

STORTHES HALL

DESIGN AND ACCESS STATEMENT

1826-RE-04

OCTOBER 2023

PARKER PEEL

ARCHITECTURAL

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Chapter 1

INTRODUCTION



INTRODUCTION

This Design and Access Statement (DAS) has been prepared by Parker Peel Architectural on behalf of Ubrique Investments Ltd, to explain the proposed development of Storthes Hall. The proposed development is for the erection of 261 residential dwellings, open space and associated infrastructure.

PURPOSE OF THE DOCUMENT

The Design and Access Statement (DAS) is one of a suite of documents that has been submitted in support of an outline application for residential development and community uses.

The DAS has regard for the need to balance design guidance with planning policy requirements and documents the evolution of the design process that has been undertaken in preparation of the site proposals associated with this planning application.

The DAS should be read in conjunction with the other documents which together form the outline planning application package.





DOCUMENT STRUCTURE

The DAS has been structured as follows:

Part 01:

Introduction: A summary of the purpose of the Design and Access Statement and the proposals, including planning policy context.

Part 02:

Assessment: An analysis of the site and its surroundings, accessibility, local facilities, landscape context and character.

Part 03:

Design Evolution: An explanation of the process of involvement and consultation that has informed the proposals and specific design elements which have informed the masterplan.

The chapter then follows through to provide a detailed description of the proposals, identifying the key elements relating to layout, character and placemaking.

Part 04:

Conclusion: A general summary of principles and vision for the proposals.

THE TEAM

This DAS has been prepared in collaboration with the client's design team. The following have contributed towards the document:

- Parker Peel Architectural: Masterplanning
- Johnson Mowat: Planning
- Optima: Highways
- Enzygo: Ecology
- Iain Tavendale: Arboriculture
- Dart Engineers: Drainage

THE SITE

Storthes Hall boundaries extend across a rural area and are characterised by the natural landscape within which it sits. The land forming this application covers 30 acres and is intensely developed with up to four storey modern student accommodation blocks, currently in use and occupied.

The site is approx. 1 mile to the west of the A629 Penistone Road. It is directly served and bordered by Storthes Hall Lane which runs adjacent to the longest site boundary from the northern east to south west tip. Tall mature trees are a significant green feature sitting tightly inside the site boundary adjacent to a low dry stone wall.

On approaching from the east the main existing site entrance is encountered first. This is defined by listed stone walls and pillars accompanied by ornate iron gates and flanked by a listed Lodge Building dating back to circa 1903. The secondary entrance is at the south west edge and is much less imposing.

All other site boundaries could be described as internal to the surrounding landscape. They are defined by a private road and again are lined and characterised by mature trees, punctuated occasionally with gaps providing views of the campus buildings.

APPLICATION JOURNEY

DESIGN INFORMATION SUBMITTED

The following elements form part of this application:

Design And Access Statement

The DAS provides design guidance for the development, including an illustrative masterplan.

Design Principles

A set of design principles that explain proposed development blocks, streets and spaces.

Parameter Plan

Amount, Scale, Movement and Access. A number of detailed technical reports support the DAS and these are submitted separately as part of the suite of documents that make up the application.

A Detailed Indicative Masterplan

This is an illustrative masterplan, which demonstrates how the whole site could be laid out in accordance with the parameter plans (and the principles set out in the Design and Access Statement).

An 'Appearance Palette'

This will set out information on the proposed appearance of the area covered by the framework plan/s and will provide more detailed guidance on aspects such as architecture, materials, landscaping and parking.

DESIGN MATERIAL FOR SUBSEQUENT APPROVAL

Often, once the Outline Planning Application has gained approval reserved matters application will be prepared to address the detailed layout and design of buildings and to discharge any conditions.



DESIGN DEVELOPMENT

PARAMETER PLAN

Parameter plan prepared identifying Land Use (amount), Scale, Movement and Access.

DESIGN PRINCIPLES

Principles for layout, appearance and landscaping identified following site and local area assessment.

WIDER DESIGN TEAM

Input from wider design team shapes initial sketch concept plan into indicative concept masterplan.

INDICATIVE CONCEPT MASTERPLAN

This plan presents the indicative road pattern and existing landscape features. Areas of open space and drainage attenuation are identified at this early stage.

MASTERPLAN

This more detailed plan presents streets and spaces for the proposed development of 261 dwellings. It demonstrates how the development could function and its overall character and grain. It also provides an overall impression of the street hierarchy, retained and proposed trees and key areas of open space.

DESIGN AND ACCESS STATEMENT

The Design and Access Statement documents the evolution of the design process that is undertaken in preparation of the site in relation to planning policy requirements and proposals associated with this planning application.

This is part of a suite of other documents which together form the outline planning application package.

OUTLINE PLANNING APPLICATION SUBMITTED

RELEVANT NATIONAL AND LOCAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (SEPTEMBER 2023)

The Government’s National Planning Policy Framework (the Framework) now forms the relevant policy guidance at the national level for the determination of all planning applications. The Framework is a material consideration which must be taken into account in all planning decisions.

Paragraph 2 of the advice states:-

“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions.”

There are three objectives (Paragraph 8) to sustainable development comprising economic, social and environmental roles.

Paragraph 10 sets out that the heart of the framework is a presumption in favour of sustainable development.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. Paragraph 11 of the Framework identifies how this presumption is to be applied in making decisions on individual applications stating:-

“For decision-taking this means:
c. approving development proposals that accord with an up-to-date development plan without delay;”

Beyond Chapter 4 of the Framework there are 13 topic areas (as well as Annex 1 and 2) which form the Framework document and those topic areas considered of relevance to this planning application are set out below.

SECTION 4: DECISION MAKING

In determining applications, Paragraph 38 states:-

“Local Planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.”

Paragraph 47 requires that:-

“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.”

SECTION 5: DELIVERING A SUFFICIENT SUPPLY OF HOMES

Paragraph 60 reiterates the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

SECTION 8: PROMOTING HEALTHY AND SAFE COMMUNITIES

Paragraph 92 sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places.

SECTION 9: PROMOTING SUSTAINABLE TRANSPORT

Paragraph 105 sets out that:-

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

Paragraph 112 sets out development should:-

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

Paragraph 113 sets out that:-

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

RELEVANT NATIONAL AND LOCAL POLICY

SECTION 12: ACHIEVING WELL DESIGNED PLACES

Paragraph 126 stresses the Government’s commitment to achieving good design, high quality buildings and places.

Paragraph 130 sets out planning policies and decisions should:-

- a. *“will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b. *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c. *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d. *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e. *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f. *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

Paragraph 131 sets out guidance in relation to landscaping and use of trees within urban design:-
“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.”

The Kirklees Highways Design Guide SPD builds on this, further requesting that developments provided street trees through the internal layout. As such, the developer has ensured that street trees are incorporated along primary and secondary roads throughout the layout.

Section 14: Meeting the challenge of climate change, flooding and costal change

Paragraph 154 sets out that new development should be planned to:-

- a. *“avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*
- b. *can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government’s policy for national technical standards.”*

Further at Paragraph 157 it sets out that:-

- “In determining planning applications, local planning authorities should expect new development to:*
- a. *comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
 - b. *take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.”*

SECTION 15: CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

Paragraph 174 sets out the requirement to contribute to and enhance the natural environment in policies and decisions by:-

- d. *“minimising the impacts on and providing net gains for biodiversity...*
- e. *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f. *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate”*

SECTION 16: CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

Paragraph 194 sets out:-

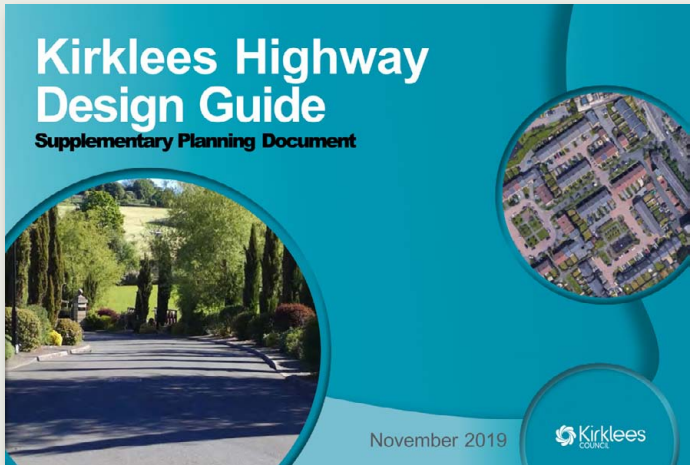
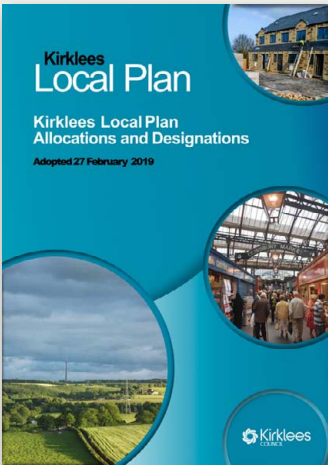
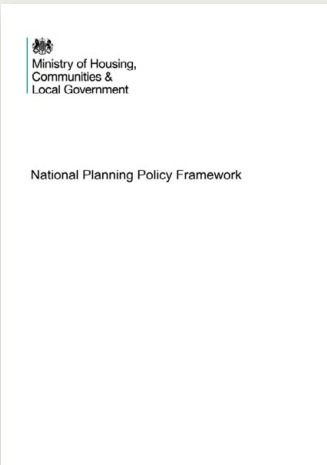
“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.”

ANNEX 1: IMPLEMENTATION

Paragraph 218 with regard to decision taking:-

“The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication.”

The proposals constitute sustainable economic development and under the circumstances, it is clear that significant weight should be attached to this. The proposals wholly conform to the advice in the Framework, and it is considered that the applicants are entitled to anticipate presumption being weighed in their favour.



PLANNING POLICY DESIGN GUIDANCE

DESIGN GUIDANCE AND QUALITY

The Design and Access Statement has followed best practice urban design. It has embraced national and local documents that deal with 'Good Design' and 'Placemaking'.

The principal documents that have been used in terms of design context;

MANUAL FOR STREETS (2007) & MANUAL FOR STREETS 2 'WIDER APPLICATION OF THE PRINCIPLES' (2010):

Manual for Streets focuses on lightly trafficked and residential streets, setting out clear guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrians and cyclists. The key principles are:

- Apply a user hierarchy to the design process with pedestrians at the top.
- Recognise the importance of the community function of streets as spaces for social interaction.
- Promote an inclusive environment that recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served.
- Develop street character types on a location specific basis with reference to both the place and movement functions for each street.
- Encourage innovation with a flexible approach to street layouts and the use of locally distinctive, durable materials and street furniture.
- Design to keep vehicle speeds at or below 20mph on residential streets unless there are overriding reasons for accepting higher speeds.
- Use the minimum of highway design features necessary to make the streets work properly.

SECURED BY DESIGN:

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. Secured by Design is a police initiative, which encourages the building industry to adopt minimum standards in designing safe and secure developments. This gives equal weight to the importance of environmental design and physical security. Research proves that schemes that meet Secured by Design standards are significantly less likely to suffer from vandalism or criminal attacks.

In achieving Secured by Design, the following principles should be considered and addressed:

- Environmental quality and sense of ownership: Provision of high quality land-scape settings for new development to help create a sense of place and strengthen community identity. These spaces tend to be well used and offer fewer opportunities for crime.
- Natural surveillance: Public and semi-private areas should be visible from nearby buildings or from well-used rights of way. Natural surveillance is to be strongly encouraged, but care is needed particularly in residential development to ensure that privacy is not infringed.
- Access and footpaths: Secluded access points and routes should be avoided; roads to groups of buildings should promote a sense of identity and ownership; location of planting should avoid the creation of hiding places; good visibility should be maintained along footpaths and routes.

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 development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied.

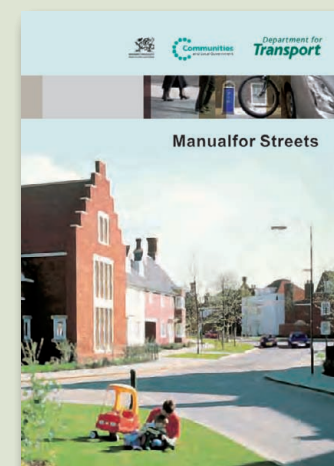
The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

- 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 pedestrians and vehicular movement.
- An articulated townscape- creating an interesting, locationally 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 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.

Local Supporting Planning Documents:

Kirklees Council also provides the following planning and design documents. This application has been prepared in accordance with the guidance:

- House builders Design Guide.
- Open Space.
- Highway Design Guide.
- Affordable housing and Housing Mix.



Chapter 2

ASSESSMENT



INTRODUCTION AND SITE LOCATION

STRATEGIC CONTEXT

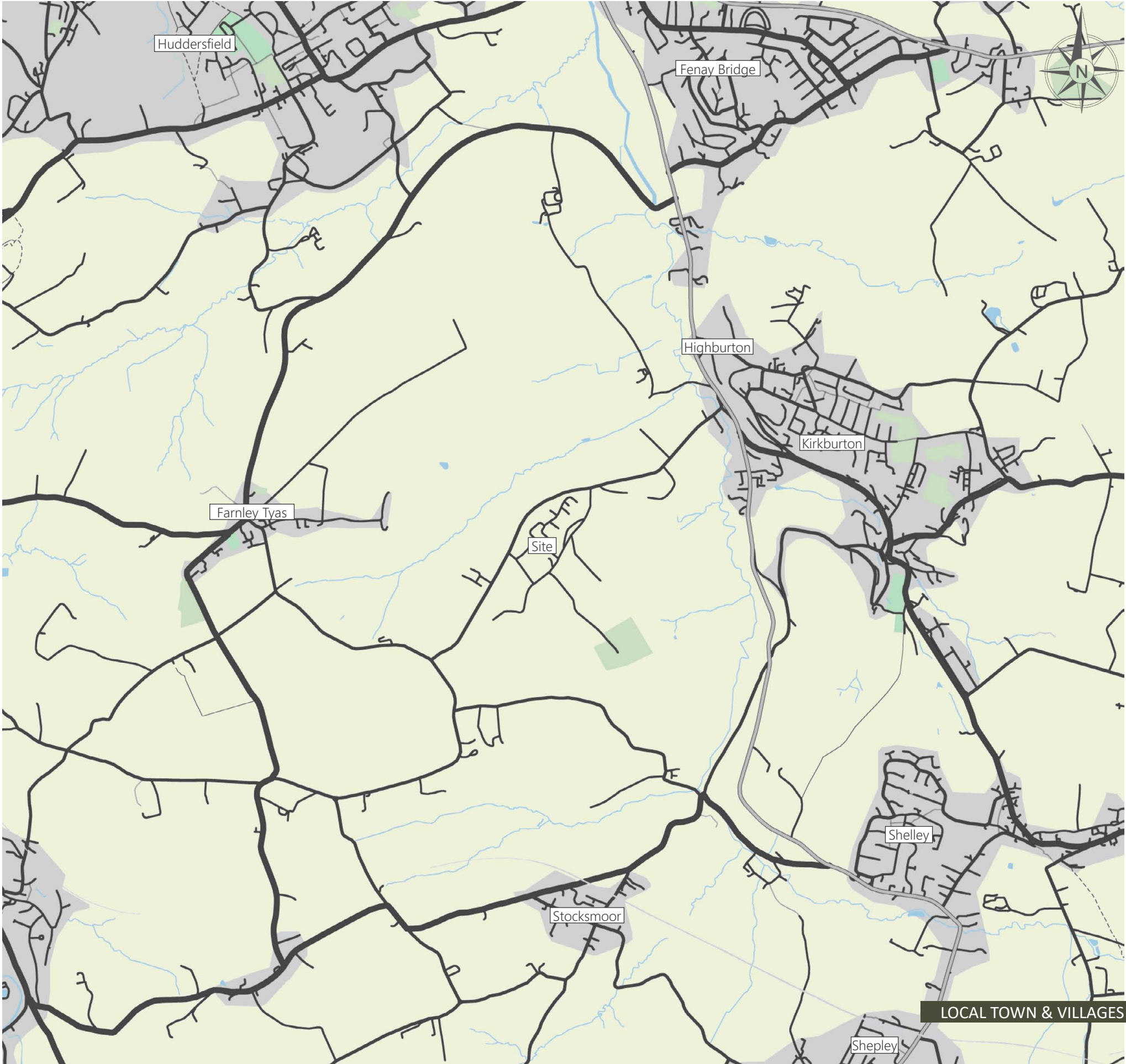
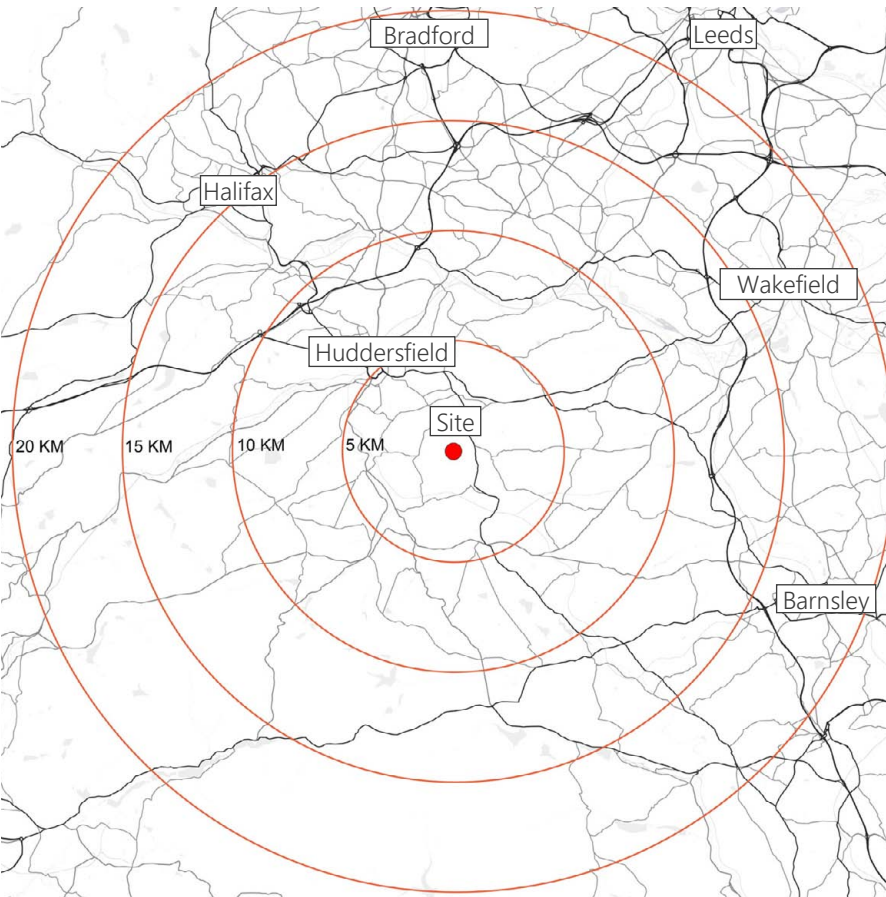
Storthes Hall falls within the Metropolitan Borough of Kirklees which is located in West Yorkshire. Kirklees is known for its mix of urban and rural areas, encompassing various villages and towns including Huddersfield a large market town. The town is known for its industrial heritage, Victorian architecture and University.

The site is approx. 5miles (12km) south east of Huddersfield centre, 20 miles (34km) south west of the regional economic centre Leeds and 15 miles (25km) south of Bradford.

Storthes Hall itself is a former psychiatric hospital that has been repurposed for various uses over the years. It is often associated with the history of Huddersfield and is situated in a rural setting surrounded by green fields and woodlands.

It is served by Storthes Hall Lane and connected to the surrounding urban areas via the A629 which provides a main link between Sheffield and Huddersfield. The M62 motorway runs 3 miles (5km) to the north of Huddersfield centre and the town is directly connected to Wakefield via the A642 which runs within close proximity of the site.

The immediate surrounding area maintains a distinctly rural character. There are variations in elevation of the local topography, resulting in gentle slopes and low hills in the nearby landscape.



INTRODUCTION AND SITE LOCATION

Storthes Hall has a rich and diverse history that spans several centuries. This historic site has evolved from its beginnings as a grand estate to serve various purposes over the years, including a private residence, a mental health hospital, and a student accommodation complex:

EARLY HISTORY (18TH CENTURY)

Storthes Hall’s history can be traced back to the late 18th century when it was constructed as a grand country estate. The hall was designed and built in the neoclassical architectural style, reflecting the opulence and taste of the time. The estate was surrounded by extensive gardens and parklands, creating a picturesque and serene setting for the hall.

PRIVATE RESIDENCE (19TH CENTURY)

Throughout the 19th century, Storthes Hall remained a private residence for several affluent families. It underwent renovations and expansions during this period, further enhancing its architectural significance. The estate was a symbol of wealth and social status, with its owners enjoying the rural tranquility of the countryside.

TRANSITION TO MENTAL HEALTH HOSPITAL (EARLY-20TH CENTURY)

In the early 20th century, Storthes Hall took on a different role when it was repurposed as a mental health hospital. The hall and its surrounding grounds were converted to accommodate patients in need of psychiatric care. This transformation reflected the changing attitudes towards mental health treatment during the 20th century, with a shift towards more humane and community-based care.

POST-WAR DEVELOPMENTS (MID-20TH CENTURY)

After World War II, the hospital expanded to meet the growing demand for mental health services. New buildings were added to the site, and Storthes Hall became a prominent mental health institution in the region. During this period, there was a focus on research and the development of innovative treatment methods.

CLOSURE AND REDEVELOPMENT (LATE-20TH CENTURY)

As attitudes towards mental health care continued to evolve, the need for large-scale psychiatric hospitals declined. In the late 20th century, Storthes Hall Hospital was gradually phased out and eventually closed its doors. The historic hall and its surrounding estate faced an uncertain future.

STUDENT ACCOMODATION (21TH CENTURY)

In the 21st century, Storthes Hall underwent yet another transformation, this time into student accommodation. The historic hall and its grounds were repurposed to provide housing for students attending nearby universities, including the University of Huddersfield. The redevelopment of the site preserved its architectural heritage while meeting the modern housing needs of the community.

THE EVOLUTION OF STORTHES HALL

The following images show the evolution of Storthes Hall over the years. Notably the continued development of the site from a country estate to a Mental Hospital and its expansion into the adjoining site directly south.



GREEN NETWORK

Storthes Hall is embedded in the heart of the open countryside surrounded with mature vegetation and footpath links upto the development itself.



WIDER LINKS

The countryside surrounding the settlement provides many opportunities for recreation, with multiple footpaths and bridleways connecting into the settlement from all directions.

DRAWING LEGEND

- Bridleway.
- Public footpath.
- DMMO application for public footpath.



GREEN SPACES AND RECREATION

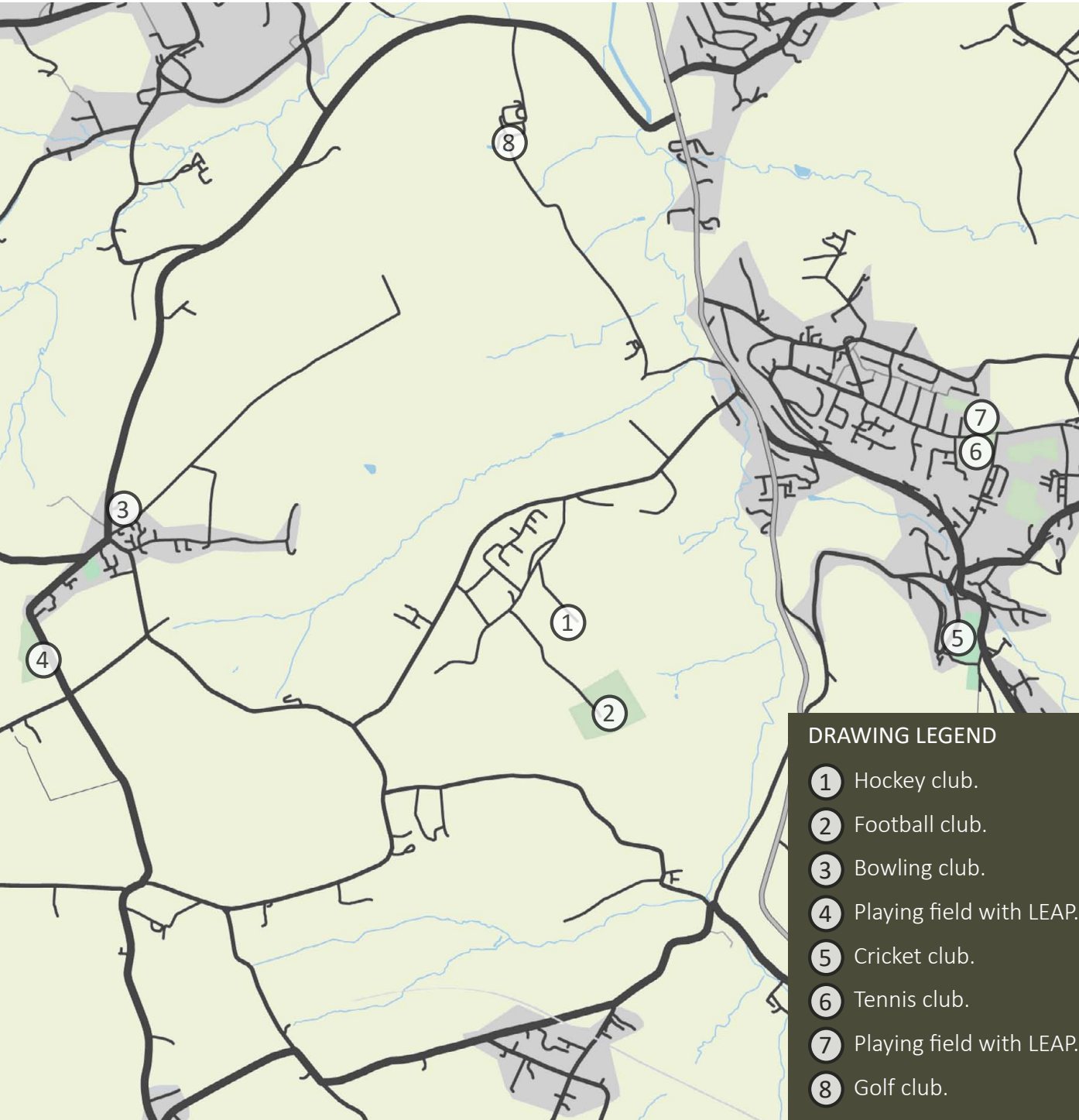
Storthes Hall is located close to the local settlements of Fenay Bridge, Kirkburton and Farnley Tyas which provide a wide variety of leisure and recreational facilities.

There is a local hockey and football club directly south of the development, Farnley Tyas also hosts a bowling club and playing fields which contain a LEAP, all accessible via car or the footpath link across Range Dike.

Kirkburton and Fenay Bridge also provide further opportunists as they host a cricket club, tennis club, and another playing field with children’s play equipment.

There is also a local golf club just north of the development beyond Carr Woods.

Given the site location and footpath link there is also the opportunity for green walks around the wider countryside.



DRAWING LEGEND

- 1 Hockey club.
- 2 Football club.
- 3 Bowling club.
- 4 Playing field with LEAP.
- 5 Cricket club.
- 6 Tennis club.
- 7 Playing field with LEAP.
- 8 Golf club.

LOCAL ARCHITECTURAL CHARACTER

LOCAL CHARACTER AND MATERIALS

The local area features traditional, natural building materials with a unified palette of facing materials which results in a strong sense of identity and cohesion. The range of building styles and materials used traditionally is influenced by the heritage of local areas as former mill settlements and edge of the countryside locations. The predominant traditional facing materials can be described as follows:

ROOFS

- Stone slate and blue/grey slate tiles is the principle facing material for roofs, with roof pitches generally 30 to 40 degrees or steeper.
- Chimney stacks make a strong contribution to the roofscape.
- Plain red clay tiles feature sparingly.

WALLS

- The most common facing material for walls is natural stone.
- More uncommon is red brick.
- Traditional timber window frames, doors and guttering.

STREETSCAPE

Within the unified material palette, it is common to find variation in building scale, roof orientation, although less frequent variation in architectural language, however this serves to create cohesion and interest within the streetscape.

This combination of variety within a relatively limited range of facing materials has helped to create a built environment of great interest and often high quality.



CHARACTER AREAS

The plan to the right identifies the local Parishes and settlements and within these are groups of buildings or individual buildings with distinct architectural features.

INTRODUCTION

The built character of surrounding Parish areas is eclectic, including an attractive mix of 18th and 19th century buildings, with some 17th century barns and cottages. As settlements have expanded, particularly in the latter half of the 20th century more modern building styles and materials have become predominant.

CHARACTER AREAS

For the purposes of the character area analysis, (which is set out over the following few pages) a selection of the character areas on the plan opposite have been identified. These are largely chosen to provide examples of contrasting approaches to residential development, concentrating on the nature of their streetscene.

The studies generally focus around a distinctive neighbourhood, selected to demonstrate characteristics of the wider area.

Whilst not all elements studied within a character area are deemed positive or suitable references, some key aspects from each have been selected as having the potential to bring local influence to bear on emerging proposals.

The study areas are:

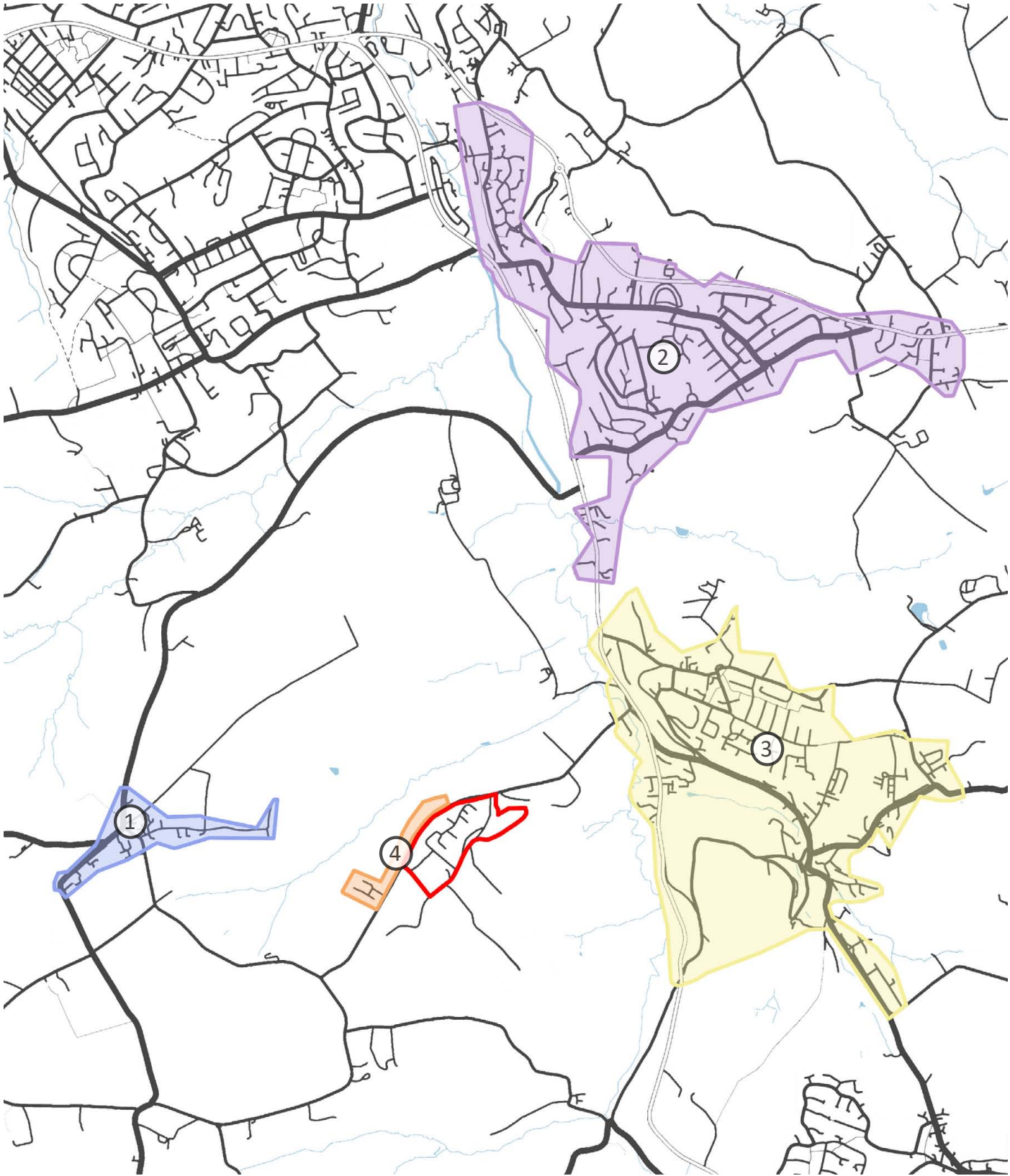
- 1. Farnley Tyas.
- 2. Fenay Bridge.
- 3. Kirkburton & Highburton.
- 4. Storthes Hall Lane.

APPROACH

Aspects of the built environment that can contribute to the character of an area range from issues of use, density, plot size and building heights to detailed aspects of architectural style, materials, details and landscaping.

The character area analysis is organised under the following categories:

- **Urban Form**- This covers high level matters of use, nature of street layout, size and structure of urban blocks and density.
- **Buildings and Plots**- This considers the next level of configuration and includes building types, number of storeys, size and layouts of plots.
- **Public Realm**- The provision of open space within the street scene is analysed, including matters of integration of open space, street-trees and the nature of carriageways and pavements.
- **Parking**- How the impact of parking is considered, whether on-street, on-plot or garaged.
- **Details and Materials**- Finer aspects of the area include construction materials, distinctive secondary elements, silhouette and boundary treatments.



DRAWING LEGEND

- | | |
|-----------------|----------------------------|
| ① Farnley Tyas. | ③ Kirkburton & Highburton. |
| ② Fenay Bridge. | ④ Storthes Hall Lane. |

CHARACTER AREAS 1

FARNLEY TYAS

URBAN FORM

- Compact courtyards, interspaced with generous plots.
- Uniform, straight building line to main roads.
- Mixture of very high density areas with some very low density.

PUBLIC REALM

- Narrow footpaths and streets with single sided footpath.
- Properties generally face directly onto street.
- Visual amenity where undeveloped spaces are open to long distant views.

DETAILS AND MATERIALS

- Stone cottages.
- Simple yet highly aesthetic appearance and design.
- Mid pitched roofs.
- Some large sash windows.
- Typically stone mullioned casement windows.
- Historic features create uniform aesthetic.
- Chimneys.

PARKING

- To the rear or in drive-way.
- Courtyard.

BUILDINGS AND PLOTS

- Properties face directly onto street.
- Broad variation in plot sizes.
- Gardens at front often small, buildings often set forward.
- Generally low rise, modern development favourably interspersed with historic and landmark buildings.

LOCAL CHARACTER

Originally dating back as a settlement to the 11th Century, Farnley Tyas is the closet village to the site. From the early 18th Century, it grew into a mainly farming community serving the Earl of Dartmouth Estate.

Manor Road comprises of an assortment of over 30 residences, some converted from farm buildings and cottages with some more recently built modern properties. The Village is a mix of old cottages and farmsteads with a couple of converted farm barns. These continue to exert an influence on new buildings including the 21st Century development at Beech Farm.

Church Terrace was a later addition to Manor Road, Dartmouth Terrace was introduced during the inter-war period, followed by a development of bungalows in the 1970's.

St Lucius Close is an example of recent residential development.



FARNLEY TYAS



CHARACTER AREAS 2

FENAY BRIDGE

URBAN FORM

- Medium to high density housing.
- Modern development characterised by cul-de-sacs.
- Some uniform, straight building line.

PUBLIC REALM

- Small scale planting present in gardens.
- Some street trees and hedges screening properties.

DETAILS AND MATERIALS

- Mix of properties with gabled and hipped roofs.
- Mid pitch rooflines.
- Diversity of materials including natural and artificial stone with limited render and tile-hanging and concrete roof tiles.

PARKING

- Parking on driveway and on street.

BUILDINGS AND PLOTS

- Mix of bungalows and dormer bungalows and two storey properties.
- Limited presence of historic properties.
- Generally small front gardens.
- Continuous frontage to street, creating good levels of enclosure and natural surveillance.

LOCAL CHARACTER

Penistone Road, Station Lane, Fenay Bridge Road and Rowley Lane are the historical spines of Fenay Bridge containing the majority of traditional buildings, predominantly constructed using natural and artificial stone facades with slate roofs.

Analysis of the surrounding area highlights a broader range of residential densities and varying housing types. Most buildings sit within tight plots. Modern, by historical standards, 20th century development of low density mainly detached properties often accommodated in cul-de-sac parcels are typical infill developments. Again, natural and reconstituted stone is common, less frequently brick, render and sometimes tile hanging can be found, all regularly combined with concrete roof tiles.

It is amongst the limited number of historical buildings where distinct character can be found and a unified material palette is most common, comprising coursed stone facades and stone slate blue/grey slate roof tiles. Occasionally render facades feature, often appearing to be later additions, possibly used to maintain exposed or weathered elevations in the 1990's.



FENAY BRIDGE



CHARACTER AREAS 3

KIRKBURTON & Highburton

URBAN FORM

- Some compact urban form.
- Some medium density housing in suburban style layout.
- Uniform, straight building line.

PUBLIC REALM

- Little separation between footpath and front gardens in historical areas.
- Modern development characterised by cul-de-sacs and monotonous layout.
- Some street trees and hedges screening properties.

DETAILS AND MATERIALS

- Mix of properties with gabled and hipped roofs.
- Mid pitch rooflines.
- Diversity of materials including natural and artificial stone,red brick, weatherboarding, slate roofs, limited render and pebbledash.

PARKING

- Parking on driveway and on street.

BUILDINGS AND PLOTS

- Mix of bungalows and two storey properties.
- Limited presence of historic properties.
- Small front gardens with more space at rear.
- Modern development uniform in composition and style.

LOCAL CHARACTER

Kirkburton & Highburton are approximately 1 mile east of the development site.

Kirkburton & Highburton contains a range of residential properties which vary in style, although they are broadly in keeping with typical suburban development. The vast majority of properties date from the post war period, including bungalows, small semi-detached and detached cottages. There is a lack of unity within the built streetscape. Most buildings sit within tight plots.

A handful of Victorian houses and stone cottages are present which offer an example of traditional architectural detailing including stone embellishments.



KIRKBURTON & Highburton



CHARACTER AREAS 4

STORTHES HALL LANE

URBAN FORM

- Consistent, straight line buildings.
- Formal arrangement.

PUBLIC REALM

- Strong sense of delineation of defensible space.

DETAILS AND MATERIALS

- Mix of properties with predominantly gabled and some hipped roofs.
- Mid pitch rooflines.
- Diversity of materials including red brick, stone, slate roofs.

PARKING

- Parking on driveways and garages.

BUILDINGS AND PLOTS

- Small front gardens with more space at rear.

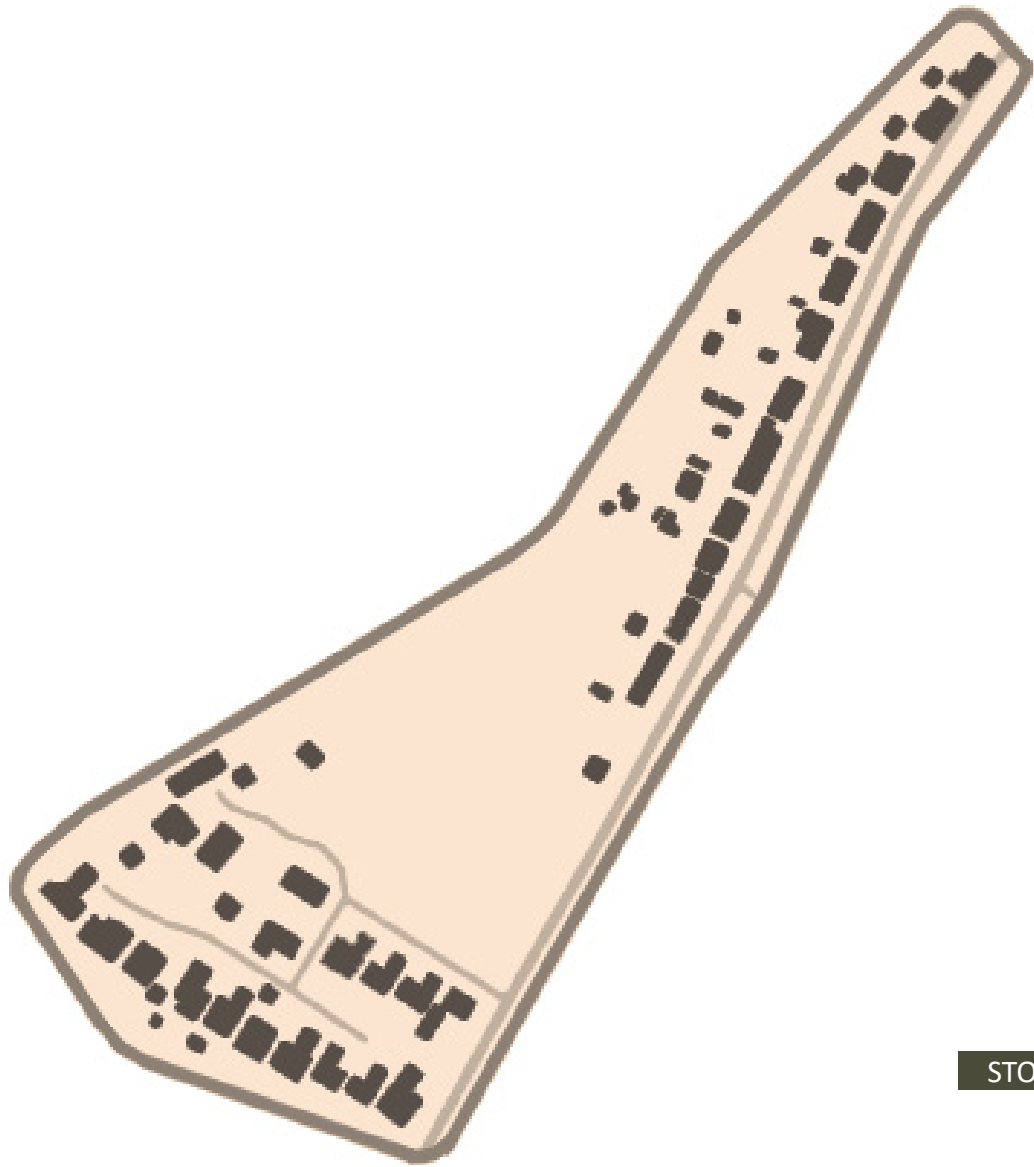
LOCAL CHARACTER

Storthes Hall Lane serves the development site and this assessment concentrates on residential development immediately adjacent to the site.

Plots aligning Storthes Hall Lane are red brick and dark grey roof tile semi-detached and four block terraced houses with dark grey slate roof tiles. Set out in uniform blocks these dwellings may have been constructed as accommodation for workers at Storthes Hall psychiatric hospital.

There is minimal variation between properties, creating a sense of aesthetic unity and uniformity.

A collection of modern stone dwellings is present off Woodside Lodge presenting architectural detailing and stone embellishments more typical of traditional local dwellings.



STORTHES HALL LANE



THE SITE



Having undertaken an assessment of the site's surrounding context, the remainder of this section examines the site and its key features.

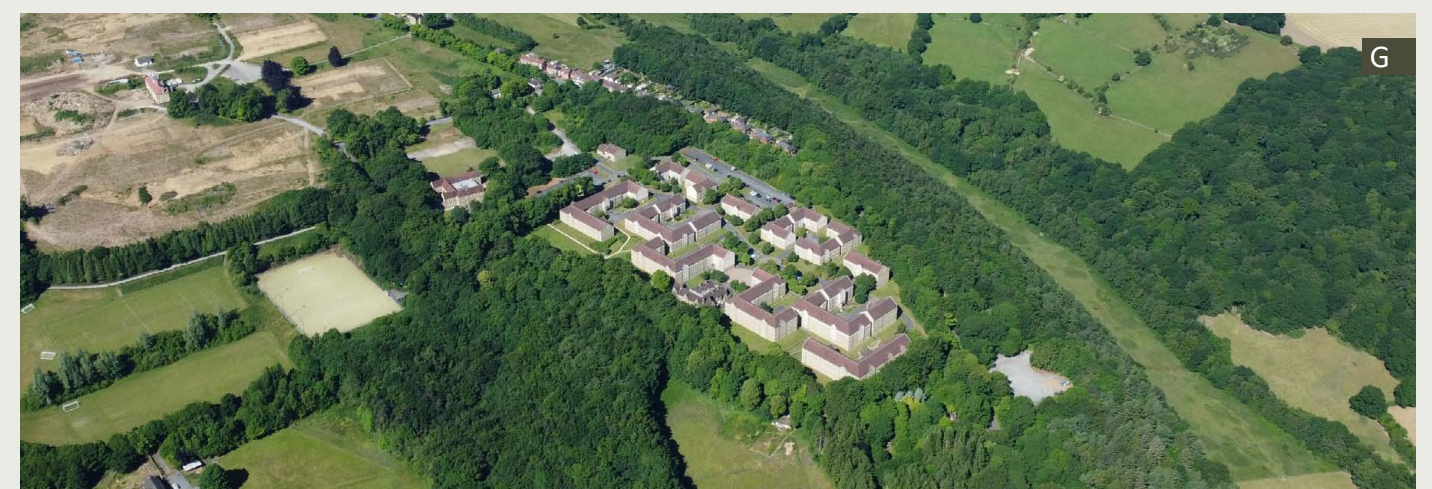
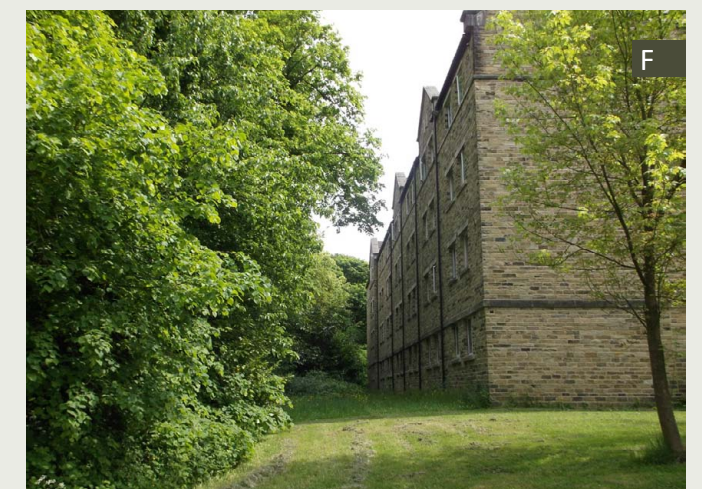
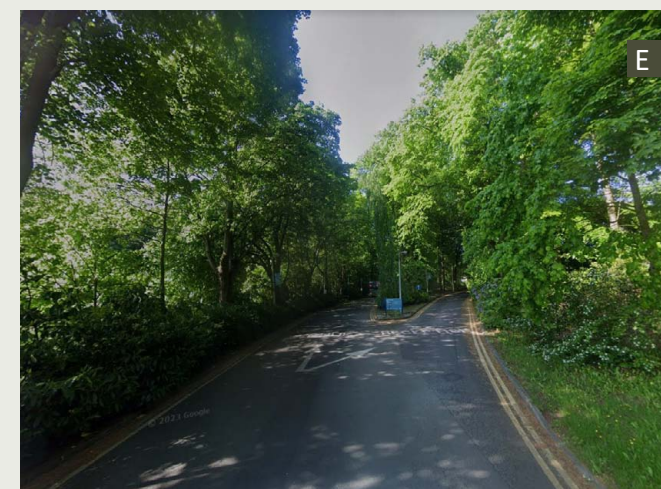
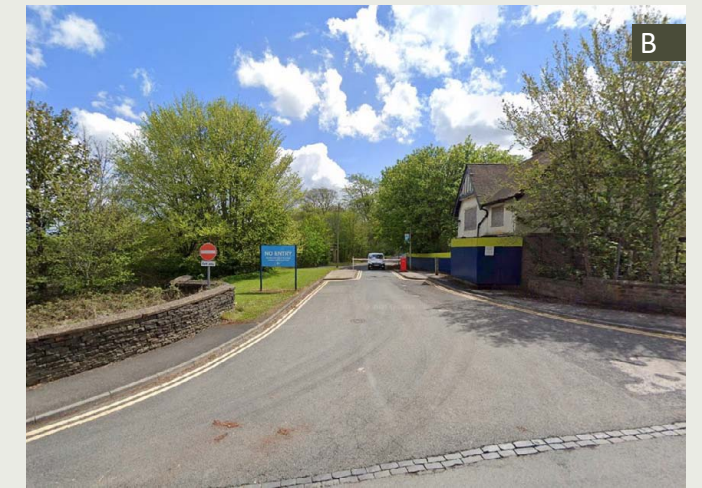
A - The main site entrance, off Storthes Hall Lane, is defined by listed stone, pillars, flank walls, iron gates and lodge building.

B - A secondary site entrance further south is also located off Storthes Hall Lane and currently used for egress purposes from the site.

C & D - The site built form comprises numerous 3 & 4 storey relatively modern student accommodation buildings in courtyard formations. Two existing, historical buildings, currently used as 'Reception' and 'The Venue' also occupy the site.

E & F - Mature trees are a significant green feature of the site, almost entirely surrounding the site boundaries.

The aerial view shows the size, mass and density of the existing built form.



SITE FEATURES

LANDSCAPE & TOPOGRAPHY

The landscape around Storthes Hall includes farmland and pastures. Dense trees and woodlands surround the north, south and eastern boundary edges, creating a sense of seclusion and separation from the wider landscape.

The landform within the site has a moderate slope with levels varying from approximately 155m to 185m A.O.D. Across the development platform levels change by around 20m over a distance of approximately 450m.

DRAWING LEGEND

Existing on-site Landscaping.

Existing off-site Landscaping.

Existing Buildings.

145-150m A.O.D.

145-160m A.O.D.

160-170m A.O.D.

170-180m A.O.D.

180+ A.O.D.

A detailed topographic map of the Storthes Hall site. The map uses color-coded contour lines to represent elevation, ranging from 145m to 180+ meters Above Ordnance Datum (A.O.D.). The site is bounded by a red line. Existing buildings are shown in light grey, and existing landscaping is indicated by green circles. The map also shows surrounding off-site landscaping in dark green. A north arrow is located in the top right corner, and a 'TOPO SURVEY' label is in the bottom right corner.

40 Storthes Hall

41

SITE FEATURES

OPPORTUNITY AND CONSTRAINTS

Key site features must be considered at a strategic, settlement and neighbourhood level.

This is derivative of the site analysis, which identifies site opportunities and constraints. Specifically considering topography, views, landscape features, access and connectivity.

Development proposals at outline and detailed design stages seek to maximise the benefits afforded by the site opportunities and retain those features that best enhance the site.

Of equal importance the established design principles that seek to minimise the impact of identified constraints will be reflected in the detailed proposals.

DRAWING LEGEND

- On-site trees not subject to tree preservation order.
- On-site trees subject to tree preservation order.
- Off-site trees subject to tree preservation order.
- Listed 'The Lodge' and associated walls, pillars & gates.
- Existing historical buildings.
- Existing student accommodation buildings.
- Existing off site buildings.
- Fall of land.
- Development edge defined by existing one way access road.
- Existing site access off public highway. To be retained and enhanced.
- DMMO application for public footpath.
- Boundary adjacent to residential development under construction.
- Existing off site PROW.
- Potential noise from Storthes Hall Lane.



OPPORTUNITY AND CONSTRAINTS

Chapter 3

DESIGN EVOLUTION



CONCEPT DEVELOPMENT

DRAINAGE INFRASTRUCTURE:

The drainage strategy includes size and location of attenuation basin based on site analysis and restricted run off rates.

EARLY CONCEPT PLAN:

This is a graphic representation of how the site could be developed. Based on site analysis and a high level understanding of likely drainage attenuation requirements the plan shows the main considerations for development.

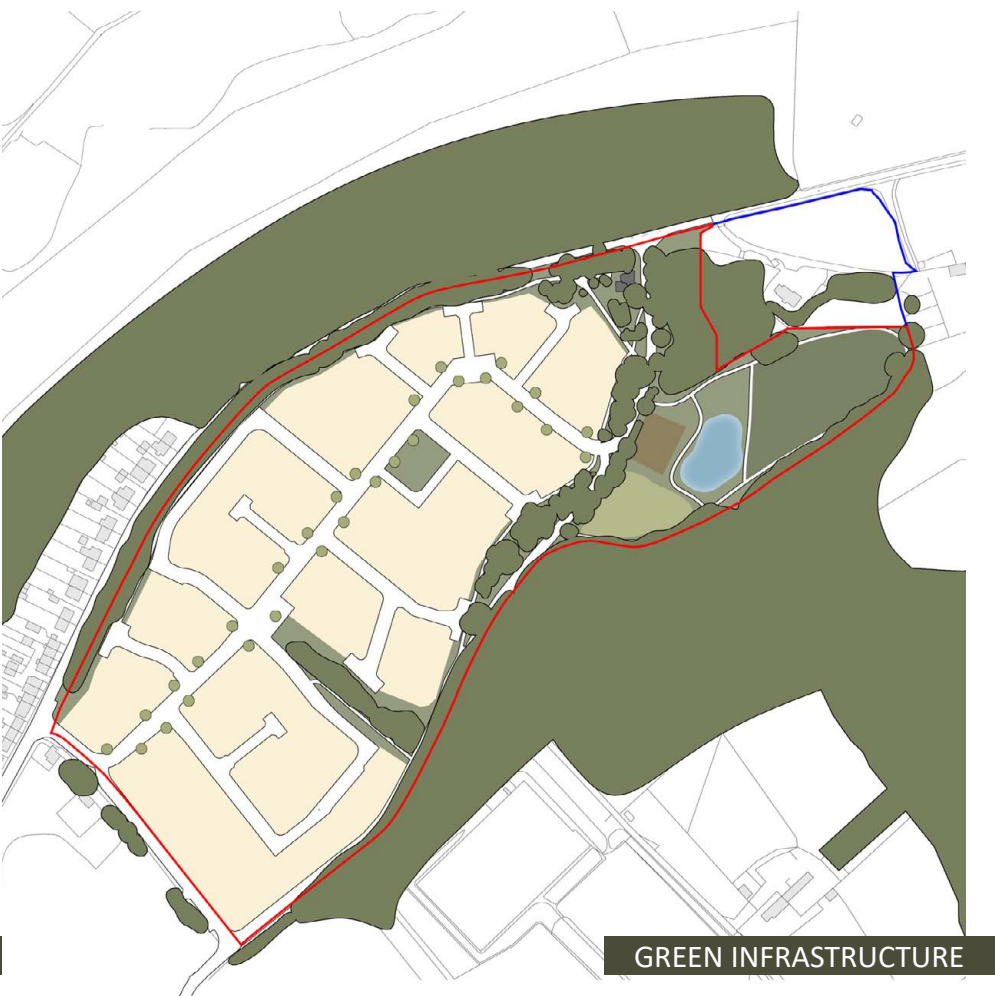
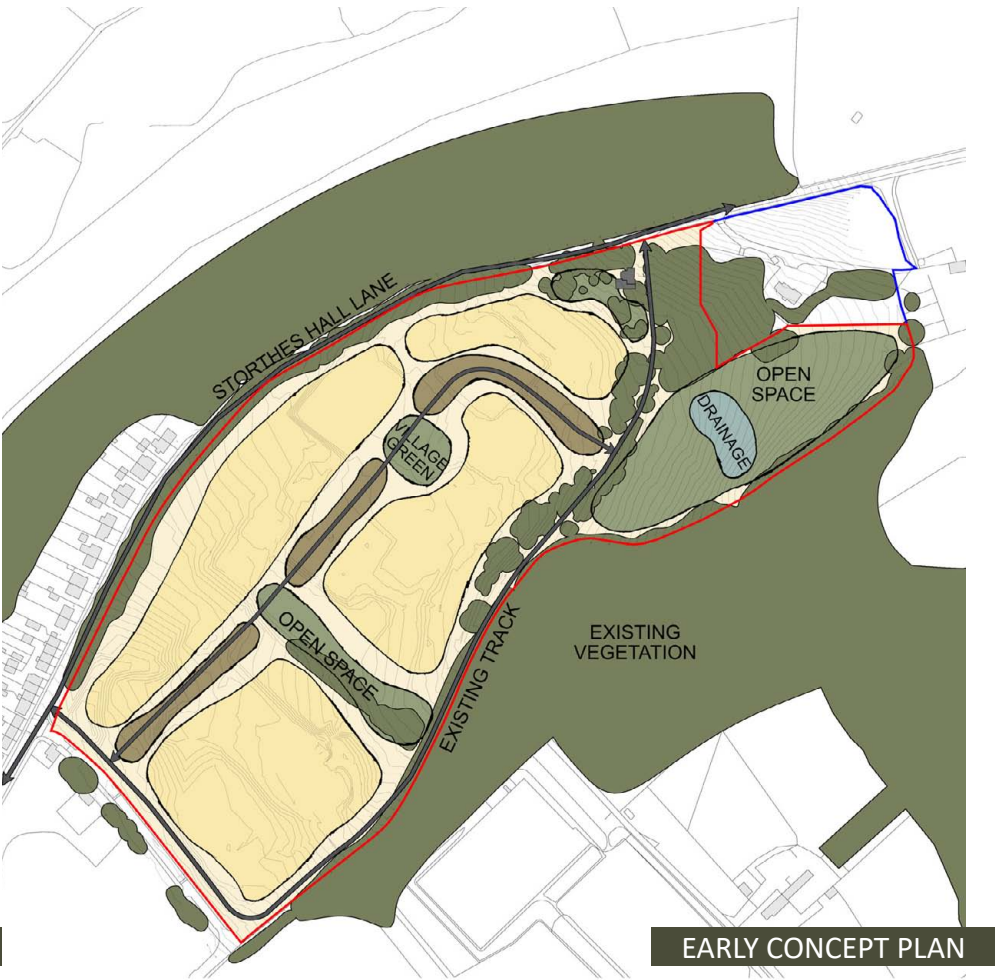
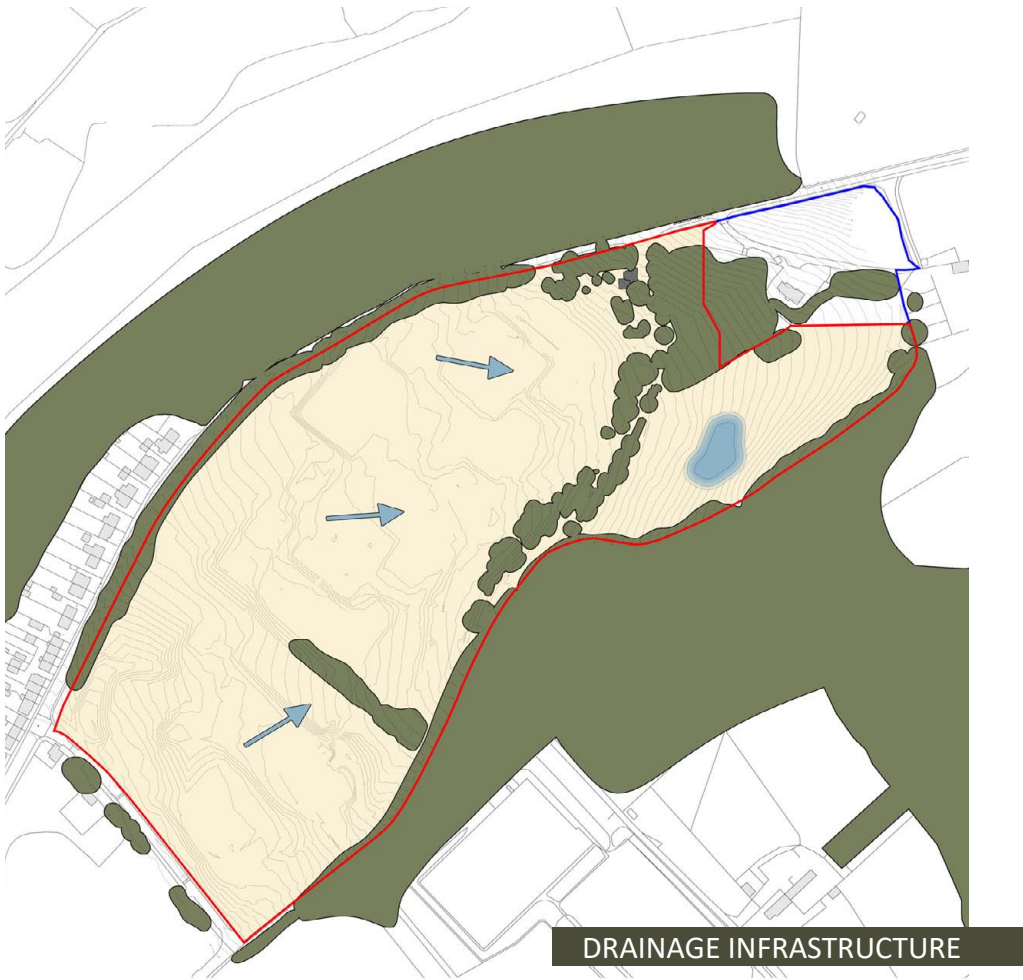
ROAD AND PEDESTRIAN ROUTES:

The arrangement of streets have been developed around the site features, opportunities and constraints. The proposed movement hierarchy creates a network of streets designed to allow for the appropriate mode of traffic through the development.

GREEN INFRASTRUCTURE:

A landscape strategy for the development looks to create a series of connected green spaces. Each will be distinctive and uniquely identifiable, contributing to the character of the environment.

Enhancing key connections from the built areas such as the existing and proposed roads with high levels of surveillance, framed by building frontages ensures these new places are safe and secure.



STREET TYPOLOGIES



ROAD NETWORK

DRAWING LEGEND

- Primary roads.
- Secondary roads.
- Tertiary roads.
- Vehicular access points.
- Footpath links.
- Pedestrian access points.
- Development Parcels.
- Existing Landscaping.
- Proposed open space.
- Proposed basin.
- Placemaking areas.

Detailed Movement and Blocks

Development parcels create a series of spaces and places that are responsive to the site and the proposed character of the development.

The primary movement framework is designed to create a permeable, logical and easily navigable arrangement that provides direct routes through the development. This route includes a tree lined edge both sides of the carriageway.

The secondary and tertiary road network is designed to maximise views to the retained tree belt and green spaces. In some instances, they also create alternative road loops to provide additional permeability through the site.

This framework plan is the outcome of a collaborative process of assessment and early consultation. The principles adopted are described and illustrated in greater detail in the following concept pages. These show concept development sketches, presenting block arrangements around the masterplan framework which guides the overall layout.

INDICATIVE CONCEPT MASTERPLAN

New low rise residential development will replace the existing higher rise student accommodation blocks which currently occupy the site. Careful thought will be given to how the buildings relate to their setting within and around the site with housing densities graded accordingly from high to low.

The plan opposite shows the eastern most site entrance densely populated with mature trees and defined by the listed lodge house, entrance piers and gates.

The main spine road provides a direct route through the site linking both Storthes Hall entrances. Development along this key movement corridor is defined by active frontages facing on to the axial route.

The area to the southern and western site edges requires sensitive boundary treatment. Building frontages face outwards towards mature trees. The residential form here should echo the rural nature of the location; properties should be low density and will enjoy open views of the countryside.

The north of the site bordering Storthes Hall Lane is a mixture of built form and open space. The dwellings here will respond accordingly to the verdant fringe. Properties should be low density and be set back from routeways and trees by grass verges.

Allotments, SUDS and an ecological area will form a green amenity and enhance opportunities for biodiversity.

DRAWING LEGEND

↔

Primary roads.

↔

Secondary roads.

Footpath links.

—

Key frontages.

—

Set piece arrangement.

⊙

Landmark plots.

□

Development Parcels.

■

Existing Landscaping.

■

Proposed open space.

■

Proposed basin.



CONCEPT MASTERPLAN

STREET SECTIONS

The access strategy within the proposed layout is based around three types of street design. The sections show the principles of the three types, while the diagram opposite shows their proposed locations within the layout. The three street types are as follows:

1. Main Street

Main Street should have a vehicular carriageway with a footpath on either side. It is envisaged that bicycles will use the carriageway rather than the footpaths. Properties have front gardens of around 2 to 3m in depth and are plotted with side driveways to maximise attractive boundary treatments, trees and landscaping opportunities. Main Street will typically have a carriageway width of 5.5 metres and is punctuated by 'squares' which include carriageway widening, changes in level and surface treatment at transition points.



Section through Main Street

2. Countryside Edge Lane

A Countryside Edge Lane is one of two typologies. The first is a Shared Surface Lane providing localised vehicular access to a small number of homes, but forming a key part of the pedestrian permeable network of routes within the layout. This area will allow both vehicular, pedestrian and cycle movement within a single shared surface, as well as provision for occasional parallel parking for visitors.

Properties to the development side of the shared surface will have front gardens of between 2 and 6m in depth. Where single sided development is found the other side of the shared surface will include tree planting and landscaping with linkages to footpaths where appropriate will be located.

The second is a Private Drive, which serves a very small number of dwellings and is accessed from within the layout via the network of residential streets and shared surface lanes. A Countryside Edge Lane will have a hard surface width of between 4.8 and 5.5 metres, designed in detail around tracking to facilitate refuse and service vehicle turning. Private Drives (single property or shared) are sometimes located off the end of a Countryside Edge Lane. These are similar in character, although narrower as these will not need to accommodate refuse vehicles.



Section through Countryside Edge Lane

3. Residential Street

A Residential Street will typically have a hard surface width of 5.5 metres. This area should allow both vehicular, pedestrian and cycle movement within a single shared surface, as well as provision for occasional parallel parking for visitors. Properties to either side of the shared surface should have front gardens of at least 1.5m in depth with intermittent tree planting on either side. The Shared Surface Lanes provide localised vehicular access only to a small number of homes, but form a key part of the pedestrian permeable network of routes within the layout. The overall frontage to frontage width for a Shared Surface Lane will generally be between 10 and 12 metres.



Section through Residential Street



PLAY STRATEGY

The development setting offers a unique opportunity to create a distinctive place which celebrates its natural features. The masterplan will set an example for the future development and the illustrative diagram opposite captures the key aspects of place-making vision for the site.

RECREATION PROVISION

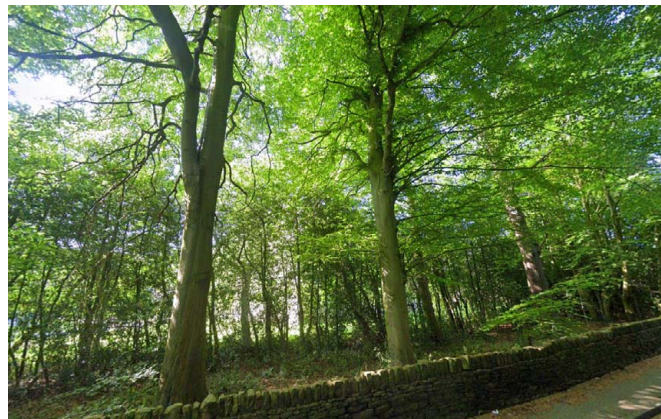
The masterplan dedicates approximately a third of the site to green open space. This includes existing mature trees, informal parkland, allotments and an ecological area. It also contains strategic green planting areas and drainage features such as an attenuation pond. The open space strategy consolidates uses wherever possible as part of achieving linked and ecological opportunities across the site.

PLAY PROVISION

The play area strategy allows for a series of local play spaces both informal and formal to be within a short walk from all housing. A series of play areas (as shown on the above plan) will be integrated within green spaces around residential areas. These play areas will be linked through walkways and greenways.



INDICATIVE MASTERPLAN



WELL CONTAINED SITE

Existing mature landscaping provides a screen for the proposed development, existing properties and roads, in particular along the northern boundary to Storthes Hall Lane.



HIGH QUALITY PUBLIC OPEN SPACE

Public open spaces are proposed in a variety of forms from large open areas, formal green spaces and footpath links incorporated into the existing landscaping.



HOUSING FOR ALL

A range of dwelling types from 1 bedroom apartments to 3 bedroom townhouses and 5 bed detached dwelling provide the variety for all needs of the local area.



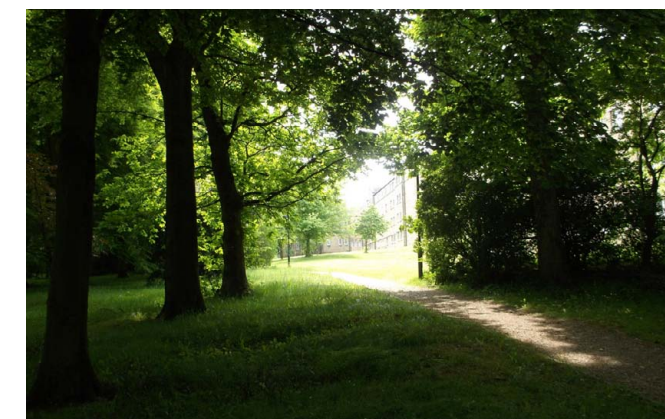
RETENTION OF KEY FEATURES

Listed building & structures are incorporated into the proposals in a considered manner. The majority of existing trees are to be retained and become a key feature of the proposals.



ECOLOGICAL ENHANCEMENT

A range of ecological enhancements including areas of public open space and existing vegetation links through the site. The drainage basin is a new opportunity for habitat creation.



CONNECTIVITY

The existing landscaped spaces are proposed to be incorporated into the proposals. Tree lined footpath routes through the site, provide public links to the existing wider footpath network.

CREATING CHARACTERFUL STREETS AND PLACES

PROPOSED CHARACTER AREAS

These will reflect the characteristic elements of existing properties highlighted in the character study. Other influences on the site character are the physical site features such as existing vegetation, topography and views to surroundings. It will also be influenced by the housing mix street types and parking strategy.

CHARACTER AREAS:

In order to create a varied and integrated development which provides a high-quality environment and experience for its residents, the masterplan proposes a series of distinct character area. This will be informed by the following attributes:

- Views to landscape features in the site.
- Changes in density which will influence character. The character of green spaces within the area.
- Architectural detailing and materials (a palette based on the traditional Yorkshire vernacular).
- Sensitive boundary treatment.

The proposed character areas can be summarised as follows:

1. Main Street.
2. Countryside Edge.
3. Core.
4. The Square.

A detailed description of each area is outlined in the following pages.



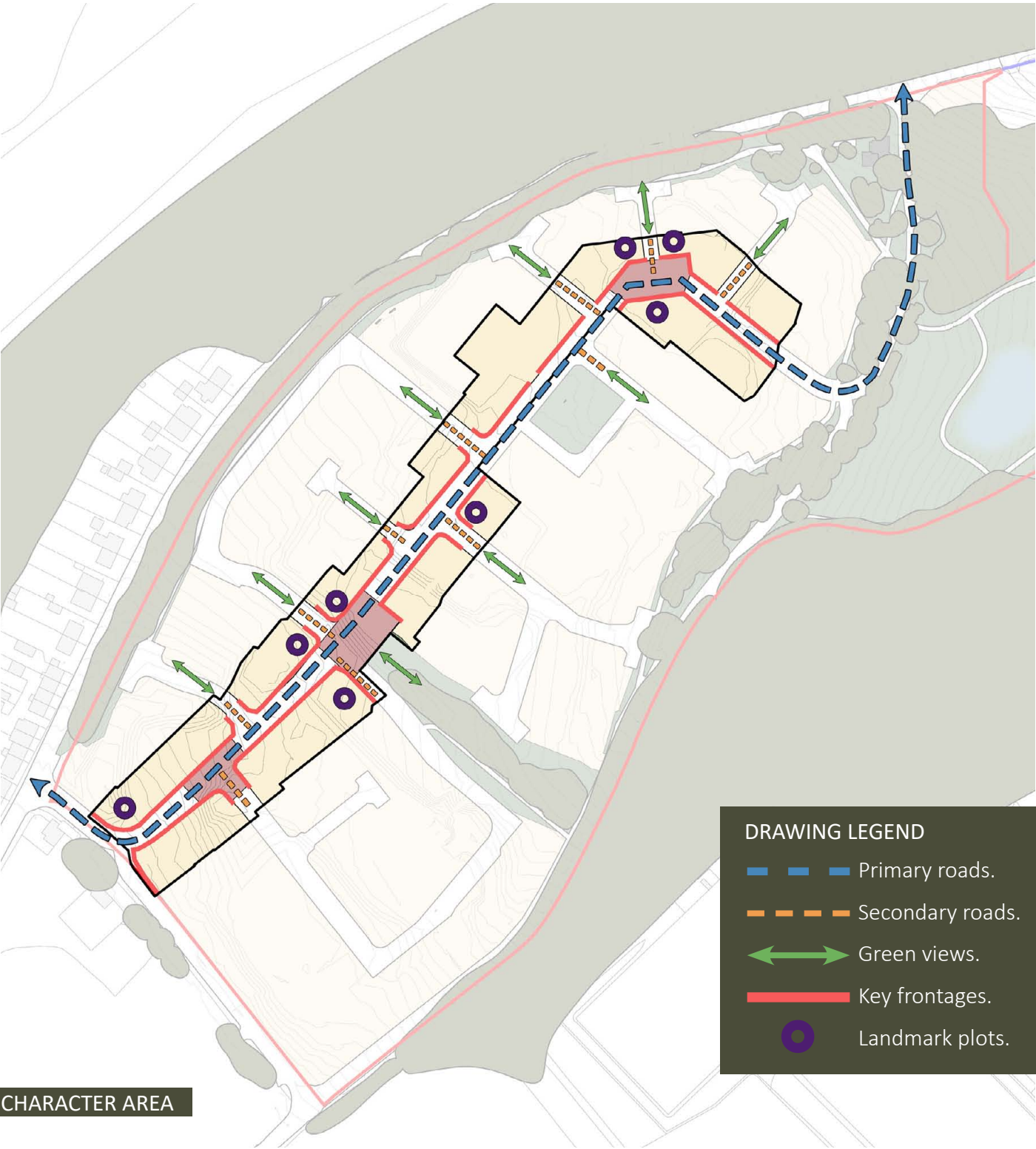
CHARACTER AREAS

APPROACH TO CHARACTER

In order to successfully create character in a new development it is important to draw upon those existing within the surrounding settlement; both in terms of landscape and built form. The proposed development should be designed in a manner which is sensitive to its site and setting. Quality of character will be achieved across the site, with areas of primary frontage to be considered of particular importance in this respect. The proposed masterplan seeks to deliver a high-quality environment in which a mix of detached, semi-detached and terraced properties will be arranged in spacious, green setting.

This section provides a guiding framework for the overall layout, scale and appearance of the built form and the open spaces. The purpose of this is to ensure that the development reflects and responds to the local context and the specific opportunities offered by the site. The proposal is the outcome of thorough site assessment and responds to a vision which supports a high quality of life.

CHARACTER AREA 1: MAIN STREET



DRAWING LEGEND

Primary roads.

Secondary roads.

Green views.

Key frontages.

Landmark plots.

CHARACTER AREA

This will form the heart of the new neighbourhood and runs the full length of the site acting as the main gateway and link to the rest of the development. It includes residential development, punctuated by secondary streets and green spaces.

The built form will include detached, semi-detached and compact blocks facing the street along a uniform building line. At convergence points of side streets visual interest will be enhanced by terminal vistas. The creation of new landmark buildings and hubs and views is a key objective of this character area.



URBAN FORM

- Consistent building line to create sense of enclosure.
- Corners to act as landmark buildings.
- Ridge lines running parallel to the street, except on corners.

DETAILS AND MATERIALS

- Occasional gables used to create variety and terminate vistas.
- Local stone with slate roof tiles.
- Stone chimney stacks.

PARKING

- Side drives and small parking courts.

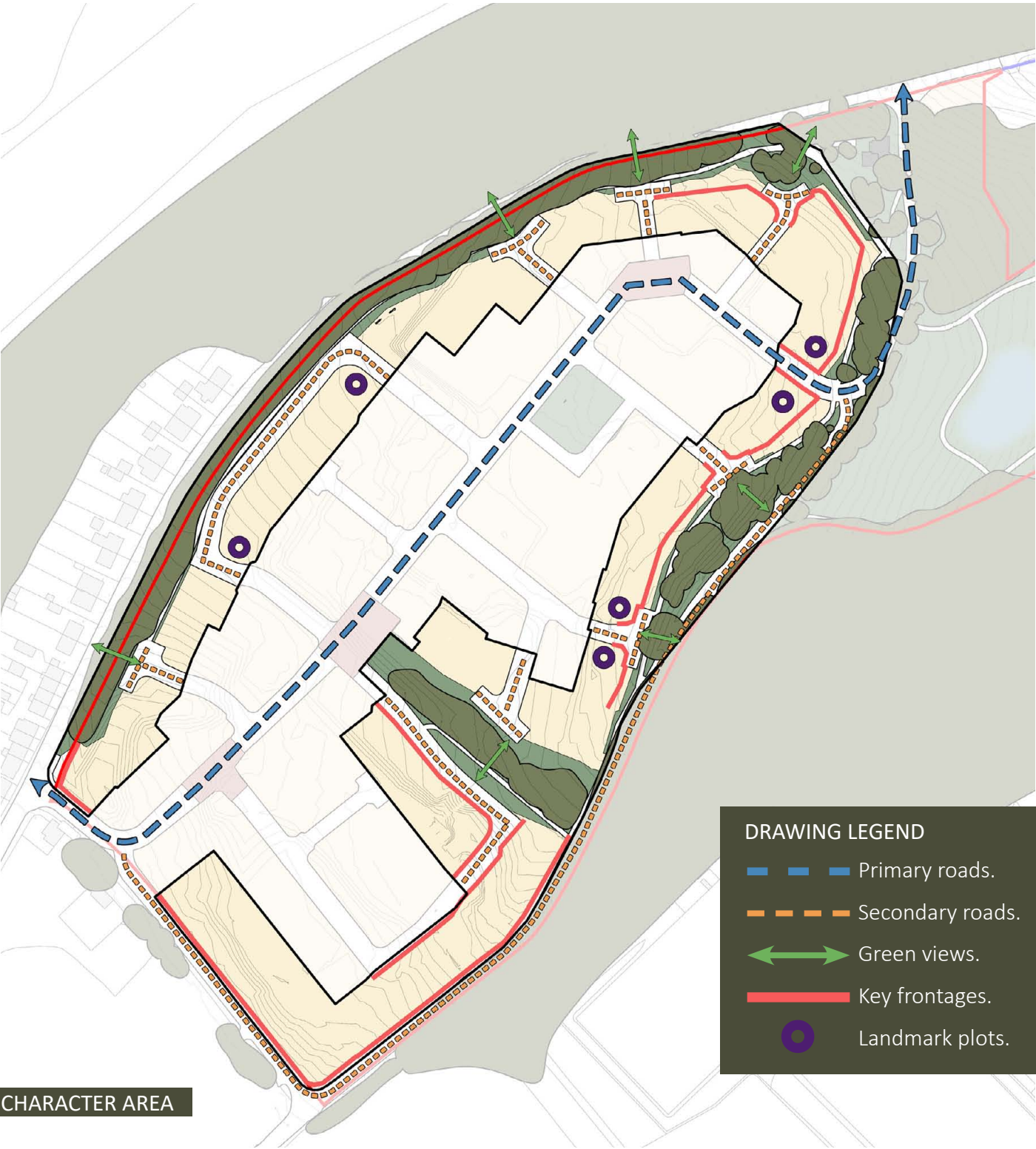
PUBLIC REALM

- Formal landscaping to characterise route.
- Low garden walls and gates to front gardens.

BUILDINGS AND PLOTS

- Properties facing closely onto footpath, with small front gardens low level walls.

CHARACTER AREA 2: COUNTRYSIDE EDGE



CHARACTER AREA

This area is defined by existing mature trees and green edges encapsulating the developable land. Thought out placement and orientation of buildings will establish these landscape corridors as key components in the success of the masterplan.

These greenways will include pedestrian links creating new opportunities for interaction with nature and active recreation.

The built form will be lower density, low rise, typically two storey dwellings, with spacings between for private driveway and side streets.

DRAWING LEGEND

- Primary roads.
- Secondary roads.
- Green views.
- Key frontages.
- Landmark plots.



MASTERPLAN EXTRACT

URBAN FORM

- Consistent building line behind street or private drive.
- Strong sense of frontage along landscape corridor.
- 2 storey.

DETAILS AND MATERIALS

- Local stone.
- Eaves facing the street.
- Facing gables for emphasis.
- Chimneys.

PARKING

- On plot in garages and on driveways.

PUBLIC REALM

- Landscape corridor including new footpath routes and opportunities for planting.
- Possible trim trail.

BUILDINGS AND PLOTS

- Detached and semi-detached.
- Buildings set back with small front gardens and common landscaped boundary treatments.
- Dwellings front directly onto open space.

CHARACTER AREA 3: CORE



CHARACTER AREA

The core is development along side roads connecting main street to countryside edge or small symmetrical cul-de-sac arrangements of distinctive building types.

Buildings are set out to relate to one another through formal placement, typology and style. Mid

run plots are uniform sharing common depths and widths, corner turning buildings provide variation. Increase in ridge heights from 2 to 2.5 storey creates additional variation in built form.

A strong choice of landscape details and where appropriate surface treatments would define these areas as places with their own identity.

DRAWING LEGEND

Primary roads.

Secondary roads.

Green views.

Key frontages.

Landmark plots.



MASTERPLAN EXTRACT

URBAN FORM

- Medium to high density.
- Formal frontages and build line.
- Uniform blocks with corner turning buildings providing variation.

DETAILS AND MATERIALS

- Some hipped roofs or gable fronts to gateway plots.
- Local stone and slate roof.
- Chimney used sparingly.

PARKING

- Frontage parking or private drives.

PUBLIC REALM

- Internal street buildings, informal planting within front garden.

BUILDINGS AND PLOTS

- Properties fronting closely onto footpath with small or no front gardens.
- Terraces and cottages with occasional larger corner buildings.

CHARACTER AREA 4: THE SQUARE



CHARACTER AREA

The square is a formal arrangement breaking up the built form of main street and providing a new vista along this key movement route.

This focal space introduces visual relief and a small area of open space for play and passive recreation, further emphasising its role as an appropriate intervention in the streetscape.

The buildings here could be of a larger scale, up to 3 storeys in height, and should have a sense of formality and regularity achieved through footprint, massing and ridge orientation.

DRAWING LEGEND

- Primary roads.
- Secondary roads.
- Green views.
- Key frontages.
- Landmark plots.



MASTERPLAN EXTRACT

URBAN FORM

- Compact formal layout.
- Strong sense of enclosure and privacy.
- Possible vertical emphasis.

DETAILS AND MATERIALS

- Uniform fenestration.
- Mix of roof profiles, high pitched roofs, facing gables and dormer windows.

PARKING

- On plot parking on driveway or garage.
- Concealed parking court.

PUBLIC REALM

- Formal open space.
- Street planting, hedges, trees and shrubs.
- Formal boundary treatment.

BUILDINGS AND PLOTS

- Two and three storey terraced dwellings.
- Buildings set close to street.

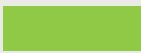
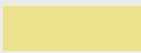
PARAMETERS PLAN

The parameter plan provides clear and comprehensive visual representation of the proposed development. This establishes the framework that will guide the detailed design.

The key components included in the plan;

- 1. **Site boundaries:** The plan shows the boundaries of the site, adjacent properties, roads and woodlands.
- 2. **Parcel layout:** Developable land parcels are identified. This area could deliver up to 261 dwellings. Building heights can reach up to three storeys along with feature chimneys. These requirements along with the setting back of the development from the countryside edge will minimise the impact of development.
- 3. **Road network:** The existing network within the developable area and any associated junctions.
- 4. **Green spaces and landscaping:** The plan specifies the location of existing trees and woodlands and depict the amount, size and location of the open space.

DRAWING LEGEND

-  Extent of site - 12.42 Ha
-  Residential area - Max 3 storey dwelling - 7.91 Ha
-  Open space/ landscaped area - 3.82 Ha
-  Access area - 0.61 Ha
-  Existing Lodge
-  Vehicular Access Point



Chapter 4

CONCLUSION



SUSTAINABILITY

The sustainability objectives of the development are summarised below.

Design and Layout

The Design and Access document has demonstrated that the masterplan has come together through analysis of the local character, planning policy, technical information and engagement. The vision of the masterplan has been underpinned by the drive to create a sustainable development designed for healthy living.

Well designed buildings and public spaces generate health benefits and access to natural spaces is a major influence on health and well being and together with ongoing maintenance will help to promote respect towards the environment.

The detailed design of buildings will adopt the energy strategy required in the UK Building Regulations, encouraging the conservation of heat through a fabric first approach. These measures will help to minimise housing energy use and carbon emissions regardless of the specific house type design.

The orientation of buildings and spacing will respond to opportunities for solar benefit whilst incorporating passive shading and cooling. Strategies will be developed to minimise the impact of noise and light pollution where required.

Additional measures will be taken to ensure the efficient use of natural resources such as water and reduce environmental impacts from materials, pollution, surface water run-off and landfill waste. Full consideration will be given to promotion of re-use and recycling of materials.

The landscape proposals incorporate a number of new ecological features with the aspiration to increase the ecological value of the site through comprehensive new planting of trees and hedges.

Transport and Movement

The proposed development will be connected to the surrounding areas by a range of modes, including walking and cycling. Sustainable transport such as walking has been given priority in the proposed development, with the layout providing legible and direct routes following desire lines. Links to existing public rights of way have been incorporated into the proposals.

Ecology

Opportunities for biodiversity enhancement (above and beyond those required to mitigate for any identified impacts) will be fully detailed within the Construction Environmental Management Plan and the Landscape Ecological Management Plan. Enhancements will include;

- Incorporation of a range of native tree/shrub species and flowering plants into the landscape scheme.
- Installation of a range of bird nest boxes at existing mature trees and new buildings.
- Installation of bat boxes at the new buildings and retained trees.
- Creation of informal hibernacula within retained areas of woodland to provide shelter, refuge and hibernation habitats.

Water

The use of water efficient fittings and water efficient appliances will ensure water demand is reduced below average existing rates.

Sustainable Drainage

The use of Sustainable Drainage Systems (SuDS) will manage surface water run off in an environmentally friendly and efficient manner, improving water quality and promoting biodiversity. The drainage strategy will employ storage methods such as a ponds designed to temporarily hold excess stormwater and accommodate increased flows from potential future climate change. In addition to attenuation of flow, they remove pollutants and ensure slow release of water to the local watercourse system.

Waste and Resource

Segregated waste storage space will be provided. External storage for recycled waste will be well considered and integrated into the design of the dwelling plot. On-site composting of appropriate waste will be encouraged.

During construction full consideration will be given to minimising waste and promoting re-use and recycling of materials. Waste will be managed and the proportion sent to landfill minimised through efficient design, waste segregation, reuse and recycling. Appropriate steps will be taken to protect the quality of groundwater and watercourses from run-off.

CONCLUSION

This document tells the storey of the design process, from early site analysis, local character studies and historic development through to masterplan principles and character definition.

Careful assessment of the site existing context has identified very few significant constraints enabling the proposed development to integrate efficiently within the established setting.

It has been demonstrated that the proposals are capable of being constructed to reflect and enhance the best of existing local character and improve significantly on the built form currently occupying the site.

SUMMARY

The site represents an appropriate location for much needed new homes within the district. The proposals described within the Design and Access Statement will achieve a development of high quality, integrating well within the existing setting and providing new community uses.

PARKER PEEL
ARCHITECTURAL