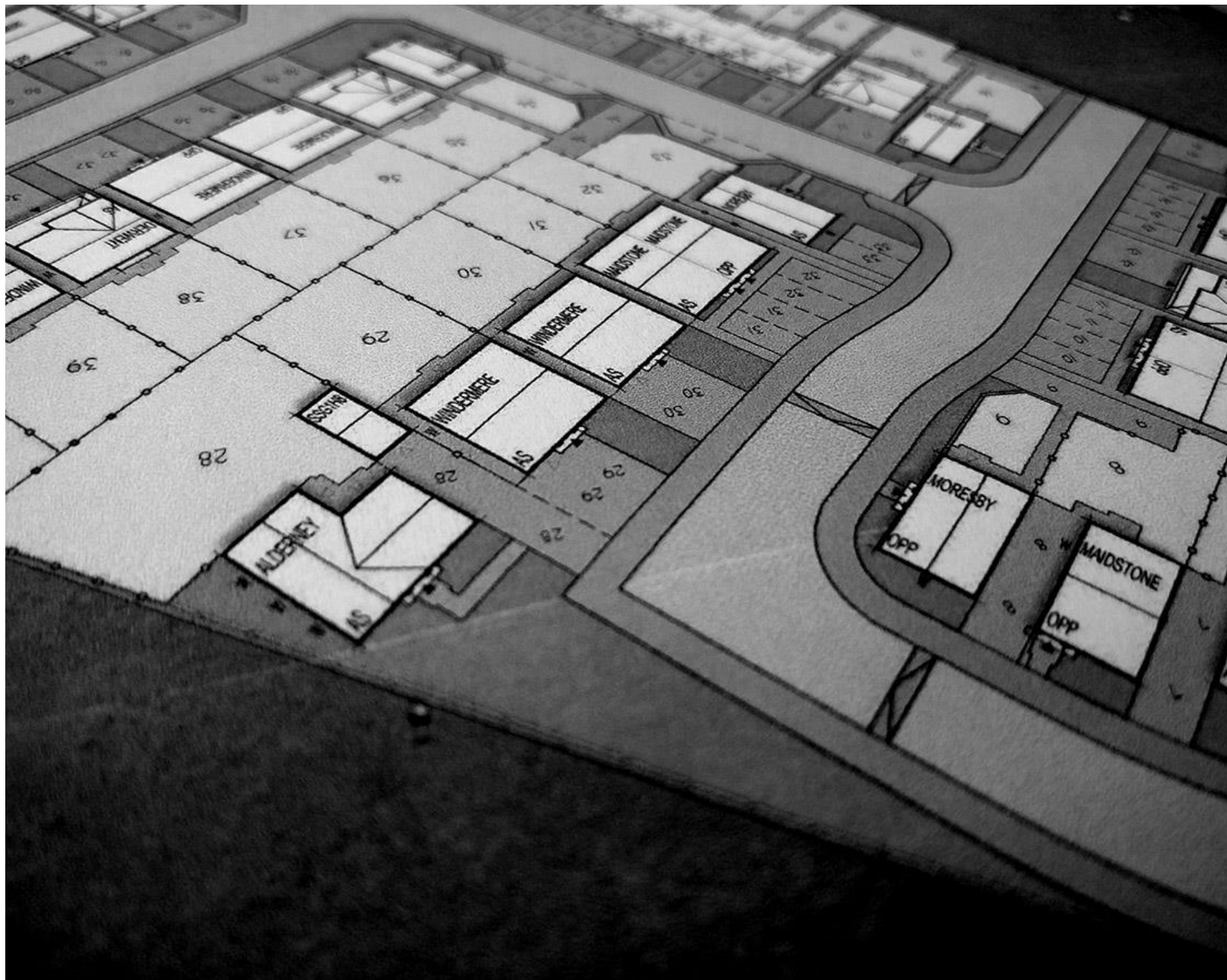
Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This has been achieved through a well-designed and sensitive landscaping scheme and boundary treatments, which delineates the public from the private realm to the front of dwellings. The use of high boundary treatments to rear boundaries provide defensible spaces whilst protecting the amenity of future residents.

12

EXTERNAL STORAGE AND AMENITY SPACE Is there adequate external storage space for bins and recycling as well as vehicles and cycles?



Car parking provision will be provided throughout the development, all dwellings have a dedicated parking space. Cycle storage can either be accommodated in the garage where available, where not gardens are sufficiently large to accommodate a cycle store. All dwellings will have access to the rear to enable residents to store bins out of view and thus not blighting the street scene.



8. SUMMARY

8. SUMMARY

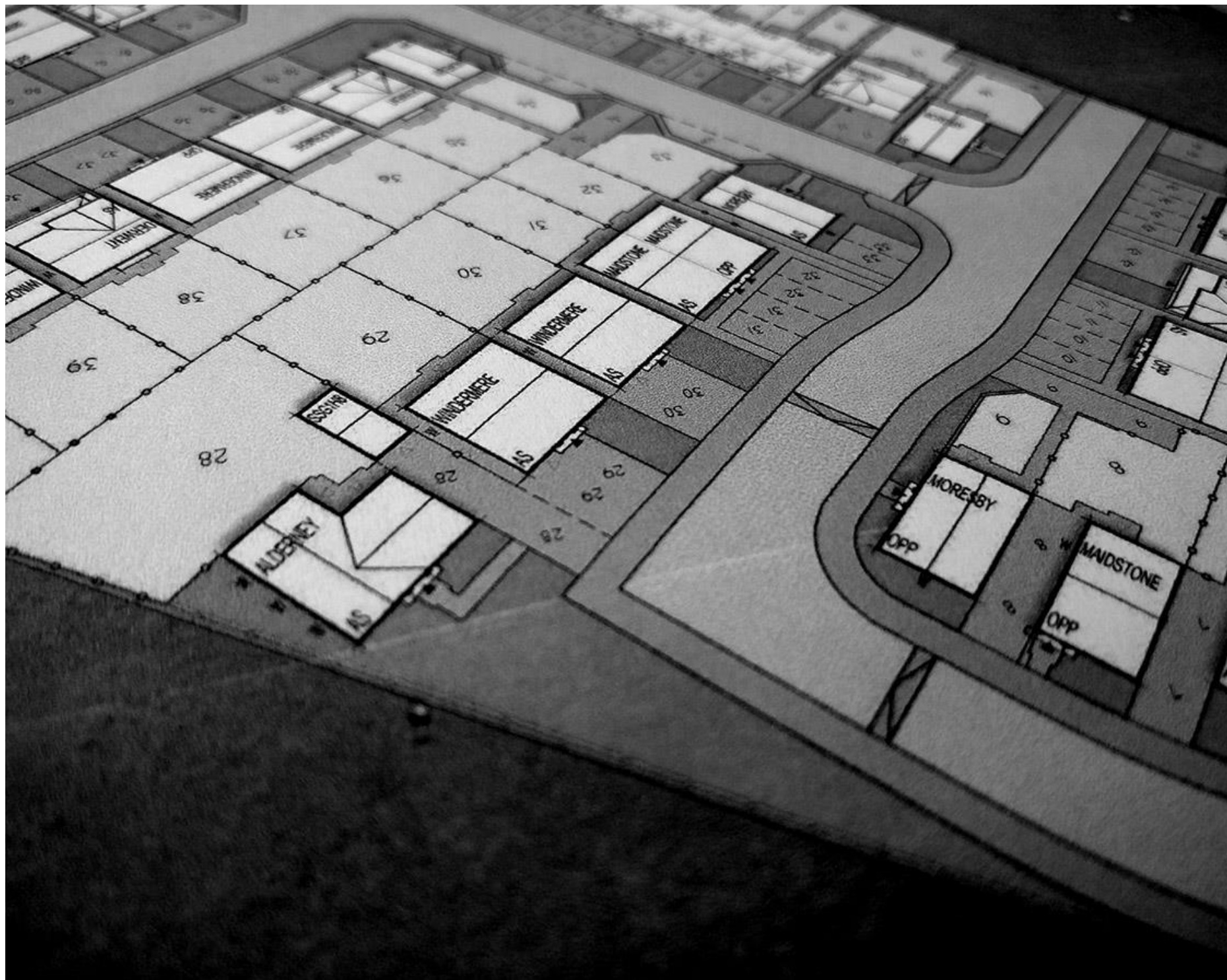
The Design team have proposed a sustainable and high quality living environment which makes efficient use of land in terms of housing numbers and density. The proposal is a well planned sustainable solution with dwellings which will meet high architectural standards alongside the creation of pleasant and well planned streets.

Below is a summary of the scheme proposals:

- 52 new dwellings
- Retention of existing watercourse
- Defined eastern edge of the site creates defensible boundary to the development
- Planting along the eastern edge assimilates the development into the wider landscape
- Pedestrian only connection to public right of way to the south-east of the development



BARRATT
HOMES



9. ADDENDUM

Following the approval of the previously submitted scheme a new application is needed to facilitate the delivery of a new sub-station. Following consultation with the Local Authority the adjacent layout is submitted with the following notes:

- a sub-station is required as Phase 2 couldn't be powered by the sub-station on Phase 1;
- the decision notice was also issued prior to the receipt of an electrical service point of connection, the sub-station has been constructed in the closest location possible to this POC;
- The available space on site is minimal and so the location for the substation is limited to a single location;
- it is constructed to the north of the Phase 2 site, so to cause minimal disruption to the surrounding residents;
- in addition, the highway layout and PROW access has been updated in accordance with S38 requirements; and
- a change from Windermere to Coniston housetypes to ensure better compliance with local car parking policy.

In addition to the above the overall scheme still proposes:

- 52 new dwellings;
- retention of existing watercourse;
- defined eastern edge of the site creates defensible boundary to the development;
- planting along the eastern edge assimilates the development into the wider landscape; and
- pedestrian only connection to public right of way to the south-east of the development.





STEN Architecture Ltd

Suite 4, Unit 1 | Benton Office Park | Bennett Avenue | Horbury | Wakefield | WF4 5RA

Tel: 01924 669424 | Web: www.sten-architecture.co.uk