



Architecture
Planning
Urban Design
Landscape

PROPOSED RESIDENTIAL DEVELOPMENT

Providence Street, Earlsheaton

Design and Access Statement

February 2025

V:02

Contents

01	Introduction	5
02	Development Framework	7
03	Site Area and Analysis	11
04	Design Solution	19
05	Design Quality	35
06	Summary	40

Contents Amendment Record

Project: 24 5721 - Providence Street, Earlsheaton

Date of Issue	Rev	Notes	Status	Completed By	Checked and Approved By		
					Designer	Landscape	Planner
22.08.2024	0		Draft	VS	RAN	LB	N/A
09.09.2024	01		Sub	VS	RAN	LB	N/A
11.02.25	02		Sub	VS	RAN	LB	N/A

Copyright of JRP. All Rights Reserved.

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



1.1 Introduction

This Design and Access Statement has been completed on behalf of Precious Land Holdings in support of an outline planning application for residential development at Providence Street, Earlsheaton.

1.2 Vision

The proposal will create a distinctive residential development which is sympathetically designed to respect the surrounding built and natural environment.

1.3 Purpose

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

The aims of the statement are to ensure design is integral to the creation of this development as far as possible at this outline stage.

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

1.4 Brief

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

- Deliver quality of built form and spaces.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is deliverable and viable

1.5 Aspirations

- Our intention is to deliver a secure and sustainable development of modern family homes in a safe, green and welcoming environment.
- Achieve this vision through careful design and communication with the local authority without preconception of the possibilities for this site.
- Ensure the development proposals are in line with local allocation requirements and aspirations for the site.

A dark teal background on the left side of the page, featuring a complex geometric pattern of overlapping triangles and squares in various shades of teal and dark blue.

02 Development Framework

Development Framework

This section of the Design and Access Statement reviews both National and Local Planning policies in relation to the design aspects of the scheme.

National Planning Policy Framework (the Framework) (July 2023)

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

In Achieving well-designed places the NPPF states:

Paragraph 127. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

Paragraph 128. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.

Paragraph 130. Planning policies and decisions should ensure that developments: a) **will function well** and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) **are visually attractive** as a result of good architecture, layout and appropriate and effective landscaping; c) are **sympathetic to local character** and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) **establish or**

maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an **appropriate amount and mix of development** (including green and other public space) and support local facilities and transport networks; and f) **create places that are safe, inclusive and accessible** and which promote health and well-being, with a **high standard of amenity** for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131. 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.

Paragraph 134. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 135. Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

Access

At a national level, National Planning Policy Framework (2021) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

Paragraph 113 requires that:

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

Paragraph 112 states applications for development should:

- 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, 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;
- address the needs of people with disabilities** and reduced mobility in relation to all modes of transport;
- 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;
- allow for the **efficient delivery of goods, and access by service and emergency vehicles**; and
- be designed to enable **charging of plug-in and other ultra-low emission vehicles** in safe, accessible and convenient locations.

Safe and Inclusive Design

NPPF states at paragraphs 92 and 130 the following in respect of safe and inclusive design:

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- are **safe and accessible**, so that crime and disorder, and the fear

of crime, do not undermine the quality of life or community cohesion – for example through the use of **attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas** (p.92).

Planning policies and decisions should ensure that developments: f) **create places that are safe, inclusive and accessible and which promote health and well-being**, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the **quality of life or community cohesion and resilience** (p.130).

The National Design Guide, 2019

The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide seeks to illustrate how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The focus of the design guide is on good design in the planning system, so it is primarily for:

- Local authority planning officers, who prepare local planning policy and guidance and assess the quality of planning applications;
- Councillors, who make planning decisions;
- Applicants and their design teams, who prepare applications for planning permission; and
- People in local communities and their representatives.

The 10 characteristics of well-designed places are:

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



The design guide introduces 10 characteristics for well designed places as set out in the diagram and explained in depth in the design guide.

The Design Guide states that a National Model Design Code, will be published setting out detailed standards for key elements of successful design.

The National Model Design Code will set a baseline standard of quality and practice across England which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.

Living with Beauty, 2020

This report proposes a new development and planning framework, which will:

- Ask for Beauty
- Refuse Ugliness
- Promote Stewardship

Development Framework

The report advocates an integrated approach, in which all matters relevant to place making are considered from the outset and subjected to a democratic or co-design process. The report advocates raising the profile and role of planning both in political discussions and in the wider debate concerning how we wish to live and what kind of a country we want to pass on.

The report aims for long-term investment in which the values that matter to people – beauty, community, history, landscape – are safeguarded. "Hence places, not units; high streets, not glass bottles; local design codes, not faceless architecture that could be anywhere. We argue for a stronger and more predictable planning system, for greater democratic involvement in planning decisions, and for a new model of long-term stewardship as the precondition for large developments."

The report advocates a radical programme for the greening of our towns and cities, for achieving environmental targets, and for regenerating abandoned places. The emerging environmental goals – durability, adaptability, biodiversity – are continuous with the pursuit of beauty, and the advocacy of beauty is the clearest and most efficient way forward for the planning system as a whole.

Local Plan

The Kirklees Local Plan was adopted on 27 February 2019. It comprises the strategy and policies document, allocations and designations document and associated policies map.

Design Policies

Policy LP24: Design

Good design should be at the core of all proposals in the district and should be considered at the outset of the development process

- Proposals should promote good design by ensuring the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;
- They provide a high standard of amenity for future and neighbouring occupiers; including maintaining
- Appropriate distances between buildings and the creation of

Development Framework

- development-free buffer zones between housing and employment uses incorporating means of screening where necessary;
- High levels of sustainability providing charging points to encourage the use of electric and low emission vehicles;
- Incorporating adequate facilities to allow occupiers to separate and store waste for recycling
- Designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.
- The risk of crime is minimised by enhanced security any new open space is accessible, safe, overlooked and strategically located development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks
- The retention of valuable or important trees

Other relevant policies to consider include:

Policy LP2 Place shaping
 Policy LP7 Efficient and effective use of land and buildings
 Policy LP27 Flood Risk
 Policy LP28 Drainage
 Policy LP30 Biodiversity and Geodiversity
 Policy LP32 Landscape
 Policy LP33 Trees
 Policy LP47 Healthy, active and safe lifestyles
 Policy LP63 New Open Space

The site is identified as a Housing Allocation under Reference HS50. This is identified on the map opposite. The requirements for this site is also identified opposite.

Supplementary Planning Documents and Guidance

Affordable Housing and Housing Mix SPD, March 2023
 Housebuilders Design Guide SPD, June 2021
 Open Space SPD June 2021
 Highway Design Guide SPD Nov 2019

Site HS50	
Local Plan ID	HS50
Site address	Providence Street, Earlsheaton, Dewsbury
Ownership	Private and Council
Gross site area (Ha)	1.60
Net site area (Ha)	0.86 - Area of BAP Priority Habitats removed from developable area
Constraints	<ul style="list-style-type: none"> The provision of a pedestrian footway is required across the site frontage Potentially contaminated land Site lies within a UK BAP priority habitat Site is close to listed buildings
Allocation	Housing
Indicative capacity	30 dwellings
Reports required	<ul style="list-style-type: none"> Flood Risk Assessment Contamination report (Phase 1) Heritage Impact Assessment Health Impact Assessment Transport Statement
Other site specific considerations	N/A



03 Site Area and Analysis

Site Area and Analysis

The Site

The site is located off Providence Street, approximately 1.3 km east of Dewsbury town centre and currently comprises a storage container yard (northwest), overgrown clearing (centre) and overgrown woodland (southeast).

Historically the site has been the location of a sandstone quarry an area of 'Tenters' (used in the woollen industry) and housing.

A former sandstone quarry is located within the site boundary, but beyond the net developable area.

An additional former sandstone quarry is located immediately south of the site, this area is now under development with residential dwellings.



Site Area and Analysis

The plan opposite demonstrates the extent of the planning application (red line).

The site, as outlined opposite, has an overall area of 0.73 hectares.

The site is bounded to the east by Providence Street along its entirety with residential development beyond. Residential development also bounds the site to the south.

A check was made with Kirklees Metropolitan Council in March 2024 to determine whether any of the trees surveyed are subject to any statutory controls.

It is confirmed that there are two Tree Preservation Orders (TPO Ref: 02/24/G1 and 02/24/W1). These are identified below.



Site Area and Analysis

The Site

An analysis of the existing built form can provide inspiration for new development and design references for urban form, landscape treatment and architecture.

Analysis of these aspects helps in the creation of a locally distinctive new place, which integrates with and benefits the character and identity of the wider Community.

As the images opposite demonstrate, residential development is situated to the north, south and western boundaries.

Although there are some single storey properties, the predominant type of property within the area is 2 storey properties. Some newer developments provide some increased 2.5 and 3 storey forms. The older developments are of a grander scale with greater floor to ceiling heights. The materials vary with a mix of red brick, artificial stone and natural stone to the older developments. Grey / brown roof materials dominate.

Parking to the newer developments are within allocated driveways however on street parking or on drives which have been created within front gardens.

Boundary treatments vary with low walls / hedges to older development. Timber fencing is present but newer developments provide landscape only and open frontages to the plots.



Site Area and Analysis



Site Area and Analysis

Technical Considerations

Ecology Considerations

Habitats onsite comprise broadleaved woodland, some of which has been recently removed, tall ruderal vegetation, poor semi-improved grassland and bramble scrub. Homestead Mill with buildings, (B1a, B1b, B2) shipping containers and associated hardstanding is present in the north.

No sites of local importance with a non-statutory designation occur within the Site or within 1km of the Site boundary.

One parcel of Deciduous Woodland HPI is mapped within the Site. A further 43 parcels of Deciduous Woodland HPI occur within 1km of the Site boundary. Two parcels of ‘No main habitat but additional habitat present’ HPI occur within 1km, the closest being 312m southwest of Site.

The woodland areas would be considered to be of value at a Local scale for their inherent value for wildlife.

Given the intervening distance between the application Site and the SAC, impacts upon the international sites are expected to be imperceptible / nugatory for the following reasons:

- No habitats that qualify as designating features of the statutory site are present within the application Site;
- There appears to be no direct hydrological links from the Site to the designated site;
- No construction phase impacts, such as dust, noise and/or pollution are expected due the intervening distance (>5km)⁵²; and
- An increase in recreational pressure once the development is complete is likely to be imperceptible / nugatory due to the small scale of the development (30 units) and the fact that the SAC has

no formal public access.

Mitigation / enhancement required:

- Root protection areas to protect the retained trees and woodland, as well as pollution prevention measures during construction, through the adherence of best practice working methods, will protect these habitats during the construction phase.
- As part of any future detailed development design, care should be taken to avoid inappropriate lighting of any new ecological landscape planting and retained boundary features (namely the retained woodland) or any new structural planting.
- The retained woodland parcels will be retained and managed in the long-term to maximise their value for wildlife. Deadwood will be retained within the woodland to encourage invertebrates which will provide enhanced opportunities for foraging bats.
- The provision of bat boxes on the proposed houses, as well as on suitable, retained trees within the woodland, will provide new roosting sites for generalist bat species.
- The provision of a range of bird boxes on the proposed houses, as well as on suitable, retained trees within the woodland, will provide new nesting sites for the local bird population.

Flood Risk and Drainage

The site currently comprises a building and several containers with associated hard standing, large areas of vegetation and woodland.

The development proposals entail the construction of up to 30 residential dwellings within the western half of the site. Woodland will be retained within the eastern half of the site and within the western corner of the site. Vehicular access will be provided via 2 no. new access points on Providence Street, with a pedestrian and cycle link provided via the existing access point on Town Street.

The Environment Agency Flood Map for Planning (Rivers and Sea)⁵ (Figure 3) indicates the site to be located in flood zone 1. This is reiterated on Set A – Strategic Flood Risk Assessment Flood Risk Map GG and Flood Risk Map II of the 2016 Strategic Flood Risk Assessment (“Kirklees Flood Risk Map GG” and “Kirklees Flood Risk Map II”).

The risk of flooding to the proposed development from all identified sources is assessed to be low/negligible.

As such, no specific flood risk mitigation measures are proposed. Notwithstanding this, finished floor levels should be at least 0.15 m above adjacent ground levels following any reprofiling of the site, with ground levels sloping down from the dwellings.

This measure will, subject to the implementation of an appropriately designed surface water drainage scheme (Section 6), enable any potential overland flows to be conveyed safely across the site without affecting property.

Yorkshire Water has advised, by way of a pre-planning sewerage enquiry response (Appendix D), that there is existing capacity in the local foul sewerage network to receive and treat domestic foul water from the proposed development and that foul water can discharge without restriction into the 225 mm diameter combined sewer in Providence Street.

The majority of the site is undeveloped greenfield. Given site topography and ground conditions, surface water runoff would be expected to infiltrate where conditions allow and flow overland in a south-easterly direction. The far western portion of the site comprises a building, a brick setts access road and areas of gravel. Surface water runoff from the existing building and brick setts access road is indicated to be positively drained by rainwater down pipes and drainage gullies. It is proposed to direct all runoff from the developed site to Chickenley Beck

via a connection to the 225 mm diameter public surface water sewer on Providence Street.

Attenuation storage will be provided to store surface water runoff generated across roofs and hardstanding. The storage volume could be accommodated within 80 m of 2.7 x 1.5 m diameter box culverts located beneath the access roads.

Site Levels

Site levels are shown to range between approximately 63.0 to 93.5 m AOD, with levels falling in a southeasterly direction.

Ground levels at the Town Street entrance are indicated to be circa 93.9 m AOD with levels on Providence Street ranging between 70.5 to 93.0 m AOD, with levels falling in a south-easterly direction.

Heritage Assessment

The proposed site contains no listed buildings, nor does it lie within, or within the setting of a designated Conservation Area.

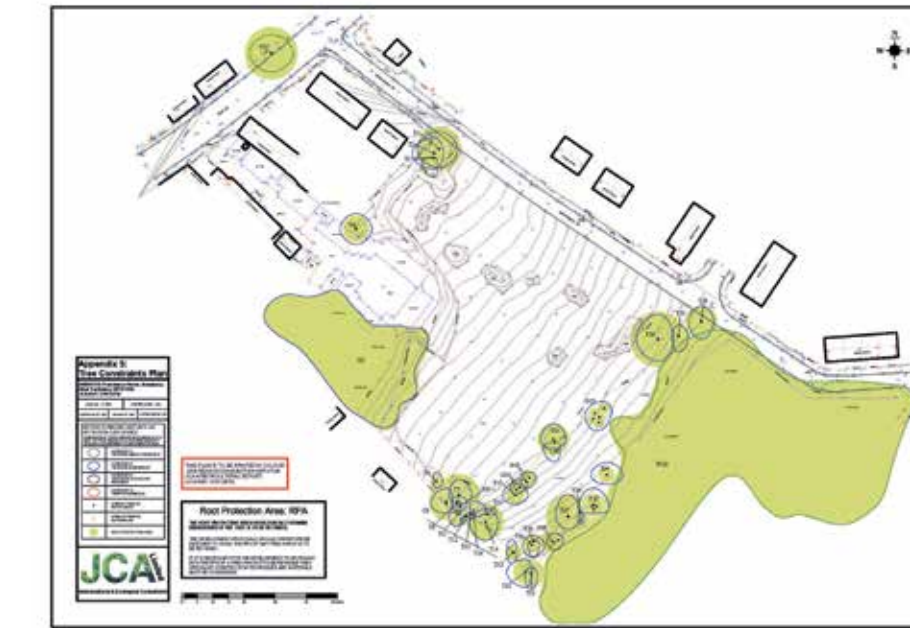
The Historic Environment Record (HER) search returned 7 records within the study area, including 2 listed buildings, and one Class 2 Archaeological Site. 4.19 Both St Peter’s Parish Centre including the Cottage, and Providence Mill are grade II listed buildings of medium heritage value due to their age; surviving historical, architectural, and material characteristics; and their communal value in the contribution to the development of Earlsheaton within the industrial and expanding residential context of 19th century Dewsbury. The immediate and wider contextual settings of these listed buildings are characterised by both industrial and residential pockets of development, alongside a substantial area of green space retained throughout the recent and

historical phases of development

It is concluded from the accompanying Heritage assessment that there will be an overall neutral level of impact to the identified heritage assets through the development of the site. This impact has been mitigated against in the retention of the large majority of existing greenery, and the examples of potential housing designs which incorporate elements of local character and detailing to ensure the proposed development is sensitive to its context.

Arboricultural Assessment

An arboricultural survey has been undertaken where it was determined that the following was on site:



A, 23 Category B, 12 as Category C and none as Category U.

Where necessary, recommendations have been prescribed for reasons of public safety, to benefit the trees and/or for general maintenance purposes. Such recommendations have been made for Arboricultural

Site Area and Analysis

reasons and should be undertaken irrespective of development. These include T1 and T2.

The survey is provided below and should be utilised to inform any detailed development proposals.

Key Findings to be considered as part of the technical assessments

- Retention of existing trees and landscape features within the development. Sufficient distance achieved between the new buildings and any Root Protection Zones
- Consider existing levels / topography
- Drainage outfalls for surface water and foul to be considered and included as part of any development proposals.
- Sufficient space required within the highway network to accommodate tanks for the drainage storage (80 m of 2.7 x 1.5 m diameter box culverts).
- New footpath to be provided along the site frontage of Providence Street.
- Pedestrian connection movements considered to ensure that occupants have direct access to bus stops and existing services within the wider locality
- The provision of bat boxes on the proposed houses, as well as on suitable, retained trees within the woodland, will provide new roosting sites for generalist bat species.
- The provision of a range of bird boxes on the proposed houses, as well as on suitable, retained trees within the woodland, will provide new nesting sites for the local bird population.

Opportunities and Constraints



HOMESTEAD MILL ENTRANCE, TOWN STREET

OPPORTUNITY TO RETAIN BUILDINGS OF HISTORIC INTEREST AND SETT FLOOD COURTWARD / GATE PILLARS

LISTED BUILDING - PROVIDENCE MILL GRADE II

OPPORTUNITY TO TAKE VEHICLE ACCESS FROM PROVIDENCE STREET & UPGRADE BY PROVIDING FOOTWAY TO SOUTHERN SIDE

CONSTRAINED ACCESS FROM TOWN STREET - SUITABLE FOR PED/CYCLE & LIMITED VEHICLES

CORSE OF SYCAMORE TO WESTERN END OF SITE

- GENERAL NOTES:
- LONG RANGE VIEWS AVAILABLE FROM HIGHER PARTS OF SITE, INCLUDING SPEN VALLEY & OSSETT CHURCH
 - NO PUBLIC RIGHTS OF WAY WITHIN THE SITE
 - SITE IS WITHIN FLOOD ZONE 1



RED LINE CREATED FROM AMALGAMATED TITLE BOUNDARIES

PER/CYCLE LINE TO JILLING ING FINE

LOCAL PLAN ALLOCATION BOUNDARY

DENSE BROADLEAFED WOODLAND TO THE EASTERN END OF THE SITE

(URBAN PERMIT THERMITY)

DEVELOPMENT OF 5 UNITS UNDER CONSTRUCTION!

NATURAL CYCLE NETWORK ROUTE B91 - LINKING TO OSSETT, DENWORTH & SPEN VALLEY GREENWAY



PROVIDENCE MILL



EXISTING DWELLINGS, PROVIDENCE STREET



SYCAMORE CORSE, NORTHERN PART OF SITE



SOUTHERN WOODLAND, PROVIDENCE STREET

04 Design Solution

Taking forward the key findings of the technical reports, the image below identifies the key areas which should be considered as part of any design.



5 UNITS UNDER CONSTRUCTION OSSETT LANE

Design Solution

Proposed Site Layout

The layout opposite identifies the scheme that is being proposed as part of this outline application.

Although only at the outline stage, the masterplan identifies how the development can be carefully positioned to continue the building line of the existing built form Providence Street.

Amenity of existing residents have been carefully considered and sufficient distances achieved between the proposed and existing built form.

Existing pedestrian link considered as part of the proposals and continued within the development. Dwellings have been positioned and orientated to ensure active surveillance to this key route.



Development Summary

Number of dwellings: Up to 30 dwellings

Developable Area: 0.73 Ha

Density: 41 dwellings per hectare

Design Solution



Retention of the existing trees and landscape features within the site. Those features are retained out of the private ownership boundaries to ensure future pressures for removal on amenity grounds is removed. Footpath should be created through the woodland to allow permeability.



A pedestrian link has been created through the site from within the development to Town Street. This should be taken forward as part of any detailed design on the site.



Amenity of existing residents should be considered as part of any detailed design. Here, properties would side onto existing properties.

Design Solution

Amount of Development

The layout demonstrates that the site can accommodate up to 30 dwellings.

This is based upon the creation of an informed scheme which considers all specialist technical requirements.

Adequate space about dwelling distances have been achieved ensuring the creation of a high quality environment with high amenity value for future residents.

Based on a site area of 0.73 Ha, a density of 41 dwellings per hectare is achieved.

Local Plan Policy LP7 identifies that developments should achieve a net density of at least 35 dwellings per hectare, where appropriate.

The quantum is in line with that specified within the Allocation policy. It is therefore considered an appropriate density which is characteristic of the wider locality.



Landscape Design

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change.

It will be important to establish what the scheme is trying to achieve and how it will deliver this. The indicative layout aims to:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-



term. Elements which would be considered when undertaking the detailed designs for the scheme are as follows: -

Biodiversity - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

Existing vegetation - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

Secured By Design - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

Species selection and spatial requirements - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose



Design Solution

Responding to Climate Change

The detailed landscape proposals for the site will be developed to respond to climate change adaption initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters

An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)



Design Solution

Landscape Design

Existing Woodland

All areas of existing woodland and trees are to be retained. The woodland will be managed for biodiversity with a light touch maintenance regime which will include litter picking, removal of invasive species and inspection of trees to ensure public safety with tree works carried out as required.

Woodland Walks

An informal footpath route has been shown indicatively through the woodland linking Town Street with the two proposed cul-de-sacs and Providence Street. This footpath route is to be agreed at reserved matters stage in line with the biodiversity strategy and finalised site layout.

Informal Open Space

On the woodland fringe adjacent to the proposed housing is an informal area of open space. These are intended for informal play and recreation and will be naturalistic in character with species-rich lawn and meadow and native tree planting. Any hedge or shrub planting will also be native.

This area would be suited to natural play features such as boulders, log stepping stones and 'play tree' climbing apparatus. Play provision is to be discussed and agreed with the local authority at reserved matters stage along with site layout and detailed landscape.

The development is positioned close to existing play facilities located along Jilling Ing Park / Jilling Gardens.



Street Trees

The illustrative masterplan shows street trees to Providence Street and the two internal cul-de-sacs, these are in addition to the retained trees. Trees should be native species selected for appropriate size and form in relation to the street and built form. Species such as Lime, Hornbeam, Field Maple and Cherry.

Town Street Link

A proposed pedestrian / cycle link Town Street with the new residential area. This provides direct links to the existing facilities.



Plot Landscape

A mix of evergreen and deciduous shrubs, climbing plants, herbaceous perennials and hedges will be planted throughout the site to give enclosure and structure to the development and all year-round interest.

Medium/ large species will be planted against screen fences and walls where space permits and medium / low mixes will be planted into front gardens, mews courts and around parking areas.

Trees will be planted in front gardens as described above to provide street trees. Smaller native trees will also be planted in rear gardens to break up the built form and filter views between properties.

All new houses should have adequate access to private outdoor space that is functional and proportionate to the size of the dwelling and the character and context of the site. The provision of outdoor space should be considered in the context of the site layout and seek to maximise direct sunlight received in outdoor spaces.

Design Solution



Design Solution

Ecological Considerations

As part of the landscape design, careful consideration has been given to the ecological retention and enhancements.

Net biodiversity gains should be provided through good design and considered at an early stage to ensure biodiversity enhancements and habitat creation are incorporated and the function of the wildlife habitat network is safeguarded and enhanced.

Some key considerations that have been taken forward as part of this development and construction includes the following:

- Root protection areas fully considered to protect the retained trees and woodland, as well as pollution prevention measures during construction, through the adherence of best practice working methods, will protect these habitats during the construction phase.
- As part of any future detailed development design, care should be taken to avoid inappropriate lighting of any new ecological landscape planting and retained boundary features (namely the retained woodland) or any new structural planting.
- The retained woodland parcels will be retained and managed in the long-term to maximise their value for wildlife. Deadwood will be retained within the woodland to encourage invertebrates which will provide enhanced opportunities for foraging bats.
- The provision of bat boxes on the proposed houses, as well as on suitable, retained trees within the woodland, will provide new roosting sites for generalist bat species.
- The provision of a range of bird boxes on the proposed houses, as well as on suitable, retained trees within the woodland, will provide new nesting sites for the local bird population.

Design Solution

Scale of Development

As established within the Site Area and Analysis section of this statement, existing dwellings within the locality of the site are predominantly 2 storeys in height however there are some bungalows and 2.5/3 storeys present.

The development proposals are in outline form only however its is considered appropriate that any detailed design follow that of the wider locality. The provision of 2 storey development should therefore be taken forward. A limited number of 2.5 storey dwellings would be considered acceptable to the central area of the site or at key locations for legibility. The topography and relationship to the surrounding dwellings should be considered when developing the scale of any future detailed design.

This solution follows Policy LP24 requirements which requires that development should enhance the character of the locality in terms of design, scale, massing, height, density, layout, materials and colour.



Design Solution

Appearance

Whilst the development does not advocate pastiche or historic solutions, it is important that the new development has some connection with local character and place making.

The design ethos for this site should be to use complementary elevations that relate well to each other within the site, and that these elevations are simple and well proportioned.

The proposals should therefore be for modern family homes, designed to reflect the needs and aspirations of modern families and their lifestyles. As such the architectural style and detailing used must reflect these needs and aspirations.

Features to the properties within the wider locality which could be taken forward include heads and cill detailing, bay windows. Canopies are provided to the front doors help to provide articulation. Examples of the forms of housing considered appropriate for this development is identified opposite. These are not exhaustive.

Materials

A simple palette of materials, appropriate to the site's context, should be identified early in the development process to help give the site a coherent identity.

Red brick or stone construction, grey / brown roof tiles are the common materials for this location.

Further discussions on the materials to be utilised at this site are welcomed and it is considered that this could be dealt with by an appropriately worded planning condition.

The block depth and width should be appropriate to the plot and provide the required separation distance and set backs.

The development may include the following housetypes:



Bungalows to key sensitive boundaries



2.5 storey semi-detached, detached or terraced



Dual aspect for use on corners - height increase to 2.5 storey where appropriate



Dual aspect for use on corners, these should be parked to the rear or side street



Dual aspect for use on corners maybe a semi-detached or terraced block



Terraced block - frontage parking should not dominate this type of dwelling



Semi-detached parking either to the front or side



Detached dwelling with a side drive or side



Detached dwelling with integral parking

Design Solution

Access

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

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.

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

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

Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. “ Paragraph 39 states that a key tool will be a Travel Plan.

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low

emission vehicles; and

- Consider the needs of people with disabilities by all modes of transport.

Manual for Streets, 2007

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

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

MfS aims to assist in the creation of streets that:

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

Site Circumstances

Vehicular access is sought to be provided via two access points from Providence Street due to the Site’s gradient change. These accesses will serve up to 15 dwellings each and will therefore be a Type C street (shared surface). The proposed Site access junctions have been designed in accordance with the Kirklees Highways Design Guide.

The proposed Site accesses will be accompanied by the provision of a 2.0m footway along the Site frontage, a requirement which is set out within the HS50 allocation. The proposed 2.0m footway will extend from the existing footway to the north and run along the southern flank of Providence Street to just south of Providence Street/The Laurels junction.

Pedestrian/cycle access will be provided from Providence Street via the Site accesses, In addition, a dedicated pedestrian/cycle link is sought to be provided from Town Street. A pedestrian link is also proposed through the Site in the form of a footpath running through the

existing woodland area within the south of the Site.

External Access

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

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

Internal Access

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

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

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

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted

to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

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

Entrances

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

Bin Storage and Collection

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

In order to establish a successful development

- The distance between storage areas and collection points should be minimised within the development.
- Where terraced housing is proposed, secure rear paths should be provided to the rear of properties allowing access to rear gardens for storage. These need to be limited to a maximum of 2 dwellings and these should be gated to prevent casual access and eradicate issues of security breaches.
- Any detached or semi detached properties should be provided with individual access to their garden to allow bins/recycling to be stored safely in rear gardens.

References:

Approved Document M, Access and Facilities for Disabled People
BS 8300 Design of Buildings and their Approaches to Meet the Needs of Disabled

Design Solution

As the plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections within the wider locality providing easy and direct access to existing services and facilities within the wider locality.



Design Solution

Movement Hierarchy

Shared Surface Street (Type C)

Surface streets are appropriate for relatively short stretches in location with low to very low vehicle flows and speeds (15 mph). This is designed through angular design and alignment shifts

All Shared Space and Level Surface Streets should be designed to encourage drivers to informally give priority to pedestrians.



Carriageway Width: 5.5m with minimum.
Speed Restraint: 40m intervals

Footpaths: N/A - 0.6M hard margins created to both sides of the street (30mm kerb check footway). 4.0m radii.

Trees: Provided within front gardens and in public spaces in key positions / junctions. Consider utilities / street lighting conflicts.

Parking

Dwellings can be served directly from this route in a variety of forms with the provision of parking bays to the front, integral garages and side driveways. As with conventional streets, on plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance.

Private Drives

Private drives are the lowest in the hierarchy of street types within the development serving no more than 5 properties. The drives are a maximum length of 20 metres without a turning facility being provided suitable for a fire appliance.



Carriageway Width: Varies - Minimum 4.5m (5.0m wide if there are structures along its initial length for example walls).

It should be noted that a refuse vehicle needs to be able to get within 25m of all drive-ends or communal storage locations and a fire tender needs to be able to get within 45m of all rear dwelling entrances.

Trees: Provided within front gardens

Parking

Dwellings should generally be served directly from these streets into front or side driveways. On plot parking provides a secure solution within residential layouts. This solution ensures that the cars are sited in front or adjacent to the properties they serve and have the benefit of high levels of natural surveillance.

Pedestrian / Cycle Link

Pedestrian / Cycle link is created within the site to Town Street following the existing access point.



Pedestrian Connections

The development seeks to ensure direct connections to existing footpaths to ensure pedestrian and cycle permeability through and out of the development site.

The existing courtyard is proposed to be utilised as a key pedestrian link to Town Street. This provides direct routes to the existing bus stops.

New pedestrian footpaths are created to Providence Street along the frontage of the development.

An informal footpath route has been shown indicatively through the woodland linking Town Street with the two proposed cul-de-sacs and Providence Street. This footpath route is to be agreed at reserved matters stage in line with the biodiversity strategy and finalised site layout.

The proposed development Site will provide good accessibility by foot, cycle, and public transport to an extensive range of local services and facilities. As such the Site is in a sustainable location and is compliant with the NPPF which requires that people are given "a genuine choice of transport modes" and that "significant development should be focused on locations which are or can be made sustainable".



Design Solution

Designing Out Crime

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

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

NPPF, paragraph 58 states that developments "should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion."

Safer Places: the Planning System and Crime Prevention, focuses on seven attributes of sustainability that are particularly relevant to crime prevention.

The attributes are general and descriptive. They are not prescriptive. They are not a set of rules to be applied to all situations. Instead, they should be considered as prompts to thinking about crime prevention and promoting community safety through the planning system.

These 7 attributes are:

Access and Movement – places with well defined routes, spaces and entrances that provide for convenient movement without compromising security;

Structure – places that are structured so that different uses do not cause conflict;

Surveillance – places where all publicly accessible spaces are overlooked;

Ownership – places that promote a sense of ownership, respect, territorial

responsibility and community;

Physical Protection – places that include necessary, well-designed security features;

Activity – places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

Management and Maintenance – places that have these in mind to discourage crime in the present and the future.

The application seeks detailed planning approval and as such a detailed layout accompanies the submission.

As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined opposite.

- Proposed footpath links within the site should be clearly and logically positioned to ensure surveillance and promote the use of these links.

- Parking solutions should vary within the scheme. No matter what the solution, the majority should be located within the curtilage of the dwelling or in highly surveilled positions close to the properties they serve. This ensures secure spaces are created with high levels of natural surveillance and no casual access.

- Public and private spaces should be clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This can be achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting open space. This will ensure the creation of a high quality and attractive environment. The use of higher treatments should be employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents. The use of robust boundary treatments i.e. 1800mm high walls to the rear boundaries of dwellings with fencing 1800mm high fencing subdividing plots would ensure the creation of defensible space and achieves privacy for future residents.

- Rear gardens should generally be plotted against other rear gardens as seen on the illustrative masterplan.

- This will help to minimise the possibility of unwanted access. Any rear access paths provided should be kept to a minimum and be provided with lockable gates in order to prevent casual intrusion.


- The use of defensive planting within the scheme will help to minimise the impact of the development, maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

- The proposed fenestration of the dwellings should be designed to respond to the street with outward facing development.

- Front doors should be designed to be clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene. Gables should also be appropriately treated with windows to ensure surveillance.

Design Solution



A dark teal background on the left side of the page, featuring a complex geometric pattern of overlapping triangles and squares in various shades of teal and dark blue.

05 **Design Quality**

Building for a Healthy Life

The basis upon which this assessment is made is on the Building for a Healthy Life (BfHL). The Building for a Healthy Life (BfHL) document updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of this updated BfHL.

Taking each of the key considerations in turn, this document assesses the design proposals and assigns either a green, amber or red award. The key sections for consideration are identified opposite and below: -

Red = Stop and rethink

Amber = Try and turn to green

Green = Go ahead



As the initial assessment advises opposite, in our opinion the scheme is currently achieving green lights to 5 criteria. The relevant sections within this Design and Access Statement backs up our conclusions on these various elements.

Under the new assessment system the LPA is encouraged to work with us in order to achieve as many green lights as possible, and to avoid any reds and we welcome those discussions through the course of the application.

These proposals will avoid any red lights and are fully capable of being further refined to deliver positively against all the new Building for Life test.

14 INTEGRATED NEIGHBOURHOODS

Natural connections

Walking, cycling and public transport

Facilities and services

Homes for everyone

38 DISTINCTIVE PLACES

Making the most of what's there

A memorable character

Well defined streets and spaces

Easy to find your way around

62 STREETS FOR ALL

Healthy streets

Cycle and car parking

Green and blue infrastructure

Back of pavement, front of home



1 NATURAL CONNECTIONS Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

The proposed development provides primary vehicular access points into the scheme from Providence Street with additional footpath / cycle connection to Town Street. The pedestrian and vehicular connections ensures this development is not isolated and allows the safe movement both within, through and around the site. The links identified are direct and overlooked through the principles identified on the layout.

Existing trees and hedgerows are retained safeguarding existing or creating new movement corridors for nature within the development. The design of the streets allows a pleasant low traffic environment around people's homes whilst still allowing pedestrian movement.

2 WALKING, CYCLING AND PUBLIC TRANSPORT Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions

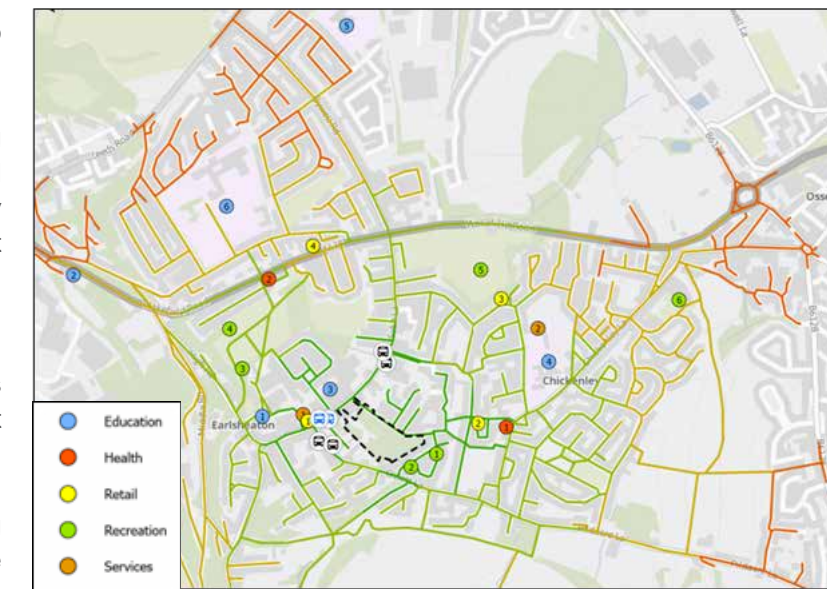
The development has easy access to public transport with bus stops positioned along Town Street and Ossett Lane. Generally, the area is conducive to walking with the surrounding footways being well surfaced and street-lit with the topography of Earlsheaton and adjacent areas not considered to be a barrier to pedestrian trips.

The buses provide access to locations such as Dewsbury, Horbury High Street and Wakefield City Centre.

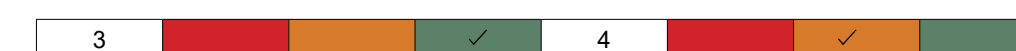
The Site's proximity to Dewsbury along with the available cycle infrastructure provides appropriate accessibility by cycle for residents.

The proposed development Site provides very good accessibility by foot, cycle and public transport to an extensive range of local services, facilities and employment opportunities as shown opposite.

As such the Site is in a sustainable location and is compliant with the NPPF which requires at paragraph 107 that people are given "a genuine choice of transport



modes" and that "significant development should be focused on locations which are or can be made sustainable".



3 FACILITIES AND SERVICES Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

This site is well positioned in terms of benefiting from good public transport links and services including local shops, schools, employment opportunities and health/leisure facilities.

The site provides an area of open space within the site. The layout and position of the open space has responded to the existing natural features and the dwellings have been orientated to provide a maximum benefit from views over the open space and landscaped areas.

Pedestrian connections have been created to link to the external pedestrian network, including:

- New pedestrian path alongside the site frontage on Providence Street;
- Maintaining a connection to Town Street through the site.
- Maintaining and enhancing existing paths through the existing trees on site.



4 HOMES FOR EVERYONE A range of homes that meet local community needs.

The development proposals demonstrates the site can accommodate up to 30 dwellings. This will include an element of affordable homes.

Careful consideration will be undertaken in respect of the housing mix proposed on this site at the detailed design stage to ensure this accords with Local needs.

The development therefore achieves an amber for this section which has the opportunity to develop into green as the detailed design evolves.

Building for a Healthy Life



5 MAKING THE MOST OF WHAT'S THERE Understand and respond

The proposed masterplan has been designed following sound urban design principles and guidance whilst maximising the sites opportunities and giving due regard to site constraints. It is considered that the scheme proposed creates a place that has its own identity whilst respecting its surroundings and being part of the wider community.

Key features of the site includes:

- Retention of the existing link through the site for pedestrian / cycle routes towards Town Street. Here a number of services are available for residents.
- All areas of existing woodland and trees are to be retained. The woodland will be managed for biodiversity with a light touch maintenance regime which will include litter picking, removal of invasive species and inspection of trees to ensure public safety with tree works carried out as required. An informal footpath route has been shown indicatively through the woodland linking Town Street with the two proposed cul-de-sacs and Providence Street. This footpath route is to be agreed at reserved matters stage in line with the biodiversity strategy and finalised site layout.
- Enhancement and retention of existing footpath connections. This includes a new footpath along Providence Street.
- The scheme exploits the existing landscape and topography.

6 A MEMORABLE CHARACTER Create places that are memorable.

In respect of architectural detailing, variations can be created dependant upon the position within the scheme.

Use of landscape design, vistas, gateways and dual aspect dwellings should be considered at the detailed design stage in order to assist in legibility and the creation of memorable spaces.

Key green areas created within the development should provide clear destinations and relief to the built form. The design should frame those key spaces and creates a legible scheme.

These elements would need to be further developed at the detailed reserved matters stage.



7 WELL DEFINED STREETS AND SPACES

Create a network of streets and spaces that are well enclosed, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces

As the plan demonstrates, a permeable and legible network of streets and pedestrian links can be achieved at this site, enhancing existing connections and providing easy and direct access to services and facilities within the wider locality.

The primary routes are via connection points from Providence Street into the development. These are via shared surface streets where vehicles and pedestrians share those spaces. Here speed would be naturally slowed by the design and material of the highway. These streets then give way to private drives.

Irrespective of its type, all streets are designed with active frontages and cohesive building lines as demonstrated within the masterplan which should be further evolved as part of the detailed design.

Dual aspect dwellings should be provided to all key corners to ensure interest, activity and surveillance.



8 EASY TO FIND YOUR WAY AROUND

Use legible features to help people find their way around a place

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

- Buildings should be positioned to create focal points, which guide the visitor through the site and create visual stops.
- Developing a clear distinction between public and private spaces avoids confusion. Similar to existing developments within the locality this can be achieved through careful landscape treatments and / or appropriate boundary treatments.
- Entrances to the properties should be located

along the main elevations making it easier for residents and visitors to find their way around

- Clear paths along desire lines lead pedestrians across and around the site with minimal effort, vehicle speeds should be kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.
- Careful material choice and scale can also assist in creating a high quality legible environment. Varying architectural detailing reflecting the different sections of the scheme also aid in legibility respecting existing character.



12 BACK OF PAVEMENT, FRONT OF HOME

The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes

Appropriate boundary treatments should be designed within the scheme which would assist in the creation of a safe and defensible scheme. This establishes a clear definition between the public and private realm which can be tailored to match its setting in terms of type and design.

Providing convenient, dedicated bin and recycling storage where bins and crates can be stored out of sight is essential in any residential development. In order to establish a successful development, the following principles are established and should be developed as part of any reserved matters in order to accommodate the required bin provision:

- Provision for waste storage and recycling must be incorporated into the design of new developments in such a way that it is convenient for both collection and use whilst having minimal visual impact on the development. The distance between storage areas and collection points are minimised within the development.
- The dwellings on the site that are detached or semi-detached have access to their garden to allow bins/recycling to be stored safely in rear gardens. Where terraced forms are provided, rear access paths are designed to middle houses with gates preventing casual intrusion to allow bins to be stored away from the streetscene.
- These design principles will ensure that waste containers can be left out for collection without unduly blocking the footway or causing an unnecessary obstruction to pedestrians.
- Varied property types and parking solutions provide varied set backs within the street which provide the opportunity for garden spaces and opportunities for social interaction. The doors to all dwellings face the street and provide activity and surveillance.
- Care is also taken to ensure all areas of the scheme are well defined avoiding confusion or ambiguity in terms of use or ownership.
- Feature fences should also be designed to key boundaries which are visible within the public realm. This will provide clear definition and high quality streetscenes.

9 HEALTHY STREETS

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease

The key feature of this site is the ability to create safe pedestrian routes through and around the site. Those routes are provided through high quality areas of public space and landscape features which exist or are enhanced as part of the development proposals.

The design of the highway prioritises the pedestrian and provides key visual links from within the main body of the site.

Pedestrian footpaths would also be integrated within the street with high quality lighting and surveillance.

The streets have short distances between junctions and turns to ensure 15mph design speeds can be achieved.

Sufficient space has been created between the development and existing trees allowing space to thrive and avoiding future pressures for removal.

Parking should be developed and varied within the streets with spaces and garages and this variation would allow landscape features to be provided in front gardens minimising the impact of the car within the street. This will add to the sensory richness of the development.

The open spaces on the masterplan are directly linked by the pedestrian routes and these provide spaces for residents to sit, space to chat or play.



10 CYCLE AND CAR PARKING

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene

The orientation and position of dwellings on the masterplan will provide natural surveillance to all routes and this should be developed at the detailed design stage.

All dwellings should have space within the garden to accommodate a dedicated cycle storage shed. The development proposals carefully consider plot depths to ensure this is a realistic and achievable feature.

The housing layout would be designed with consideration of not only the amount of parking but how and where it is accommodated, ensuring that ad-hoc on-street parking is minimised.

A range of parking solutions should be developed beyond the masterplan to create variety and allowing landscaping to break up parking to help settle parked cars into the street.



Active Frontage

11 GREEN AND BLUE INFRASTRUCTURE

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of well-being and offer an interaction with nature

Proposals will need to consider the NPPF hierarchy of Avoid - Mitigate – Compensate in minimising any loss of biodiversity.

The green infrastructure proposed is multi-functional, delivering biodiversity, amenity, aesthetic and drainage benefits, and also forms continuous corridors for wildlife movement.

New trees should be planted within the scheme as part of the detailed landscape proposals. This would include exploring opportunities for planting along the primary streets and within the open space.

The link between usable open green space and mental well being is well established and the desire to create

direct links for recreation and social interaction within the development is a core principle we are trying to create. This scheme achieves this by integrating development with the open space.

Installing roosting, nesting or hibernation features for fauna will also be beneficial and garden fences will be permeable so that hedgehogs can have access through the Site.

Summary

This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice in relation to outline planning applications.

By following the set of principles through to the detailed stage, the development will blend a variety of dwelling types with good permeability, strong links to public transport a good variety of built form.

These elements will ensure the creation of a pleasant environment to live.



Development Summary

No. of Dwellings:
Up to 30

Appropriate Type of Dwellings:
Detached, semi detached and limited terraces would be considered appropriate

Appropriate Storey Heights:
Single, 2 storey and limited 2.5 storey development

Acceptable Bed Range: 1, 2, 3, 4 or 5 bed