



Architecture
Masterplanning
Urban Design

thirteen

Design and Access Statement

Highmoor Lane, Cleckheaton • May 2025

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Revision	Date	Revision Notes	Prepared by	Authorised by
P1	08/05/25	Planning Issue	CW/GP	GP

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01

Introduction

01 |

This Design and Access Statement Document has been prepared by IDPartnership Northern on behalf of Thirteen for a proposed residential development of 40 units on a development site adjacent to Highmoor Lane in Cleckheaton.

1.1 Introduction

The residential development at Highmoor Lane is part of a wider suite of developments forming the Kirklees Cluster Housing Programme to deliver new properties across the Metropolitan Borough of Kirklees. Thirteen Group were successfully appointed as the preferred partner by Kirklees Council to bring forward the sites to support regeneration and provide a housing choice to meet local need.

This Design and Access Statement explains the background to the development, analysing the site constraints and opportunities that has informed the design approach. The document provides supporting material including visuals and plans to explain the proposed design and rationale.

Our design proposals seek development by providing much needed affordable family housing. The scheme comprises of 40 new

build dwellings consisting of a mix of 2,3 and 4 bedrooms apartments and housing creating a community for all.

The proposal seeks to achieve a high quality residential development that delivers a 100% affordable scheme with a strong identity through high levels of amenity landscape space, strong pedestrian links and contextually delivered design.

The team have undertaken detailed discussions with Kirklees Council to ensure the proposal was designed collaboratively with key consultees throughout the process including highways and ecology.

A public consultation was also held on Thursday 27th March where local residents were invited to view the proposals and give their opinions on the design. -



Illustrative Site Layout Plan

02

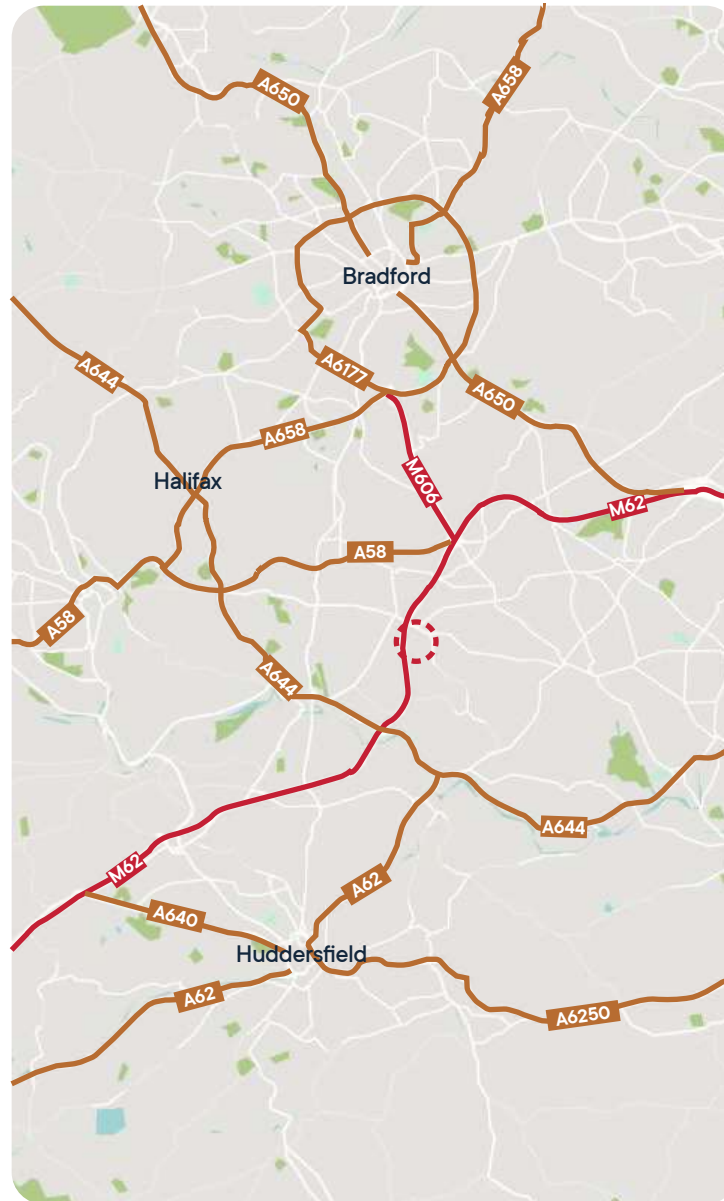
Context

02 |

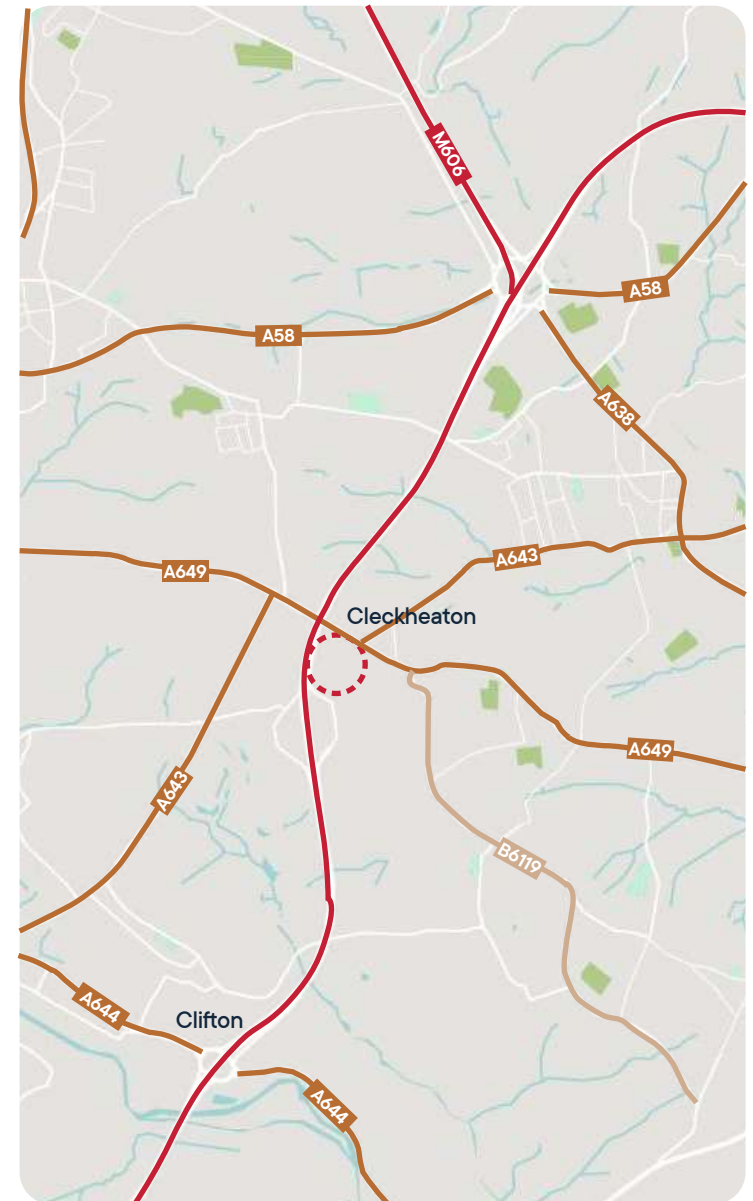
2.1 Site Location

The site is located in the south-western suburbs of Cleckheaton and is 1.52ha (3.76 acres) in size. The site in the past has been used for educational uses, but is now redundant and is vacant scrubland. The former site access is at the north east from Halifax Road.

The site is relatively flat and is in a well connected location with approximately a 22 minute drive to Huddersfield Town Centre and 33 minute bus journey.



Wider Context Plan



Wider Context Plan

02 |

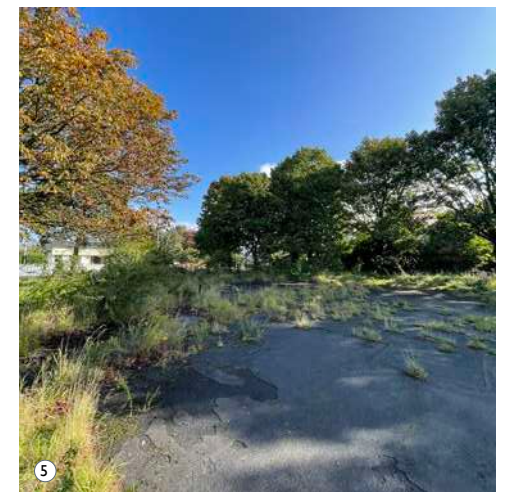
2.2 Site Description

The site is located to the south-west of the Cleckheaton and is 1.52ha (3.76 acres). Its immediate access to the A649 and A643 from the north and east of the red line application boundary.

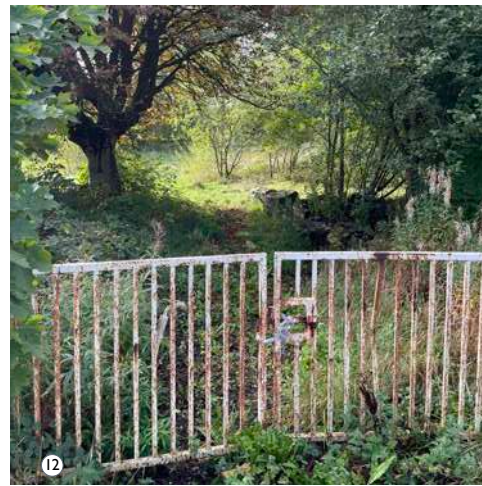
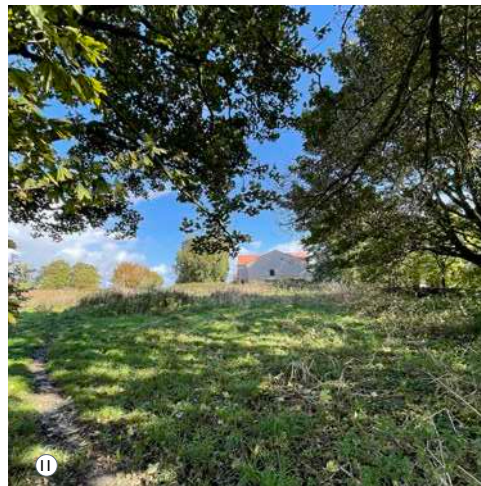
The site is bounded to the north-east and south-east by existing residential properties and

Hartshead Moor Cricket Club to the south-west. To the west lies the M62 which will be a constraint which will help inform the design of the proposed development. The site has a number of mature trees, some of these with a Tree Protection order so this will also be taken into consideration when designing the scheme.

A contemporary development of five detached units sits adjacent to the development area on a former pub site.



Existing Site Photographs



Existing Site Photographs

02 |

2.3 Photographic Appraisal

📷 Oblique photograph looking westwards across application site



02 |

The oblique aerial image to the left and photographs show the general appearance of the areas surrounding the development site.



1 Private residence on A649



2 The Pack Horse bar and restaurant on the junction of A649 and Highmoor Lane



3 Semi-detached residence on Halifax Road



4 Matured, semi-detached street



5 New build homes on New Lane



6 Detached homes on Lark Hill Avenue



7 Housing estate - Sycamore Drive



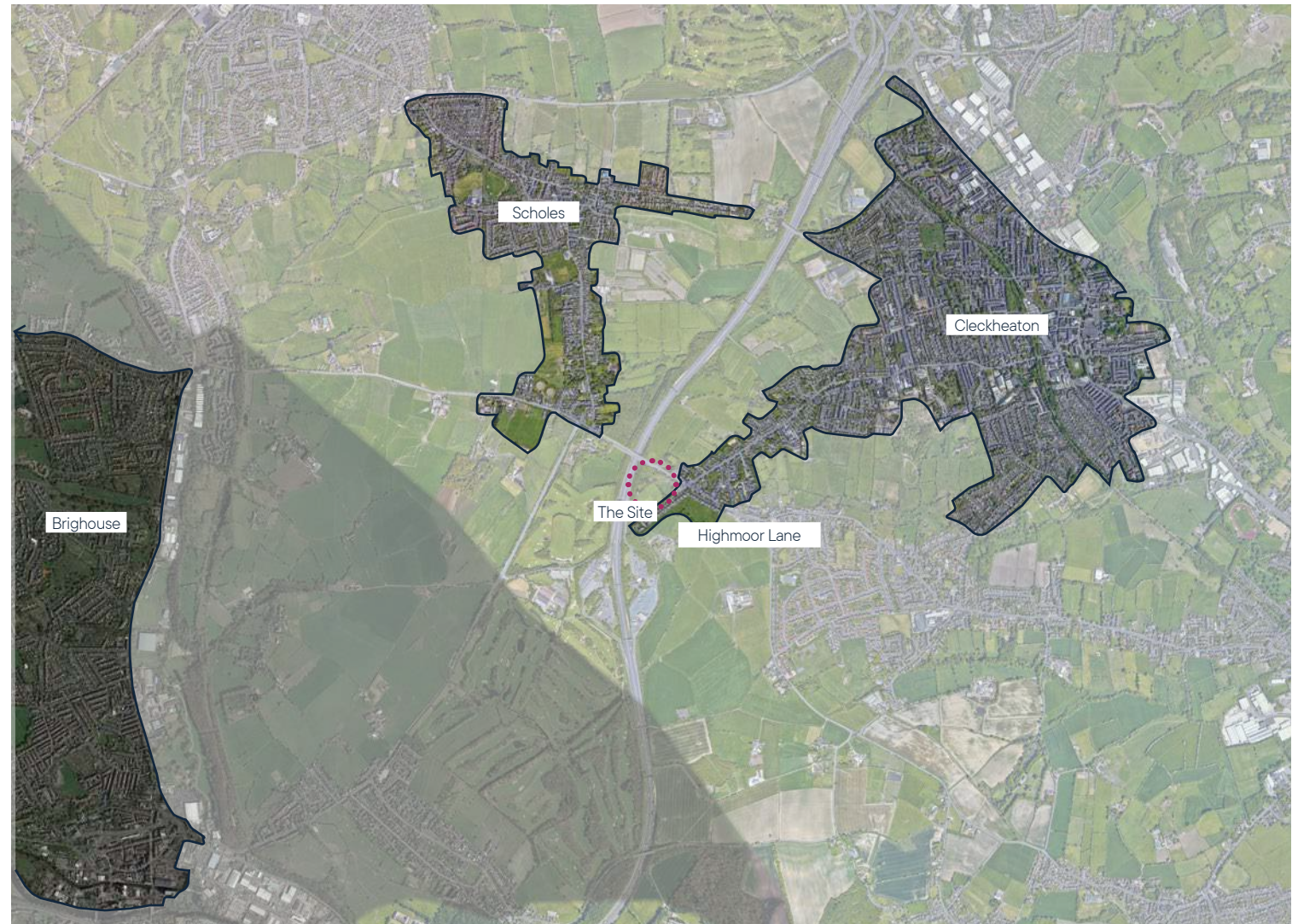
8 New build estate - Pearson Street

02 |

2.4 Character Analysis

Four key areas have been chosen to help understand the character surrounding the site in greater detail.

Undertaking character analysis ensures that a proposed development respects and integrates with its local context by taking cues from specific design elements in both aesthetics and form.



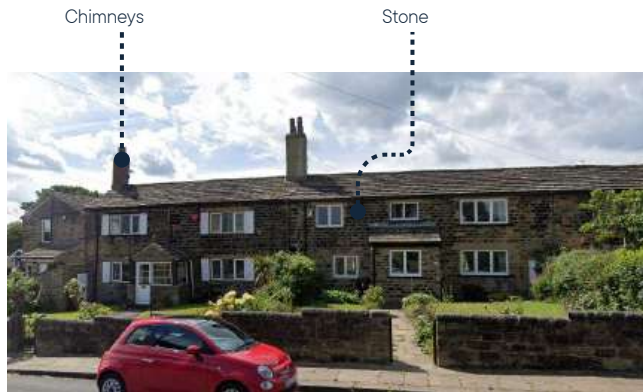
Oblique photograph looking westwards across application site

02 |

Scholes



- Tight grain in the village core with dense, terraced housing decreasing towards the outer edges of the village.
- Lower density larger detached housing on outer edges of village
- Naturally developed settlement along key roads into the village, with pattern of development creating smaller largely outward facing perimeter blocks
- Mix of terraced, semi-detached and detached housing



1 Terraced homes near Scholes village centre



2 Semi-detached homes on the outskirts of Scholes



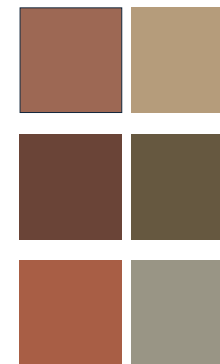
3 High density stone contemporary development



4 High density stone contemporary development



Built form / architecture



Colours

- Large unplanned village utilising traditional and modern architecture
- Use of brick, render, and stone
- Variation in density ranging from 20–40 dwellings per hectare in more developed areas and 5–20 in the outskirts
- Shared landscaped public spaces
- Range of architectural styles

Key features

02 |

Cleckheaton



- Tight grain in the town centre with compact terraced and semi-detached houses, which remains throughout the town giving the settlement a definitive edge.
- Largely planned settlement with pattern of development creating smaller largely outward facing perimeter blocks
- Mix of apartments, terraced, semi-detached and detached housing
- Parking is usually on-street or private on plot parking throughout Cleckheaton



Low density detached homes offset of main road through Cleckheaton



Contemporary detached development



Stone terraced homes located on Moorside road, Cleckheaton



Blocks of flats located on the outskirts of Cleckheaton



Built form / architecture



Colours

- Largely planned town clustered along major routeways, utilising traditional and modern architecture
- Use of brick, render, stone and concrete tiles
- Variation in density ranging from 20–40 dwellings per hectare in urbanised areas, in more suburban zones density falls around 10–20 dwellings per hectare
- Blocks radiate outwards from the key street
- Primarily dense layouts with small front gardens.

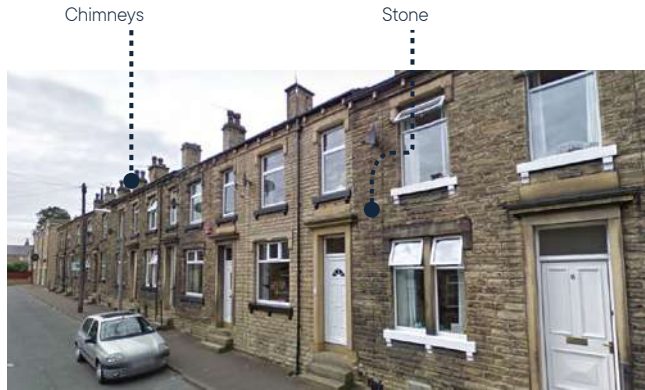
Key features

02 |

Brighouse



- Fine grain of terraced housing and commercial development
- Primarily terraced housing
- Largely planned settlement with pattern of development creating smaller largely outward facing perimeter blocks
- Mix of apartments, terraced and detached housing
- Parking is usually on-street with small amounts of private on plot parking throughout Brighouse.



1 Terraced street close to Brighouse centre



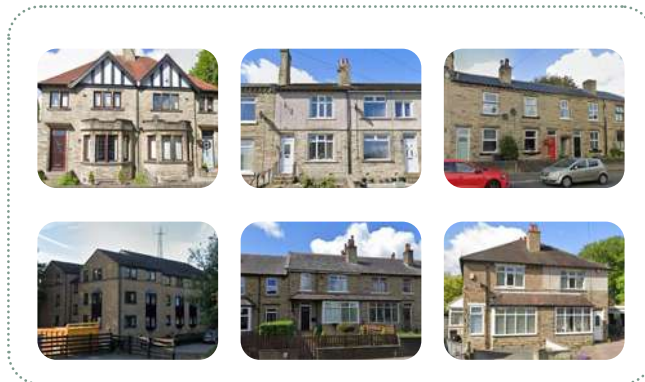
2 Semi-detached homes on outskirts of Brighouse



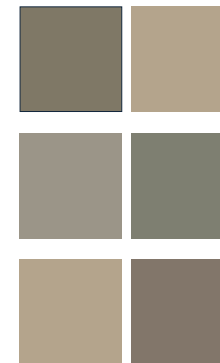
3 Terraced homes with front on-plot parking and gardens



4 Terraced corner plot with on street parking



Built form / architecture



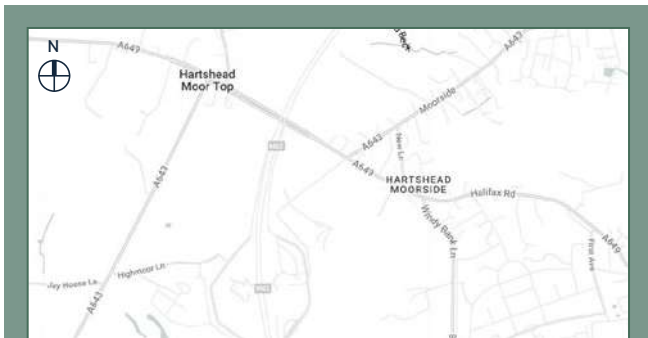
Colours

- Large planned village utilising primarily traditional architecture
- Use of brick, render, stone and concrete tiles
- Variation in density ranging from 30–50 dwellings per hectare
- Narrow streets
- Visible parking
- Shared public spaces
- Primarily terraced homes, many with gardens/yard to the rear.

Key features

02 |

Highmoor Lane



- Larger plots creating a low density along the street.
- Predominantly residential with semi-detached and detached houses.
- Pattern of development is along the road, mainly located on the southern side of the street overlooking the cricket club.
- Primarily semi-detached homes
- On street and private drive parking available.
- Tree lined street



1 Semi-detached homes on Highmoor Lane



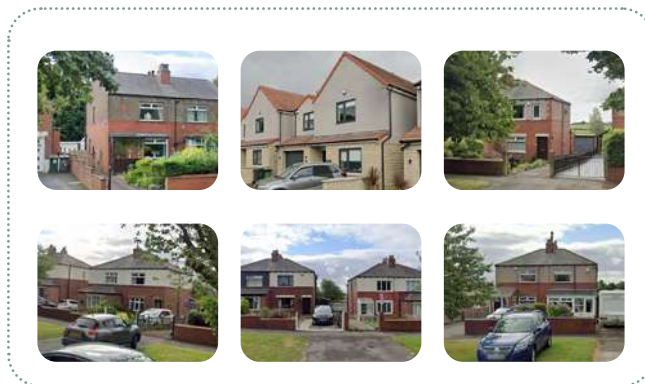
2 Mature trees lining Highmoor Lane



3 Recent development



4 High density stone contemporary development



Built form / architecture



Colours

- Traditional semi-detached homes
- Use of brick, render, and stone
- Strong horizontality with key banding present below the upper floor windows.
- Generous sized streets
- Tree lined street
- Low housing density
- Large rear gardens
- Consistent architectural style apart from the contemporary development on the former pub site.

Key features

02 |

2.5 Site Wide Context

Currently there is no existing vehicular access point to the site, but a former access is gated from Halifax Road location of the north eastern boundary which is now blocked off with a locked gate. There is a number of bus stops located a walking distance from the site on Moorside and Halifax Road.

Key

- Site red line boundary
- Main Roads
- Bus Stops
- Schools
- Recreational Spaces
- Bus Routes



02 |

2.6 Local Amenities

The site is in a sustainable location, providing good access to employment, services and educational facilities.

The nearest school to the site is High Bank Junior, Nursery and Infant School, which is situated to the south east of the site.

The local neighbourhood of Cleckheaton offers a range of small shops and facilities with a wide range of amenities, all accessible by walking, cycling, public transport and private vehicles. .

Key

- Planning boundary
- Sc School
- S Supermarket
- R Restaurant / Pub / Cafe
- P Play
- C Community centre
- H Local hall
- Ch Church
- D Dental
- H Hospital / GP
- P Pharmacy



Plan showing local services and facilities

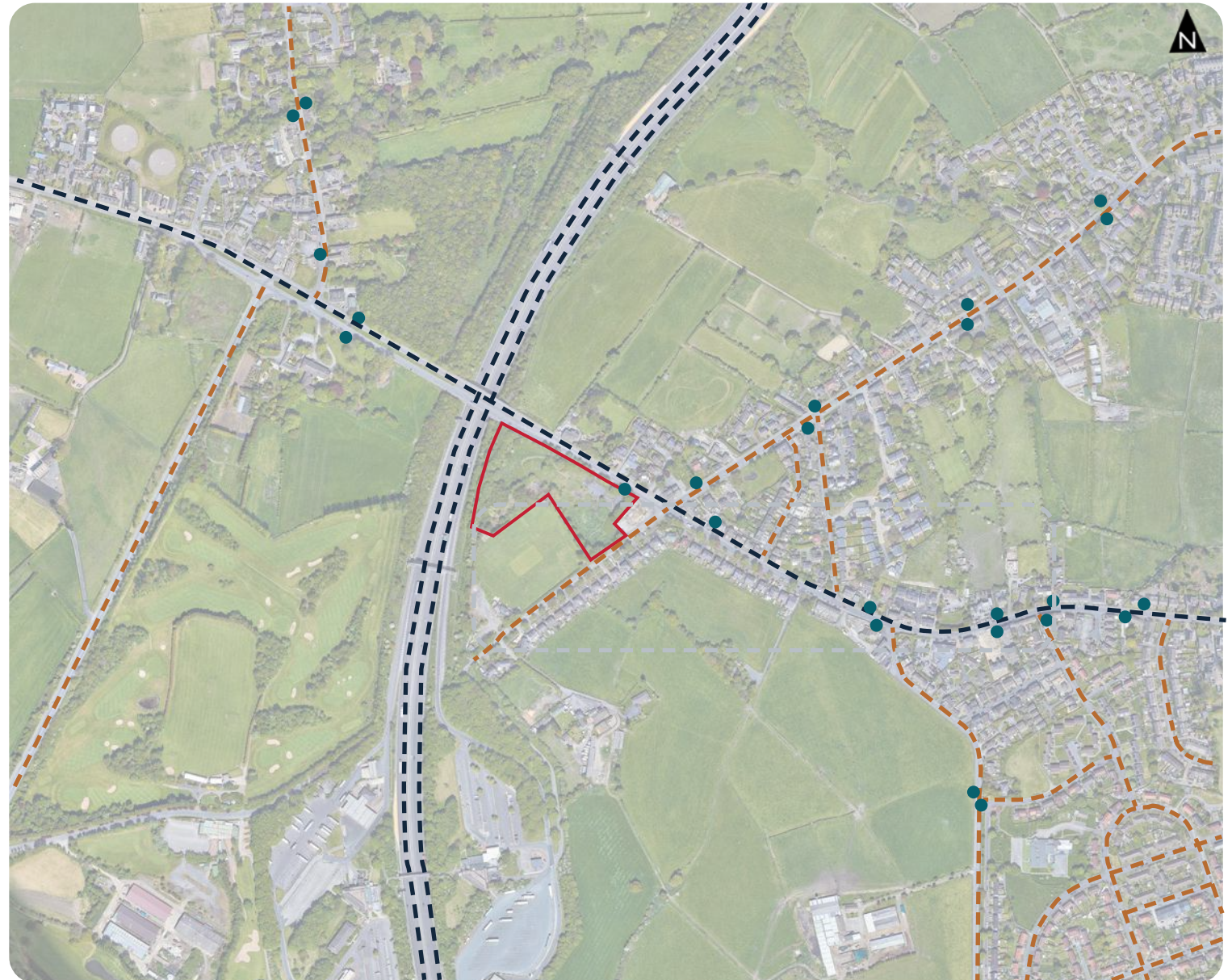
02 |

2.7 Access

The former main access point to the site is from the A649/Halifax Road located on the northern boundary. The site is bounded by the M62 to the west, Hartshead Moor Cricket Club to the south and Highmoor Road to the east.

Key

- Site Boundary
- - Primary Road
- - - Secondary Road
- Public Right of Way
- ||||| Bus Route
- Bus Stop



Plan showing access and movement

02 |

2.8 Constraints and Opportunities

Key Constraints:

- A number of existing mature trees on the site, some with Tree Preservation Orders.
- M62 is adjacent providing a significant noise constraint on the site.
- Achieving an appropriate access point into the site without detrimental impact to the existing highway network.
- Proximity to the cricket club for possible ball strikes.

Key Opportunities:

- Create a contemporary development with a true sense of place
- Use existing trees to create a landscape led development.
- Enhance pedestrian and cycle links into the local area.

Key:

- Potential site access points
- ↔-○-↔ Sun path
- Existing path and shrubs
- ⚡ Potential noise issues
- ▭ Easement (no build zone)
- Topography and gradients
- ↔- - - -> Pedestrian access to be retained

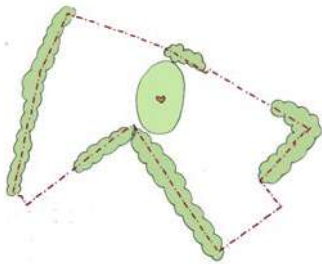


Constraints and Opportunities Diagram

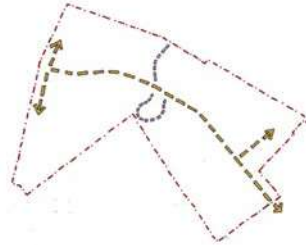
02 |

2.9 Initial Concept Ideas

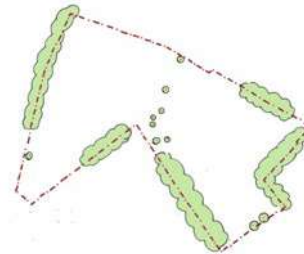
1. Create a landscaped heart at the centre of the site with pedestrian and cycle access to Halifax Road.
2. Maintain existing trees where possible to create a buffer to the site.
3. Houses to front onto the M62 to help act as a noise buffer to the rear gardens.
4. Create an appropriate frontage to Highmoor Lane and Halifax Road.
5. Provide natural surveillance over public open space.



Concept Plan



Movement Framework Plan



Landscape Framework Plan



Spatial Analysis Plan



Design Proposal

03 |

3.1 Illustrative Layout

1. Central green space that is accessible to all and accommodates drainage requirements.
2. Range of parking solutions throughout layout.
3. Views towards the southern green edge / cricket club are provided.
4. Proposed housing provides passive surveillance to all streets and green spaces.
5. Corner turning dwellings are located in key locations.
6. Existing typologies to the north and south respected by providing proposed semi detached homes,
7. Promote safe routes to the A649/Halifax Road
8. Street trees and hedgerows to be incorporated throughout the scheme.



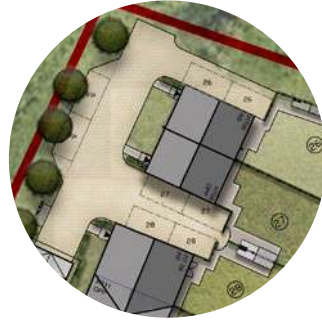
Plan showing access and movement

3.2 Key Design Principles



1. Create a gateway from Highmoor Lane

Corner turning units provide frontage to the entrance to the site from Highmoor Lane, providing natural surveillance as well as a prominent design feature.



2. Private Drives

A clear hierarchy of roads helps break up the development and provide different types of character throughout.



3. Changes in highway treatment

A block with raised table is located in the centre of the development to break the long section of road and help slow vehicular movements around the site.



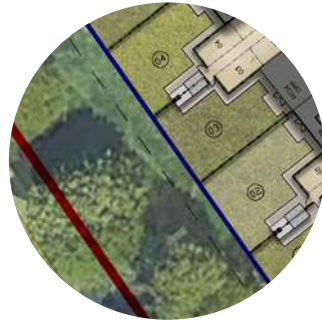
4. Articulation of the streetscene

Feature 2.5 storey units within the centre of the streetscene to provide articulation within the long length of units.



5. Retention of informal landscaping

Informal landscaping is maintained and enhanced around the site to help with BNG.



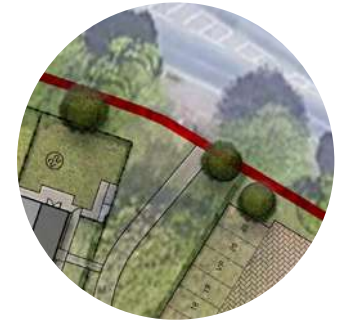
6. Proposed Cricket Net

The net to protect the units from ball strikes is located at the back of plot with a grasscrete access road for any maintenance requirements.



7. Central Public Open Space

A central public open space provides amenity space for the residents and a focal point within the proposed development.



8. Access to Halifax Road

Pedestrian access is proposed from the centre of the site to Halifax Road to aid pedestrian permeability around the site.

3.3 Accommodation Schedule

A wide range of unit types have been used on the site including houses and apartments. A mix of two, three and four bedroom units have been utilised with 68% of units being designed to Cat M4(2) meaning they are adaptable for wheelchair users.

Housetype	Bedroom	Approved Document M Compliance	Floor Area (sqft)	Storeys	No
HT6	2B3P	CAT M4(2)	784.69	2	7
HT9	3B5P	CAT M4(1)	1020.42	2	6
HT10	3B5P	CAT M4(2)	1020.42	2	1
HT11	3B5P	CAT M4(2)	1020.42	2	8
HT12	3B5P	CAT M4(2)	1032.26	2	4
HT24	4B6P	CAT M4(1)	1357.33	2.5	8
APT (G)	2B3P	CAT M4(2)	659.83	1	3
APT (1)	2B3P	CAT M4(1)	731.95	1	3
Total					40

Overall Mix	Total	%
2 Bed	13	33
3 Bed	19	48
4 Bed	8	20
Total	40	100

Overall Mix Approved Document M	Total	%
CAT M4(1)	17	43
CAT M4(2)	23	57
CAT M4(3)	0	0
Total	40	100

03 |

3.4 Movement Framework

Due to the constraints of the site, the site is divided in two by the main road through the site. It was important that this didn't feel like a standard adoptable road, so a raised table was introduced at the centre of the site to increase pedestrian priority and link the two landscaped amenity spaces.

A number of private drives are located adjacent to the main access route to create smaller, more intimate clusters of development.

Pedestrian connectivity has been improved throughout the site with a new link to Halifax Road from the centre of the site.

Key

- Site Boundary
- Primary Road
- Secondary Road
- Private Drive
- Pedestrian / Cycle Route



Street hierarchy and movement plan

03 |

3.5 Heights and Massing

The new development has been thoughtfully designed with predominantly two-storey semi-detached houses. Eight 2.5 storey properties have been added to help create visual interest within the streetscene.

A diverse range of house types have been incorporated to add variety and visual interest within the development.



Plan showing scale of buildings.

Key

- 2 Storey
- 2.5 Storey



03 |

3.6 Spatial Syntax Plan

The plan opposite identifies how the proposed layout will create a memorable sense of place. It shows how key into and through the site have been considered alongside opportunities to create focal points and use buildings to terminate key views and vistas.

Key

- Site boundary
- Nodal point
- ↔ Pedestrian permeability to context
- Surveillance of POS
- Strong building frontage
- View vista
- Corner turning groupings
- Significant green buffer
- Key public green space



Spatial Syntax Diagram

03 |

3.7 Proposed Housetype Range

The housetype range has been designed to be contemporary yet sensitive to the surrounding area.

A strong sense of horizontality has been created by changing the material of the development from the ground floor to the first floor, reflective of the proportions of the existing housing stock on Highmoor Lane.

Larger windows have been utilised at the ground floor to help emphasise the height of the ground floor and provide a contrast to the smaller windows above.



Existing house on Highmoor Lane



Large Window Openings

Large window openings have been used to help give the houses a contemporary aesthetic.



Articulated Door Detail

There will be a feature around the front doors to help celebrate the entrance with a fluted canopy detail above



Feature Head and Cill Detail

Feature head and cill detail used on all ground floor windows to help animate the design.



Contrasting Materials

Contrasting materials used on the ground and first floor level. It is also used to animate corner turning units.



Soft Boundary Treatments

Soft boundary treatments are used to help delineate private spaces without creating a hard edge.



Example Housetype Elevation

3.8 Indicative Streetscene



Feature composite stone properties have been used within the streetscene to provide articulation and frame the 2.5 storey properties.



2.5 storey units are used in the centre of the streetscene to provide a variation in height and set piece within the streetscene.



Location of Streetscene



Illustrative Proposed Streetscene



Composite timber cladding has been used at the centre of the streetscene to provide interest and help integrate the style of the corner turner units into the development



Stone banding is used to accentuate the horizontality of the architectural design.



Large windows are used on the gable of the corner turning properties to help turn the corner and provide interest on the streetscene.

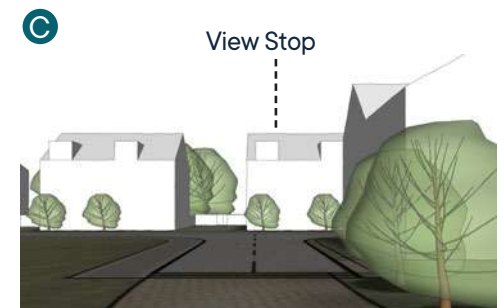
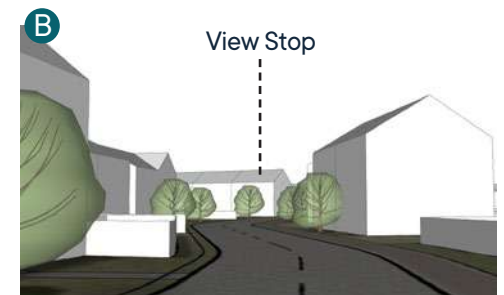
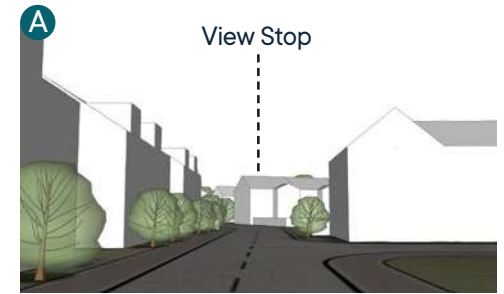


03 |

3.9 Key Vistas



Spatial Syntax Diagram



Key

- > Surveillance of Landscaped Space
- > Vista Stop

3.10 Proposed Visualisations



📍 Location of Illustrative Visual

📍 Illustrative Visual 1



Location of Illustrative Visual



Illustrative Visual 2



📍 Location of Illustrative Visual



📍 Illustrative Visual 3



📍 Location of Illustrative Visual



📍 Illustrative Visual 4





03 |

3.11 Proposed Landscape

Key Features

- Safeguard existing trees
- Feature central green space incorporating informal seating
- Buffer and visual amenity to the north incorporating existing trees
- Provide an offset to existing tree line to provide access to maintain the proposed cricket net whilst providing BNG area,

Key

-  Proposed open space and landscaped areas
-  Existing trees to be retained
-  Proposed street trees
-  Proposed areas of primary hedging / green boundaries



Proposed Landscape Plan



Access and Crime Prevention Proposals




04 |

4.1 Connecting with Existing Highway Network

The proposals allow for the layout to tie into the existing street network along Highmoor Lane then subsequently onto the A649 Halifax Road and A643 Moorside.

A further pedestrian linkage is proposed to the north of the site onto Halifax Road.

Key

-  Tie into existing Highmoor Lane
-  Pedestrian access proposed
-  Surrounding Vehicular Access



 Proposed Landscape Plan

04 |

4.2 Car Parking Proposals

The car parking proposals are in accordance with the Council's car parking standards.

A variety of car parking solutions are proposed including parking to the side and front of dwellings.



Key

- Site Boundary
- Visitor Parking
- Off Plot Parking
- On Plot Parking

Car Parking Plan

04 |

4.3 Refuse Plan and Cycle Storage

The proposals allow for each plot to have a refuse and cycle store. The adjacent plan shows the location of these and routes to bin collection points/drag distances.

An example of a bike store that could be used is shown below.



Key

- Site boundary
- Bin Storage
(Hard standing for wheelie bins)
- Cycle Storage
- ⋯ Resident Drag Route
- ⋯ Refuse Collectors Drag Route



Proposed Refuse Strategy Plan

04 |

4.4 Sustainability

Thirteen is seeking planning approval for the erection of 40 no. dwellings and associated infrastructure and landscaping on land at Highmoor Lane, Cleckheaton. As part of this planning submission, it is recognised there is a need to demonstrate the aspects of the design within the proposals relating to Sustainability benchmarks set out.

Government policy on the journey to achieving Zero Carbon New Homes sets out a hierarchy to be applied to achieve these low carbon homes. This hierarchy was developed by the Zero Carbon Hub, the government's advisory organisation on emission reduction and carbon efficient housing. The hierarchy to achieving low carbon homes consist of a 3-step approach;

- Energy Efficiency (Fabric Standards)
- Carbon Compliance (On-site & Connected Renewables)
- Allowable Solutions

Therefore, before we look at allowable solutions, which are still subject to much debate and even before we look at renewable energy sources, we must first ensure that the dwellings are as energy efficient as possible. For this reason,

Thirteen propose to meet the relevant standards by minimising carbon emissions through energy efficient measures.

The current methodology for assessing the energy efficiency of a dwelling is using the 'Standard Assessment Procedure', more commonly known as SAP. Using SAP software, an accredited assessor can input the required information to create a notional building, of the same size as the assessed building, from which the two are compared and the assessed building is measured to ascertain percentage reduction in kilograms of CO2 per metre squared per year. The software also states the tonnes per year of CO2 the dwelling will produce.

The resultant reports produced by SAP software give a percentage reduction figure which indicates the amount in percent which the proposed build specification betters current building regulations. See the separate Energy Efficiency Statement which has been submitted with the planning application to see how the development currently performs at design stage.

There will be a focus on energy-efficient design, construction, and sustainable features. Buildings will incorporate high insulation levels, airtight construction, high performance double glazed windows and efficient heating and ventilation systems.

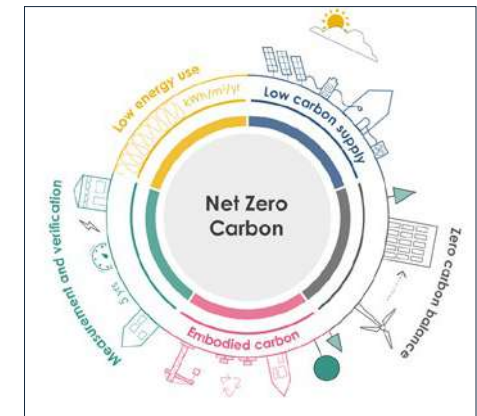
Renewable energy will be generated from solar panels whilst EV charging will be incorporated



into every property

The use of sustainable materials, ensure proper insulation, and employ efficient construction techniques. Install water-efficient fixtures and implement energy monitoring systems.

Collaboration with experienced professionals and compliance with local regulations will be



04 |

4.5 Crime Prevention Design

As central part of the design rationale has been to ensure the proposals create a safe environment for future users. A plethora of design guidance has been considered such as the National Design Guide, Building for a Healthy Life and Secure By Design with the various principles established within these guidance documents informing the proposals.

In addition to this, both local and national planning policy requires safe and healthy places for all, and for the design of development to be of high quality and suitably respond to security concerns. Section 12 of the NPPF sets out the importance of design and how 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'. The NPPF continues and states in paragraph 137 (part f) that 'planning policies and decisions should ensure that developments... 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 users⁵¹; and where crime and disorder, and the fear of crime, do not undermine the quality



Diagram Showing Natural Surveillance and Crime Prevention Techniques

of life or community cohesion and resilience’.

In terms of local planning policy, Policy LP24 of the Kirklees Local Plan is the main design policy and expresses the importance of good design by way of stating that achieving good design should be core to all schemes. Policy LP24 sets out a list of design related criteria that developments are expected to accord with. Criterion e of Policy 24 states that proposals should promote good design by ensuring ‘the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features’ whilst Criterion g states that ‘any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks’.

Furthermore, Policy 47 relates to healthy, active and safe lifestyles, and sets out the design expectations of how developments are required to create healthy, active and safe communities, by ‘creating high-quality and inclusive environments incorporating active design and the creation of safe, accessible and green environments which minimise and mitigate against potential harm from risks... inter alia’.

As demonstrated by the adjacent diagram, careful considerations has been afforded with the spatial arrangement of the development and the relationship between the built form, the street scene, as well as access routes (for all users) and areas of open space. As can be seen, corner turning properties have been utilised on corner plots to provide dual

aspect to the streets that neighbour the plots. This allows for natural surveillance to occur, thus create a safe environment for all. Pertinently, corner turner house types have also been used on appropriate locations such as adjacent to the central green space, thus allow residents to view this space and help to deter any undesirable activities/behaviours which may occur.

In terms of pedestrian access routes, in order to provide good levels of accessibility and permeability throughout segregated pedestrian routes are proposed and in delivering these routes it is essential that they are visible from the wider development, nearby housing and other adjacent routes. Therefore, the proposed access routes are visible from a number of locations in the vicinity thus providing natural surveillance of these spaces, allowing users to feel safe. In addition to this, these routes will also be well lit, further encouraging users to use these spaces even when there is no daylight. Insufficient lighting along access routes, particularly segregated pedestrians routes, can often deter users if they feel unsafe, with them opting to take other routes which are typically longer (by virtue of being along a street where there is more activity such as passing vehicles which provide surveillance). Therefore, careful consideration has been afforded to the design of the proposed pedestrian routes to ensure these spaces are safe, inclusive (as much as feasibly possible) and encompass any mitigatory measures (such as sufficient lighting), where necessary.

Furthermore, as is evident from the boundary

treatment information (within this DAS and accompanying plan) appropriate boundary treatments have been used throughout to clearly delineate between public and private spaces. A mix of boundary treatments have been used, which have been selected depending upon their purpose. For example, estate rails to the front of properties, provide a defensible boundary but still provide views through, thus facilitating landscaping and providing visual amenity benefits, whereas, harder boundaries such as close boarded fences to private amenity space to the rear of properties, deliver a clear and distinctive boarder that infer the space beyond is not for public access. The proposed boundary treatments are deemed to be acceptable in terms of crime prevention.





In light of the above matters, it is considered the proposals in terms of their design to create a safe environment for future users is acceptable and incorporates sufficient mitigation and design principles that assist with crime prevention. Thus, the development is considered to accord with all applicable design guidance in respect of safe environments and crime prevention, as well as Section 12 of the NPPF, Policies 21 and 47 of the Local Plan, along with other material considerations, such as the Housebuilder Design Guide (HBDG) and the Highway Design Guide (HDG).





**Building for a
Healthy Life**





05




5.1 Building for a Healthy Life Summary




The proposal accords with the principles and best practice set out with BfHL. It represents high quality design that is suitably laid out, and will provide future users with good accessibility, permeability and quality of life.

Integrated Neighbourhood			
Natural Connections	Walking, cycling and public transport	Facilities and services	Home for everyone
			

Distinctive Places			
Making the most of what's there	A memorable character	Well defined streets and spaces	Easy to find your way around
			

Streets for All			
Healthy Streets	Cycle and car parking	Green/blue infrastructure	Back of pavement; front of house
			

Question	Response	Rating
<p>1. Natural connections</p> <p><i>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.</i></p>	<p>The site has been reviewed at a 'macro' scale to understand and build upon existing connections. A key design driver for the proposed masterplan is to encourage both vehicular and pedestrian links to the surrounding area. A legible access point has been proposed for both vehicular and pedestrian traffic, with a further pedestrian link being proposed at the centre of the site.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>

Question	Response	Rating
<p>2. Walking, cycling and public transport</p> <p><i>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 healthy and air quality whilst also reducing local congestion and carbon emissions.</i></p>	<p>A legible network of pedestrian routes are proposed across the scheme and will be integrated with existing routes around the site. This includes pedestrian links to the north east of the site onto Halifax Road. Local bus stops are easily accessible on foot or bicycle from Halifax Road and Moorside providing connectivity to Birstall and onto Leeds City Centre.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>



Plan showing access routes

Key




-  Site Boundary
-  Primary Road
-  Secondary Road
-  Public Right of Way
-  Bus Route
-  Bus Stop






Plan showing pedestrian and cycle routes

Key

-  Site boundary
-  Primary Road
-  Pedestrian Links
-  Pedestrian / Cycle Route
-  Bus Route / Stop


Question	Response	Rating
<p>3. Facilities and services</p> <p><i>Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.</i></p>	<p>The site lies on the outskirts of Cleckheaton with the town centre within easy reach. Due to the sites suburban setting, most local facilities are in Cleckheaton Town Centre which is 1.6 miles away from the site which is easily accessible by walking, cycling, public transport or private vehicles.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>


Question	Response	Rating
<p>4. Homes for everyone</p> <p><i>A range of homes that meet local community needs.</i></p>	<p>A total of 40 new homes are proposed on the site, including and 2, 3 and 4 bedroom units. The proposed housing mix ensures that a wide range of homes are provided which will attract a variety of different households creating a community for all.</p> <p>57% of proposed housing will be built to Cat M4(2) meaning they will be adaptable for the changing needs of residents.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>









Streetscapes showing the range of housetypes

Key

 Planning boundary	 Play	 Church
 School	 Recreational	 Dental
 Supermarket	 Community centre	 Hospital / GP
 Restaurant / Pub	 Local hall	 Pharmacy

 Plan showing local facilities

Question	Response	Rating
5. Making the most of what's there <i>Understand and respond.</i>	The proposed masterplan acknowledges the site's existing context in order to respond to the constraints and maximise any opportunities to integrate with the wider area. Key constraints include existing trees within application site are to be retained where possible. Existing vegetation will help buffer the site from the noise constraint of the M62.	Achieve  Review  Fail 

Question	Response	Rating
6. A memorable character <i>Create places that are memorable.</i>	The architectural style of the proposals is suggested as a contemporary interpretation of the traditional vernacular approach in the surrounding area. This is a distinct yet sympathetic approach to the sites context. Horizontality is emphasised throughout the scheme with feature bands and material changes to be reflective of the housing on Highmoor Lane.	Achieve  Review  Fail 

Vegetation used as a natural acoustic buffer

Corner turning units

Apartments made to look domestic in scale

Outward facing perimeter block



CGI of proposed development



Red brick






Emphasis on the horizontal plane throughout the design






Grey Slate Roofs



CGI and photographs showing how local character is reflected in the proposed development

Question	Response	Rating
<p>7. Well-defined streets and spaces</p> <p><i>Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.</i></p>	<p>A cohesive and legible street hierarchy is proposed which is well defined by frontages of houses. The site's network of primary, secondary and tertiary streets is clearly demarcated by changes in boundary treatments and landscaping. Outward facing development cells ensure that buildings face streets, providing active frontages to routes across the site to assist with legibility. In addition, corner turning units are incorporated to further define the street pattern and assist with way-finding.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>

Question	Response	Rating
<p>8. Easy to find your way around</p> <p><i>Use legible features to help people find their way around a place.</i></p>	<p>The proposed masterplan has been designed with interventions to help create a place which is easily navigable. For example, buildings are placed at the end of view vistas to create reference points within the site. Corner turning units are also placed within key nodal points to allow for additional reference points across the site and assist with way-finding. Changes in road surface material help demarcate the street hierarchy and define areas within the scheme.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>



Plan showing well defined streets and spaces

Key




-  Site boundary
-  Development block
-  Building frontage
-  Houses overlooking POS
-  Corner turning unit
-  View vista
-  Vista stop






Spatial Syntax Plan

Key

-  Site boundary
-  Nodal point
-  Pedestrian permeability to context
-  Surveillance of POS
-  Strong building frontage
-  View vista
-  Vista stop




Question	Response	Rating
<p>9. Healthy streets</p> <p><i>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. Activity in the street is an essential part of a successful public realm.</i></p>	<p>A number of traffic calming measures are incorporated into the scheme to encourage activity in the street including the use of private drives. Outward facing development further encourages activity in the street by providing passive surveillance of streets. Play spaces to be included within the green spaces on the site including a play on the way scheme.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>




Question	Response	Rating
<p>10. Cycle and car parking</p> <p><i>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. Well-designed streets will also provide sufficient and well-integrated car parking.</i></p>	<p>Car parking has been designed in numerous ways to ensure the proposed streetscene is not car dominated, in particular by prioritising parking in curtilage and the addition of parking courts. Car parking is broken up with landscaping where possible to soften the visual impact improve the overall streetscene.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>



Key

-  Site boundary
-  Visitor Parking
-  Off plot parking
-  On plot parking






Question	Response	Rating
<p>11. Green and blue infrastructure</p> <p><i>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.</i></p>	<p>The proposed masterplan has been underpinned by a strong green infrastructure to create a landscape led development. Existing trees and landscape features are retained where possible at the perimeter edges of the site alongside the introduction of new varied landscape typologies to maximise the ecological value of the site.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>

Question	Response	Rating
<p>12. Back of pavement, front of home</p> <p><i>Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. 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 whilst also offering opportunities to integrate level changes, utility boxes and waste storage.</i></p>	<p>Considerable care has been taken to design streets to be green, with appropriate boundary treatments such as hedging, street trees and brick walling to clearly demarcate public and private space.</p>	<p>Achieve </p> <p>Review </p> <p>Fail </p>



 Landscaping Plan

Key

<ul style="list-style-type: none">  Proposed Open Space and Landscape areas  Existing woodland  Existing Trees 	<ul style="list-style-type: none">  Proposed Street Trees  Proposed areas of primary hedging/green boundaries
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National Design Guide

06 |

6.1 Building for a Healthy Life Summary

The national design guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.

As highlighted previously, there is an extensive array of design guidance which has been considered when developing the proposals.

In terms of the National Design Guide, the table shown on the adjacent page identifies how the proposals are considered to accord with the ten characteristics that are required to achieve a well-designed place as set out in the NDG.



Well Designed Places Characteristic	Justification of compliance with the characteristic
Context	The proposal benefits from appropriate separation distances to ensure suitable standards of amenity can be achieved for future users. The proposals integrate with existing built form and provide subtle references to the surrounding architectural style.
Identity	The proposal has been evolved and specific design interventions have been made in order to create a high quality environment that is distinctive and recognisable to help future users not only with legibility but to understand the different types of streets and spaces throughout the site.
Built Form	Consideration has been afforded to how certain typologies can be used to influence how different spaces are experienced by users. The proposals are considered to be acceptable in respect of providing a suitable built form.
Movement	The proposed scheme integrates with existing access routes in an appropriate manner and allows suitable means of access through the site and to key destinations in the wider area for pedestrians, cyclists and vehicles. A variety of parking solutions have been incorporated to ensure streets are not impacted by the sight of excessive parked vehicles and ensure that streets are a pleasant and attractive environment for future users. Very good level of accessibility is also considered to be provided across the site for access to public transport options in the locality.
Nature	The scheme has been carefully designed with biodiversity in mind. A scheme of landscape enhancement has been proposed to achieve as much biodiversity net gain on site as possible.
Public Spaces	As alluded to, the use of multifunctional green spaces, provide areas for play and recreation and thus encourages social interaction which also results in better community cohesion. The proposals include a new area of public open space (POS). The proposed areas of POS have been designed to provide a space for congregation. Thus, ensuring the delivery of high quality, useable public spaces.
Uses	A mix of housing typologies, densities and dwelling sizes will assist with creating an attractive residential development. A mix of house typologies and materiality help to create distinctive, attractive and vibrant spaces which are instantly recognisable, helping with legibility and influencing how different streets and spaces are experienced and interpreted by users.
Homes & Buildings	The proposal is considered to be suitably configured which provides a high standard of residential amenity for future users (both internally and externally), with sufficient external amenity space, along with public spaces for play and recreation. All access routes have been designed so that they complement the built form, and provide attractive and vibrant spaces.
Resources	This DAS has indicated the variety of design interventions that have been made in order to create an attractive and vibrant residential development. Moreover, the proposed dwellings will incorporate modern technologies (as set out in accompanying technical reports), where feasible, along with suitable construction methods in order to provide resilience in respect of climate change.
Lifespan	Public areas have been designed so natural surveillance can occur to create a safe environment but to also give future users a sense of ownership and community cohesion that areas of open space should be used appropriately and looked after as necessary.

07

Conclusion

07 |

7.1 Conclusion

Our design proposal seeks to enable regeneration of the land adjacent to Highmoor Lane area to provide 40 new affordable housing units. With a mixture of 2,3 and 4 bedroom properties proposed, as both apartments and houses the proposal will create a community for all.

A high quality residential development is proposed which has a strong identity that benefits from the existing landscape character of the site.





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