



Design And Access Statement

(including Building for Life 12 Assessment & Sustainability Statement)

Westgate, Cleckheaton

August 2021

An opportunity to be divergent; creating environments with a sense of place

Contents

Section 01: Introduction

Outlines the purpose of this document and the quality standards used to inform it.

Section 02: Evaluation and Assessment

Considers the site and its surroundings in physical, social, economic and planning context.

Section 03: Design Concept and Evolution

Analyses and identifies the site constraints and opportunities to provide the design framework informing the conceptual approach whilst also outlining the design evolution.

Section 04: Design & Access Proposals

Sets out the uses and amount of proposed, character areas, access arrangements, layout of the development, scale of buildings, landscaping treatment, appearance and use of resources. Provides an overview of the access considerations of the proposals.

Section 05: Building For Life

Provides an informal assessment of our proposals against the 'Building for Life' 12 criteria.

Section 06: SPD Compliance

Identifies how the proposed development accords with the Design & Access Statement Prompts set out within the Housebuilders Design Guide SPD.

Section 07: Summary

A summary note to support our assessment & proposals.

Section 01: Introduction

Outlines the purpose of this document and the quality standards used to inform it.

Introduction

This Design and Access Statement is the supporting document accompanying the detailed planning application for the site at Westgate, Cleckheaton.

The proposal is submitted by Strata and seeks planning permission for 194 dwellings with open space.

This document explains the key principles taken into consideration when designing the scheme and sets out the design process.

It describes the site and its context, relevant national and local design guidance and the design concepts that led to the development proposals.



Section 02: Evaluation and Assessment

Considers the site and its surroundings in physical, social, economic and planning context.

The Site

The application site is located within the settlement of Cleckheaton, within the administrative boundaries of Kirklees Council.

The site is approximately 6.47 hectares in area and is located off Westgate, an adopted road which leads onto the A643 before joining the M62.

The application site comprises a mix of brownfield and greenfield land. Existing buildings on site are proposed to be demolished as part of the proposed development.



Site Location & Description

The site is located off Westgate, Cleckheaton. Access to the site is directly from Westgate.

The site is bound to the north by Westgate (A643), a variety of residential dwellings & commercial properties are located along this highway. Beyond this is the residential area of Cleckheaton.

Directly to the east of the site is Quarry Road, of which provides direct access to several industrial units. Beyond this is a residential area served by Clare Road, Richmond Street & Clarence Street.

To the south of the site is open land, allocated as urban green space (UG315) within the Kirklees Local Plan.

Immediately to the west of the site lies Brick Street, which serves a variety of industrial units. Further west are a variety of residential properties.



Access to Local Services

Cleckheaton has a range of facilities including food stores, schools and health facilities. All of these services and amenities are within a reasonable walking distance of the proposed site.

Health Facilities:

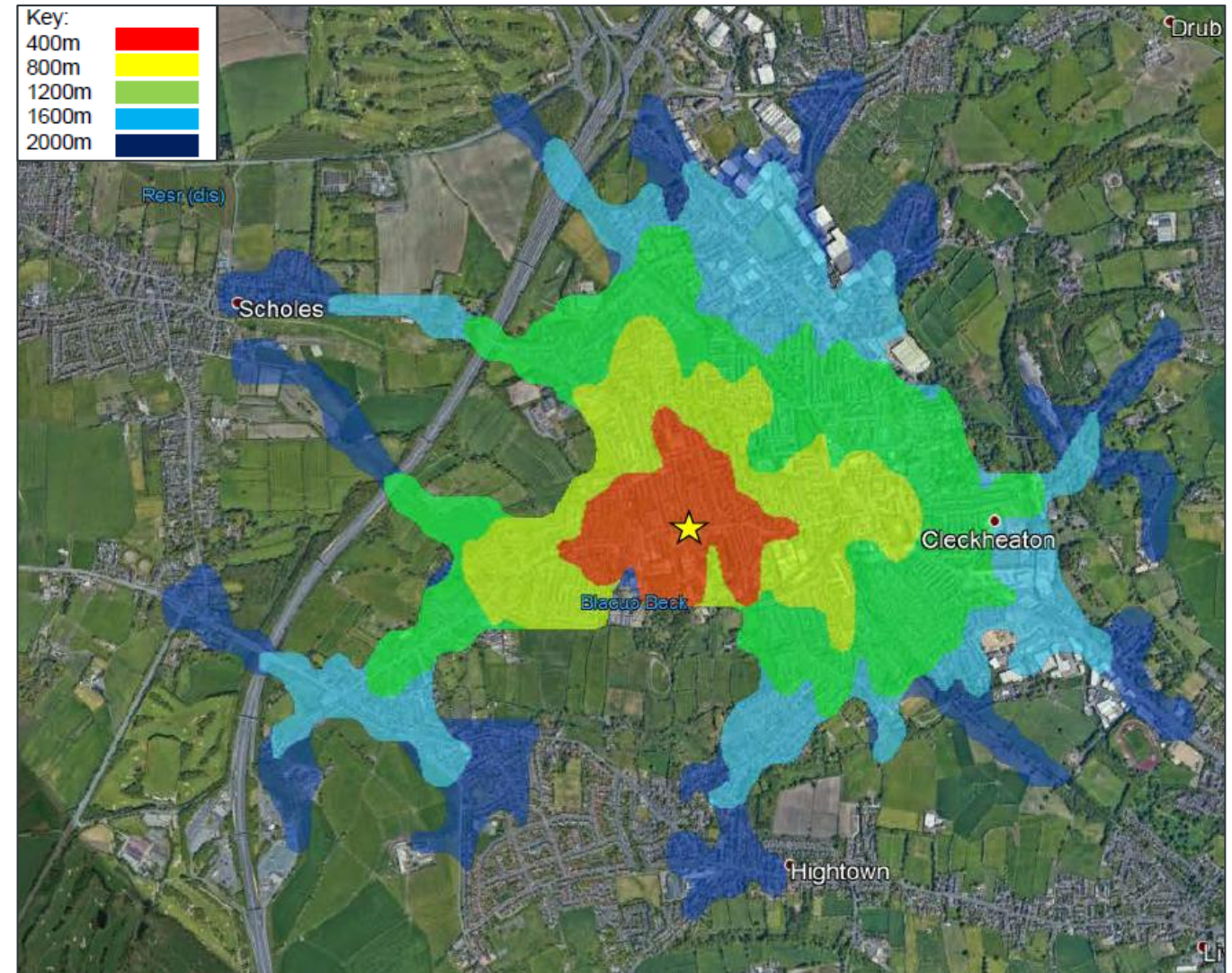
Several health facilities are located in Cleckheaton including Cleckheaton Health Centre, The Greenway Medical Practice and the Parkview Surgery (all 900m); and the Cleckheaton Group Practice (950m). There are also the Northgate Dental Practice and Greenside Dental Care facilities within 900m walking catchment of the site and accessible from A643 Westgate.

Employment:

There are also a number of employment opportunities located throughout Cleckheaton and within a 5km distance of the proposed development site. Further employment areas are accessible by public transport, including Leeds, Halifax and Bradford.

Education:

Further to this, with regards to education facilities there are four infant and primary schools situated within a 2km walking catchment of the site. The Whitcliffe Mount School is a secondary school and is accessible within a 700m walking catchment to the north of the site. All schools can be accessed via the existing footways present and pedestrian crossing facilities;



2000m Walking Catchment Area

Local Character

Through extensive site analysis it has been determined that the local area has a mix of architectural styles and a varied palette of materials; though stone is predominant throughout the area.

In the main, local street-scenes are dominated by stone & red brick properties. Surrounding residential dwellings vary in height, ranging for one, two & three storeys.

The proposals have used the local styles and materials as a basis to form a strong design identity which has a balanced and considered approach, but one which has its own identity ensuring the proposals do not copy the existing built form, only complement it.



Planning History

The most relevant planning history for the application site is as follows: –

2010/60/91431/E1 – Outline application for erection of mixed-use development comprising of residential and business use and change of use of Paragon Works to business use (B1) – approved – May 2012

The approved proposal comprised of a 217 no. dwelling residential scheme, it was considered that this proposal made efficient use of land that would not be out of character with the surrounding area or existing development mix. The principle of residential development for 200+ dwellings on the site was therefore further accepted through this planning approval.



Section 03: Design Concept & Evolution

Analyses and identifies the site constraints and opportunities to provide the design framework informing the conceptual approach whilst also outlining the design evolution.

Pre-Application

Pre-application discussions on the design of the proposed development have taken place with officers at Kirklees Council. These discussions alongside the various consultee comments which were received have informed the current design and layout.

Feedback was sought on the pre-application design from various consultees, including West Yorkshire Police, the Biodiversity Officer, Lead Local Flood Authority & Landscape Officer

In addition, Strata engaged with local Ward Councillors to seek their views on the proposal. A leaflet drop of local residents and businesses also took place to advertise the proposals, and engage with the local community.



Design Evolution

Since the receipt of various consultee comments alongside on-going discussions with Kirklees Council throughout the pre-application, the scheme has evolved to accommodate various requests, these include:

- 1) The relocation of the Public Open Space to a more central area of the proposed development.
- 2) Removing all dwellings from the area of the site located within Flood Zone 3.
- 2) Providing a greater density of dwellings to the north, east & west of the site to ensure a softer transition from the urban environment to the north to the green space to the south.
- 3) Introducing a greater house-type mix, the following house-types have been introduced:
 - MY-A 205 Bungalow (Bedrooms: 2)
 - Barcelona (House-type code: 3-100 Bedrooms: 3)
 - 3B4PCT-933 (House-type code: 3-601-3B4PCT Bedrooms: 3)
 - Rosas (House-type code: MY-P-404 Bedrooms: 3)
 - Madrid (House-type code: 4-400 Bedrooms: 4)
 - MY-A-451 (House-type code: AH5 Bedrooms: 4)
- 4) Replacing the previously proposed 1-bedroom affordable house-type with a 2-bedroom bungalow.
- 5) Ensuring that all proposed dwellings are compliant with Nationally Described Space Standards.
- 6) The provision of one electrical vehicle charging point per dwelling.
- 7) The provision of cycle storage for every dwelling.
- 8) Incorporating an additional highway from the north to the south (adjacent plot 104 & 106) to break up the length of the previously proposed east-west roads & provide an additional natural traffic calming measure.
- 9) Increasing the amount of proposed street tree planting.

Section 04: Design & Access Proposals

Sets out the uses and amount of proposed, character areas, access arrangements, layout of the development, scale of buildings, landscaping treatment, appearance and use of resources.

Density, Scale & Massing

The built form of the surrounding area has been a key consideration when designing this scheme, to ensure that the scale & massing of the proposed development respects the character of the local area.

The proposal aims to sit comfortably within the local setting. The site is surrounded by a variety of buildings all of which differ in their materials, height, size & use.

The proposed development accommodates 194 dwellings for residential use; at a density of approx. 40.74 dwellings per hectare in line with Policy LP7 of the Kirklees Local Plan.

Policy LP7 states: *'Housing density should ensure efficient use of land, in keeping with the character of the area and the design of the scheme... developments should achieve a net density of at least 35 dwellings per hectare, where appropriate'.*

It must be noted that to the south of the development 1.06 ha of land is located within Flood Zone 2 & 3. Kirklees Council have stated that this land should not be developed upon – this land is therefore deemed to be non-developable.



Public Open Space

The location of the public open space (POS) has been designed purposefully to be relatively central to the development.

The design of the POS has been considered to encourage overlooking from plots thus creating a safer environment for future residents.

The public open space will be a functional space which meets the needs of residents whilst also being accessible and beneficial for surrounding communities.

The location of the public open space ensures a soft transition from an urban setting to the north to the allocated urban green space located to the south of the development.



Materials

To ensure a cohesive design approach, the proposals seek to complement the existing residential architectural palette of the local setting; picking up on key features which are successful and being selective to ensure poor examples are not replicated.

Reflective of the character of the local area, a Forticrete stone, buff brick & red brick are proposed. Red & grey roof tiles are proposed alongside grey windows & doors.

Local roofscapes have also been considered, informing the provision of a traditional pitch roof of which complements the site's surroundings.



House types

Please note these are indicative graphics. Materials are subject to approval by the Local Planning Authority.



3-100 Barcelona & 4-400 Madrid



MY-02-V6-5 Naples



MY-P-202 Livorno



MY-P-412 Oporto



MY-P-302 Geneva



MY-P-404 Rosas

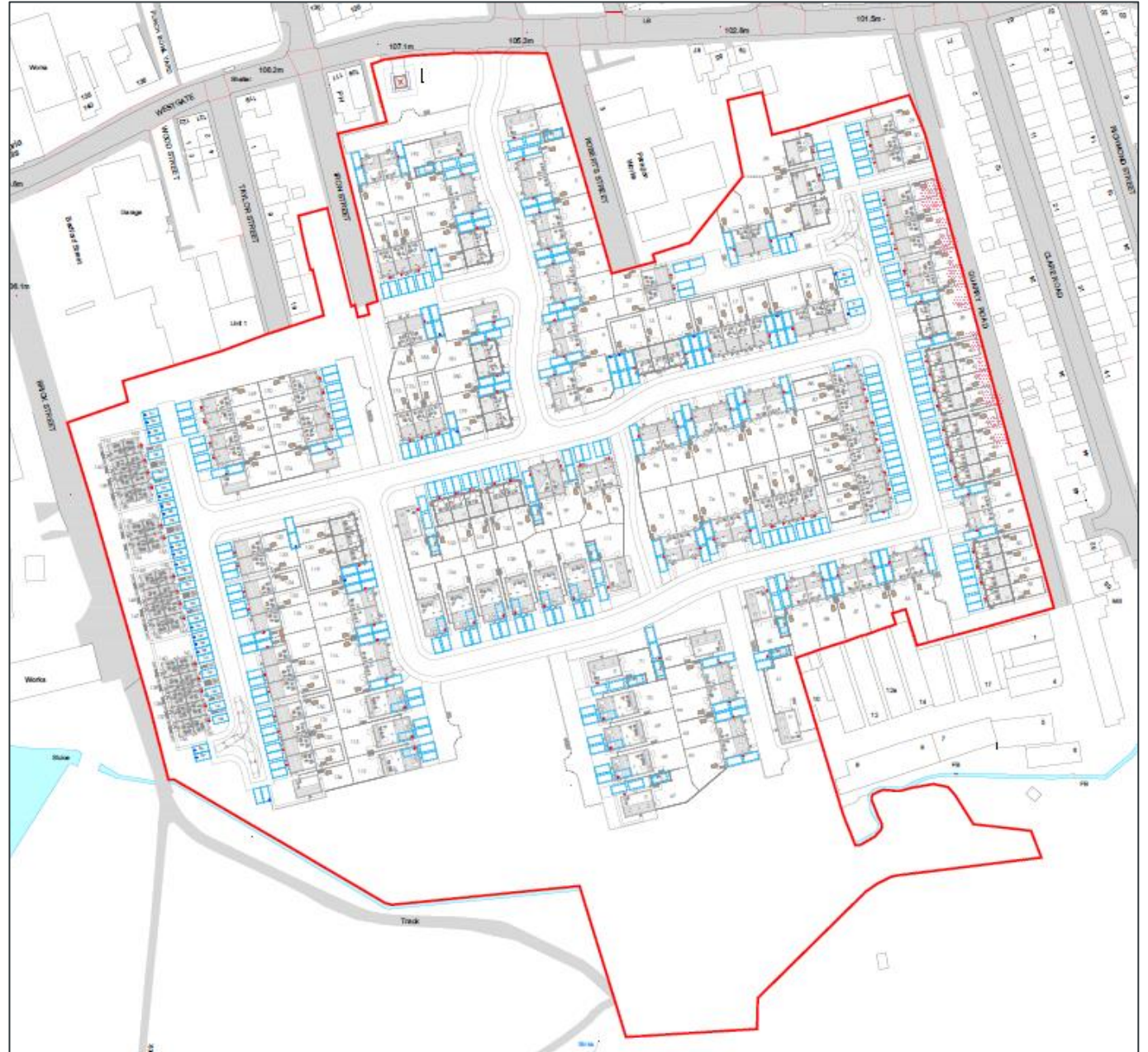
Parking Provision

All homes are designed to have sufficient parking spaces; each dwelling will have at least one dedicated parking space.

Parking spaces have been carefully positioned to ensure that car parking does not dominate the street scene.

From a security perspective, all parking spaces are located in clearly visible places, ensuring that they are naturally surveyed.

Further to this, all dwellings will be provided with a dedicated electrical vehicle charging point alongside a dedicated area for cycle parking to encourage utilising modes of sustainable transport.



Secure By Design

The layout has been designed in accordance with the principles set out in the documents 'Safer Places the Planning System and Crime Prevention' & 'Secured by Design New Homes 2019'. The design has also taken into account the comments from West Yorkshire Police, received during the pre-application.

Permeability

The development served from Westgate has a single vehicular point of access.

Boundaries

All private gardens are to be provided with either a 1.8m high wall, 2m high acoustic fence or 1.8m high close boarded timber fence to ensure maximum security. Landscaping buffers and new tree planting also heighten privacy throughout the proposed scheme.

Layout and Orientation of Dwellings

Dwellings have been laid out to ensure heightened levels of natural surveillance for neighbouring properties, car parking & public open space.

The site layout & all proposed house-types have been designed to maximise natural surveillance thus detracting anti-social behaviour.

Landscaping

Planting and landscaping has been designed to comply with Secured by Design Guidance.

Lighting

All lighting in public areas will be designed in accordance with Secured by Design Local Authority Guidance.

Car Parking

All dwellings will be provided with at least one parking space. All parking spaces are located in clearly visible places, ensuring that they are naturally surveyed by surrounding properties.

Proposed cycle storage will be fully enclosed, lockable and equipped with internal security measures.

Security

All dwellings will have lockable & easily accessible windows & doors of which comply with Building Regulations Approved Document Q (Security-Dwellings); thus meeting the standard set out within West Yorkshire Police's consultee comments.

Sustainability Statement

Strata are dedicated to taking pro-active measures to reduce the consumption of energy & natural resources and thus helping mitigate climate change. In order to do this, various measures are implemented in the fabric specification of buildings and construction methods.

Materials

Strata are committed to obtaining responsible sourcing certification for at least 90% of the building elements of each dwelling. Enhanced fabric specifications are to be utilised throughout the scheme to ensure maximum sustainability in both the short & long term.

Pollution

Dwellings will be constructed with insulating materials that have a Global Warming Potential of less than 5. All dwellings will be heated by highly efficient gas boilers, with those that have NOx emissions of less than 40 mg/kWh being considered.

Waste

Strata have company-wide policies to promote the reduction and effective management of construction related waste. Robust procedures are in place to share materials such as soil and aggregate between sites and to sort waste on and off site to divert waste from landfill.

The re-use and recycling of wooden pallets is encouraged to reduce the amount of wood waste sent to landfill and Strata work closely with suppliers to minimise and recycle packaging.

All construction activities will be carried out to minimise dust, fumes, discharges and any other form of pollution on site, in line with best practice policies.

Health and Wellbeing

In achieving increased levels of energy efficiency, it is important that designers do not lose sight of the fact that they are building homes that people can live in and not just occupy. This is an integral part of sustainability, and a hugely important consideration if the population (and the market-place) is to tolerate the sustainability agenda. While it is quite difficult to measure or even quantify health and wellbeing, the following measures are a sample of the efforts made by Strata Homes to address this issue:

- o Each of the principal living rooms has sufficient glazing to allow natural light to penetrate into the rooms. Numerous studies have shown this to be beneficial to the general health and happiness of occupants.
- o All houses will have access to a private garden and garden areas will be fully accessible for disabled occupants, where possible.

Water Efficiency

Approved Document G (2010) restricts new build dwellings to a maximum consumption of 125 litres per person per day. It is proposed that eco-sanitary ware and restricted flow rates will be introduced into the design of each development to obtain the appropriate level of water efficiency.

Building for Life 12

The following pages provides and informal assessment of our development against the 12 criteria laid down in the recent BfL12 questionnaire which strives to promote a high level of design in all new residential developments.

Building for Life is a design assessment tool comprising of 12 questions that are intended to assist and guide development stakeholders in providing new high-quality housing.

The three main areas considered are:

Integrating into the neighbourhood

Creating a place

Street and home

This analysis utilises a simple traffic light system to when carrying out assessments the more green the better. The 'red' elements will identify aspects of proposals which need to be changed.

An 'amber' will mean either that the characteristics of the scheme make full compliance with one of the BfL 12 principles impossible, or that further consideration is needed

to improve the design 'Green' implies the principle has been fully met.

The following assessment is an informal one and as such is subject to future design and strategy variations.

Integrating Into The Neighbourhood

01 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections & creating new ones; whilst also respecting existing buildings & land uses along the boundaries of the development site?

02 Facilities & Services

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

03 Public Transport

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

04 Connections

Does the development have a mix of housing types & tenures that suit local requirements?

Creating a place

05 Character

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

06 Working with the site & its context

Does the scheme take advantage of the existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation & microclimates?

07 Creating well defined streets & spaces

Are buildings designed & positioned with landscaping to define & enhance streets & spaces & are buildings designed to turn street corners well?

08 Easy to find your way around

Is the scheme designed to make it easy to find your way around?

Street & Home

09 Streets for all

Are streets designed in a way that encourage low vehicle speeds & allow them to function as social spaces?

10 Car parking

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

11 Public & private spaces

Will public & private spaces be clearly defined & designed to be attractive, well managed & safe?

12 External storage & amenity space

Is there adequate external storage space for bins & recycling as well as vehicles & cycles?

Developers Bf12 Response

Question 1

"Does the scheme integrate into its surroundings by reinforcing existing connections & creating new ones; whilst also respecting existing buildings & land uses along the boundaries of the development site?"

The design proposal provides pedestrian/cycle access throughout the scheme. Proposed pedestrian/cycle links are provided on all boundaries which are overlooked by new homes, creating connections to existing developments and POS. The proposal retains existing connections to the neighbouring green space to the south.

The detailed design provides good pedestrian access within the scheme. A simple loop road structure means vehicular, cycle & pedestrian navigation around the site is straight forward.

We therefore provide a 'GREEN' rating for this criteria.

Question 2

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

The site provides public open space and connects to the existing open space & woodland to the south. The Site is within walking distance to a wide range of local services comprising of community centres, health services & educational facilities alongside employment & leisure opportunities.

We therefore provide a 'GREEN' rating for this criteria.

Question 3

"Does the scheme have a good access to public transport to help reduce car dependency?"

The development is close to Cleckheaton bus station which provides regular bus service links across Yorkshire and its major cities. The design of the site utilises one main access point with a legible and easy navigable design to direct the occupiers of the site towards Westgate, which hosts a number of bus services.

Electric vehicle charging points have been provided for all dwellings to encourage sustainable forms of transport. The travel plan will also encourage sustainable modes of transport.

We therefore provide an 'GREEN' rating for this criteria.

Question 4

"Does the development have a mix of housing types & tenures that suit local requirements?"

The proposal provides a range of 2-5 bedrooms house-type which will cater for a wide range of demographics allowing starter homes through to large family homes. The scheme is proposed to have a mixed tenure split with open market, shared ownership and social rented, where all have been located suitably within the scheme so that the tenure isn't distinguishable across the site.

We therefore provide an 'GREEN' rating for this criteria.

Question 5

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

The house type details, and street scenes submitted in support of this application have shown a distinctive architectural style. Materials and landscaping will create a sense of place but will be respect the character of the local area. A selection of brick types will create a level of variation within the site. Roofscapes within immediate surroundings have also been considered, subsequently we have provided a traditional pitch roof which complements the sites surroundings.

We therefore provide a 'GREEN' rating for this criteria.

Question 6

“Does the scheme take advantage of the existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation & microclimates?”

Existing trees have been retained where possible across the site, this has helped create natural soft landscaped features throughout the development. The existing buildings & hard surfaced areas are also to be removed and replaced with housing and public open spaces. The public open space will provide a softer build environment & social space.

Plots have also been oriented to maximise sunlight and daylight into the units. As the development topography falls north to south we have worked with the contours to allow a softer gradient and less retaining structures throughout the scheme on public frontages and tried to lose the level within rear gardens of plots.

We therefore provide a **‘GREEN’** rating for this criteria.

Question 7

“Are buildings designed & positioned with landscaping to define & enhance streets & spaces & are buildings designed to turn street corners well?”

Every plot elevation has an active façade, ensuring natural surveillance of the surrounding area. Urban design principles have been incorporated including strong perimeter blocks with consistent build lines. Corner turning and feature plots have been incorporated throughout the site with a consistent approach to landscaping in order to blend the proposal with the surrounding context.

We therefore provide a **‘GREEN’** rating for this criteria.

Question 8

“Is the scheme designed to make it easy to find your way around?”

The proposal incorporates various modes of wayfinding through featuring key house types at certain locations, materiality used on key plots, the location of public open space and the road infrastructure. We believe that these considerations will make the site easier to read for both new and existing residents.

We therefore provide a **‘GREEN’** rating for this criteria.

Question 9

“Are streets designed in a way that encourage low vehicle speeds & allow them to function as social spaces?”

The development has been designed to promote low vehicle speeds by using a loop road system and creating private drives serving 5 or less dwellings where possible. The adoptable loop road carriage way is 5.5m in width which will promote slower vehicle speeds around the site. A 15/20mph zone will also be implemented to reduce speeds. Plot frontages provide visual interest through the use of high-quality landscaping and bin and bicycle stores.

We therefore provide a **‘GREEN’** rating for this criteria.

Question 10

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

Provision has been made for ample parking across the site without sacrificing green space, by using both front and side parking to plots in-line with and exceeding local policy requirements. Streets have been designed to allow for on street parking, giving a balance to the street to allow for a well-designed landscape strategy. Private drives help to pull parking away from primary transit infrastructure creating spaces for POS.

We therefore provide a **‘GREEN’** rating for this criteria.

Question 11

“Will public and private spaces be clearly designed to be attractive, well managed and safe?”

Plot boundaries will be a mix of timber and masonry walls at 1.8m high to create safe private areas of garden for all plots. The design of the POS has been considered to encourage overlooking from plots to create a safer environment for both families and communities. Landscaping to public green space will be high quality, attractive spaces designed for the use and safety of everyone. A management plan will be submitted as part of the application to ensure in the fulness of time that the spaces are kept to a high quality.

We therefore provide a **‘GREEN’** rating for this criteria.

Question 12

“Is there adequate external storage space for bins and recycling as well as vehicles and cycles?”

All properties have easy access to bin and cycle storage with the Livorno house-type having individual bin and bike stores to the front of their plots. The paths to bin stores meet guidelines for moving waste and recycle bins to allow collection and emptying. The stores are of an adequate size and constructed in a way to securely store bins and bicycles. Plots without a garage are to be provided with a shed in the rear garden for cycle storage. Garages have been shown to select plots and are to act as cycle and vehicle storage.

Amenity spaces have also been considered to ensure they are regular in shape, adequate size and usable spaces.

We therefore provide a **‘GREEN’** rating for this criteria.

Section	Question	Rating
INTEGRATING INTO THE NEIGHBOURHOOD		
1	Does the scheme integrate into its surroundings	1
2	Does the development provide, or is close to, community facilities	1
3	Does the development have easy access to public transport?	1
4	Does the development have a mix of housing types and tenure that suit local requirements	1
CREATING A PLACE		
5	Does the scheme create a place with a locally inspired or otherwise distinctive character	1
6	Does the scheme take advantage of topography and other landscape features	1
7	Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well	1
8	Is the scheme designed to make it easy to find your way around	1
STREET & HOME		
9	Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	1
10	Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?	1
11	Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	1
12	Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	1
TOTAL BFL12 SCORE		12/12

Section 06: SPD Compliance

Identifies how the proposed development accordance with the Design & Access Statement Prompts set out within the Housebuilders Design Guide SPD.

Context

- o How has the proposal taken wider landscape characteristics into account and used opportunities to respond to the local character?

The landscape characteristics and siting of the public open space ensure a gradual transition from an urban setting to the north to the allocated urban green space located to the south of the development.

- o Has the applicant taken account of designated heritage assets and consulted the Historic Environment Record?

The application is accompanied by a Built Heritage Statement of which identifies the impact of the proposed development upon the built historic environment will be limited in extent and affect. No built heritage assets will be directly impacted by the development.

- o Does the scale of the proposed development reflect local character & does the proposal respect the urban grain of the surrounding area?

The built form of the surrounding area has been a key consideration when designing this scheme, to ensure that the scale & massing of the proposed development respects the character of the local area. The proposal aims to sit comfortably within the local setting. The site is surrounded by a variety of buildings all of which differ in their materials, height, size & tenure.

Design Parameters

- o Are areas that are unsuitable for development because of constraints arising from biodiversity, flood-risk, topographical constraints, utilities infrastructure, ground contamination and stability clearly identified?

The site layout provides clear annotations of which identify constraints such as the flood zone to the south of the site and the approximate location of a retaining wall to the north-west of the site as a result of topographical constraints.

- o Is the role and function of each part of the site clearly identified, for example for drainage attenuation, open space or on-site biodiversity compensation?

The site layout provides a legible key alongside various annotations to clearly identify the roles and functions of each part of the site.

- o Does the site framework clearly identify a net-developable area?

The accommodation schedule provided upon the site layout identifies that the net-developable area for the site is 4.774ha.

Design Parameters Cont.

- o Are existing trees and hedgerows clearly identified and do these form the basis of the site's open space and green infrastructure network?

The landscape masterplan clearly identifies all existing and proposed trees & hedgerows. Existing trees have been utilised to inform the location of green spaces whilst new trees and hedgerows are proposed and have been strategically positioned to create green streetscapes

- o How has the site layout sought to mitigate any noise and air quality issues?

The site layout incorporates specific noise mitigation boundary treatments as requested and set out within the submitted Noise Impact Assessment.

- o How has the site layout taken the position of neighbouring buildings into account to maintain privacy and residential amenity?

Dwellings have been strategically positioned to ensure that they do not face directly onto existing properties; gardens and areas of public open space ensure adequate distance is kept from neighbouring buildings to maintain privacy and residential amenity.

- o Are important views into, out of, and within the site identified and how has the site layout taken them into account?

The key view from the site to be retained is to the south looking onto a vast area of open space. The location of the public open space to the south of the development ensures that this viewpoint is publicly accessible and enhances residential amenity within the proposed development. Enhanced vista stops have been used to create key views within the site.

- o Are heritage assets within or adjacent to the site identified; and the measures that would help safeguard their setting clearly identified?

The Built Heritage Statement identifies that the impact of the proposed development upon the built historic environment will be limited in extent and affect. No built heritage assets will be directly impacted by the development.

Site Layout

- o Does the development achieve a net density of 35 per hectare and is sufficient justification provided for lower densities?

The proposed development accommodates 194 dwellings for residential use; at a density of approx. 40.74 dwellings per hectare in line with Policy LP7 of the Kirklees Local Plan.

- o Are active frontages provided through the orientation of buildings and the width of plots?

Every plot elevation has an active façade, ensuring natural surveillance of the surrounding area. Urban design principles have been incorporated including strong perimeter blocks with consistent build lines. Corner turning and feature plots have been incorporated throughout the site with a consistent approach to landscaping in order to blend the proposal with the surrounding context.

- o Is there a clear delineation between public and private spaces with appropriate boundary treatments?

Boundary treatments are clearly identified upon the site layout and have been located in positions of which clearly define ownership and spatial uses.

- o Does the site layout use buildings and open space to form landmarks and support wayfinding?

The proposal incorporates various modes of wayfinding through featuring key house types at certain locations, materiality used on key plots, the location of public open space and the road infrastructure. We believe that these considerations will make the site easier to read for both new and existing residents.

- o Is the set back of buildings to the street appropriate to the site's context and does it help provide a sense of enclosure?

All proposed dwellings are set back from the street of which they are served by, frontage parking & the provision of front gardens have been utilised to achieve this ensuring that all proposed dwellings are provided with a sense of enclosure.

- o Does the built form, building line and boundary treatments address issues of crime and minimise its impact on the safety and security of the area?

The layout has been designed in accordance with the principles set out in the documents 'Safer Places the Planning System and Crime Prevention' & 'Secured by Design New Homes 2019'. The design has also taken into account the comments from West Yorkshire Police, received during the pre-application process.

- o Has the termination of streets been fully considered, with particular regard given to ensuring key streets in the site terminate with interesting views?

As identified upon the accompanying landscape masterplan, where streets terminate soft landscape buffers are provided to ensure interesting views & street scenes are provided. Vista stops have been used to create features at the end of streets.

- o Are buildings on the site orientated to take account of prevailing winds and to allow for passive solar construction?

A Sustainability Statement has been submitted to accompany this application setting out how the development has been designed in order to be as sustainable as possible.

- o Is residential amenity maintained through appropriate separation distances between buildings, through screening or the orientation of buildings?

The proposed development incorporates appropriate separation distances between all dwellings whilst ensuring that all dwellings are oriented to minimise overlooking and ensure maximum privacy for all future residents.

- o Is the amount of open space delivered on the site compliant with Local Plan Policy LP63 and the Open Space SPD?

As agreed at the pre-application stage the development does not incorporate allotment space, young people's provision and park and recreation ground. However, 7600m² of amenity greenspace is provided, alongside 8580m² of natural and semi natural greenspace and 402m² of equipped play space.

- o How accessible is open space to all residents on the site and how does it support the creation of a strong identity for the site?

Public footpaths and highways lead to the areas of public open space ensuring that they are functional spaces which are accessible for all; future residents & surrounding communities.

- o Does the site utilise green infrastructure for climate change mitigation?

A strategically planned network of natural and semi-natural areas has been incorporated to deliver a wide range of ecosystem services helping mitigate climate change and air pollution whilst providing a space for recreation.

- o How do boundary treatments at the site's edges fit into the site's context?

All boundary walls are to be constructed in the same material as the adjoining/adjacent property to ensure they are in-keeping with the design of the site, where possible fencing has been utilised to create a softer streetscape.

Site Layout Cont.

- o Has the mitigation hierarchy been applied and demonstrated?

The mitigation hierarchy has been applied to seek minimal impact on existing on-site ecology.

- o Are there any residual negative effects on biodiversity anticipated due to the development? Will a measurable net gain for biodiversity be achieved?

There will be a requirement for an off-site contribution to achieve a net gain.

- o Do biodiversity enhancement measures reflect the relevant Kirklees Biodiversity Opportunity Zone?

Landscaping features have been utilised throughout the proposed development to create ecological features of which encourage the improvement of biodiversity on site.

- o Are there any on-site interventions that form part of the proposal's biodiversity net-gain? Where biodiversity net gains are not achievable on-site, off-site provisions will be required.

Our development proposals have been designed in conjunction with our ecological and landscape consultants to try to limit the biodiversity net loss which is unavoidable on this site. There will be a requirement for an off-site contribution to achieve a net gain.

- o How does the layout facilitate safe and convenient walking and cycling routes to local destinations?

Various pathways are incorporated into the site layout both along highways and through open space to ensure maximum connectivity to the local area.

- o Does access to and within the site, including main vehicular access, prioritise people on foot and on bicycles? How does the design of the street prioritise the needs and safety of pedestrians and cyclists?

All access routes to and within the site ensure bicycle, pedestrian and private vehicle accessibility. Pathways will be clearly defined by a kerb line to ensure maximum safety, in order to prioritise pedestrian movement pathways are provided throughout the site to create shortcuts for pedestrians & cyclists only.

- o Are all highways within the site designed in accordance with the Highway Design Guide SPD?

In line with the Highways Design Guide SPD the development has been designed to promote low vehicle speeds by using a loop road system and creating private drives serving 5 or less dwellings where possible. The adoptable loop road carriage way is 5.5m in width which will promote slower vehicle speeds around the site. A 15/20mph zone will also be implemented to reduce speeds. Plot frontages provide visual interest through the use of high-quality landscaping and bin and bicycle stores.

- o What measures are used within the site layout to deter anti-social car parking?

All dwellings are provided with dedicated private parking spaces to eliminate the need for anti-social car parking. Trees have also been strategically placed adjacent highways to deter car parking adjacent the highway.

- o Are streets within the site inter-connected?

Streets within the site are interconnected to ensure **to encourage walking, reduce the number and length of vehicular trips.**

- o Are arrangements for bin storage and refuse collection well integrated into the site layout?

All dwellings are provided with conveniently placed dedicated areas for bin storage and refuse collection as identified upon the accompanying site layout.

- o Is car parking provision appropriate in the context of alternative transport options?

Car parking provision has been provided in line with local policy and as agreed at the pre-application stage. Each dwelling will have at least one dedicated parking space.

- o How is car parking been integrated into the site to ensure that it is not visually dominant?

A variation of side and frontage parking is provided to ensure that car parking does not dominate the street scene.

- o If integral garages are provided, are these designed in a way that minimises their visual dominance?

Where integral garages are provided, garage doors are to be an identical colour to the windows and doors on that house-type to minimise visual dominance.

- o Is convenient and secure cycle parking provided?

All dwellings are to be provided with accessible & secure cycle parking, in the form of dedicated cycle storage units, sheds & garages; these are all identified upon the site layout.

Architectural Details

- o Does the development contain a simple palette of materials which is appropriate for the site's context?

Reflective of the character of the local area, a pitch faced stone, buff brick & red brick are proposed. Red & grey roof tiles are proposed alongside grey windows & doors.

- o Are the chosen materials durable and sustainable in terms of their energy performance and maintenance requirements?

Strata are dedicated to taking pro-active measures to obtain durable and sustainable materials. We commit to obtaining sourcing certification for at least 90% of the building elements of each dwelling.

- o How does the architectural detailing make a positive contribution to the character of the local area?

The architectural detailing makes a positive contribution to the character of the local area through ensuring that the palette of materiality is in-keeping with the character of the local area including the external wall and roof finish along with window and door styles.

- o Has careful consideration been given to incorporating rainwater goods, gas meters, television antennae and cable boxes?

All rainwater goods, gas meters & television antennae and cable boxes are to be located in positions whereby they are not visually dominant. Where possible these items will be the same colour as the relevant house-types external windows, doors or brick-type.

- o Do the windows and doors provide a consistent rhythm to frontages?

All house-types incorporate windows and doors of which act as key architectural features, the proposed development ensures that the layout of dwellings provides a consistent rhythm of these window and door features.

- o Are porches well integrated into building frontages and how do they complement the palette of building materials?

The proposed house-types do not incorporate porches.

- o Is the pitch of roofs consistent within the site and does the roofscape reflect local character?

Local roofscapes have been considered, informing the provision of a traditional pitch roof of which complements the site's surroundings.

Home Design

- o Is the internal floor area for each dwelling clearly set out?

The internal floor area of each dwelling is clearly identified upon the relevant house-type drawing.

- o Do all dwellings have access to useable outdoor space and has consideration been given to how the outdoor space can maximise the amount of sunlight that it receives for at least part of the day?

All dwellings are provided with dedicated greenspace of an ample size. All gardens have been strategically positioned to ensure future residents receive maximum sunlight.

- o How does the development improve resilience towards climate change? Does the development make use of innovative technologies to reduce energy and water consumption?

A Sustainability Statement accompanies this planning application setting out the specific ways in which this development will improve resilience towards climate change whilst utilising innovative technologies to reduce energy and water consumption.

- o Does the design of homes utilise opportunities to have larger windows to southern elevations?

Southern elevations of properties incorporate french doors where possible on the ground floor to ensure maximum sunlight.

- o Is waste and recycling storage convenient and well-designed?

All dwellings are provided with conveniently placed dedicated areas for bin storage and refuse collection as identified upon the accompanying site layout.

Section 07: Summary

A summary note to support our assessment & proposals.

Summary

Our proposal involves the creation of 194 new homes which will help Kirklees Council meet their housing needs.

We have shown, through this document and the supporting details submitted with the application, how we have considered the site and its surrounding environment in physical, social and economic terms and explained how these factors have influenced the evolution of the site design, both in conceptual and detailed terms, to its current proposal.

We have met both National Planning Policy Framework and local design guidance and have worked closely and pro-actively with Kirklees Council to provide a thoughtful, considered layout that will enhance and reinforce the character of the area.

This robust process has meant that essential design analysis and principles have been adopted which have informed the proposals.

