

MITTON ROAD, WHALLEY

DESIGN AND ACCESS STATEMENT

DECEMBER 2020

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HOMES

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SECTION 1: INTRODUCTION

INTRODUCTION

- 1.1 This Design and Access Statement (DAS) has been prepared by Eden Rose Consulting Ltd on behalf of Prospect Homes support of their Full planning application for the demolition of 34no. existing properties and construction of 50no. dwellings together with associated infrastructure and landscaping, on land to the west of Mitton Road, Whalley.
- 1.2 This application seeks Full planning permission for residential development on 2no. parcels of brownfield land.
- 1.3 The site will provide a mix of housing suitable for the current market in line with Local Planning Authority policy.
- 1.4 The purpose of this report is to describe the site and context, relevant design guidance and the design concepts and principles which will inform the final design.
- 1.5 The structure of this document and the detail within follows the guidance from CABE's 'Design and Access Statements: How to read and use them' (2006) and Part 2, Article 8 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.
- 1.6 This Statement is set out as follows:

SECTION 1: Introduction

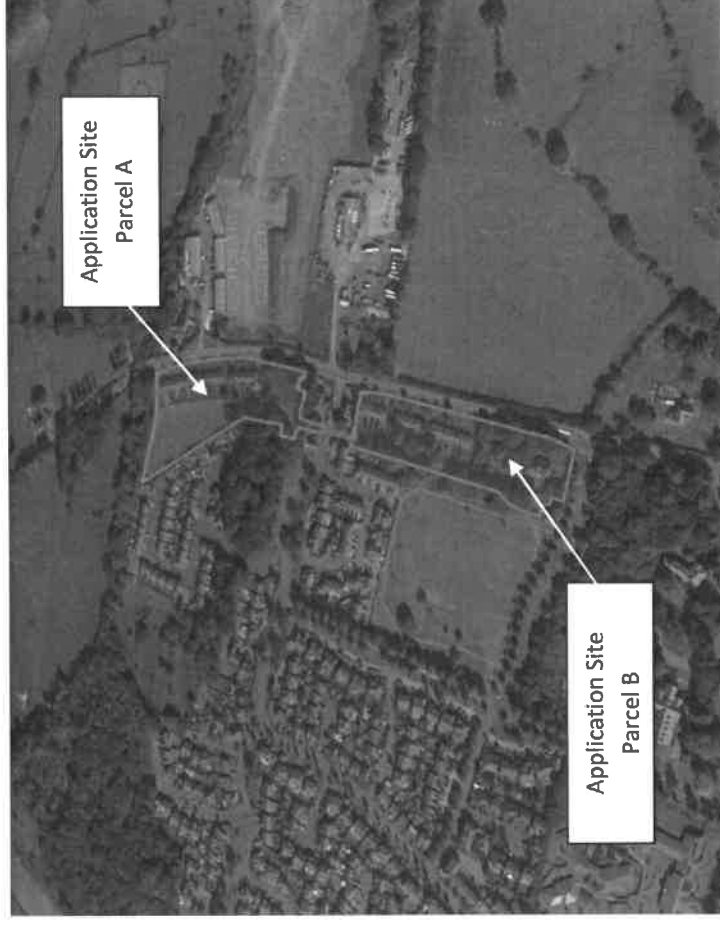
SECTION 2: Context Analysis – an assessment of the site's wider context in terms of village structure, historic development, streets, and landscape character

SECTION 3: Site Analysis – a more detailed focus of the site and immediate surroundings in terms of townscape and visual structure; movement and connections; environmental assets; and residential amenity, concluding with key opportunities for development of the site

SECTION 4: Design Responses – key design principles in relation to communication with the Council

SECTION 5: The Scheme – the final submission layout that demonstrates how the site can be developed in accordance with the approved documents, including key design principles tying into the surrounding vernacular, incorporating example architectural details, materials, scale, and landscaping

SECTION 6: Summary and Conclusions



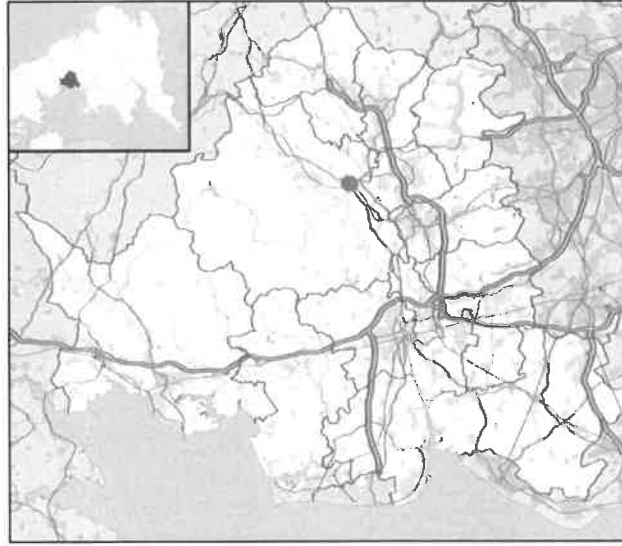
Site application boundary on aerial plan

SECTION 2: CONTEXT ANALYSIS

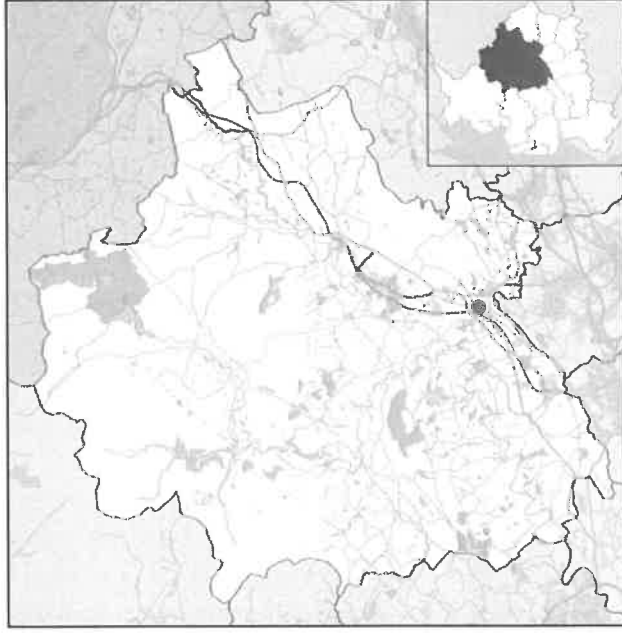
LOCAL CONTEXT SETTING

- 2.1 Whalley is a large village and civil parish in the Ribble Valley on the banks of the River Calder in Lancashire, England. The population of the civil parish at the 2011 census was 3,629. It is situated 7.5 miles (12 km) north of Blackburn, 30 miles (48 km) north of Manchester, 15 miles (24 km) east of Preston and 10 miles (16 km) west of Burnley.
- 2.2 Whalley benefits from good transport links being 5 miles (8km) from Junction 7 of the M65, which runs from just south of Preston through the major junctions of the M6 and M61 motorways, east past major Lancashire towns including Blackburn and Burnley ending at Colne.
- 2.3 For international travel, Manchester Airport is located 42 miles (64 km) south of Whalley, and Leeds Bradford Airport is located 40 miles (62 km) to the east.

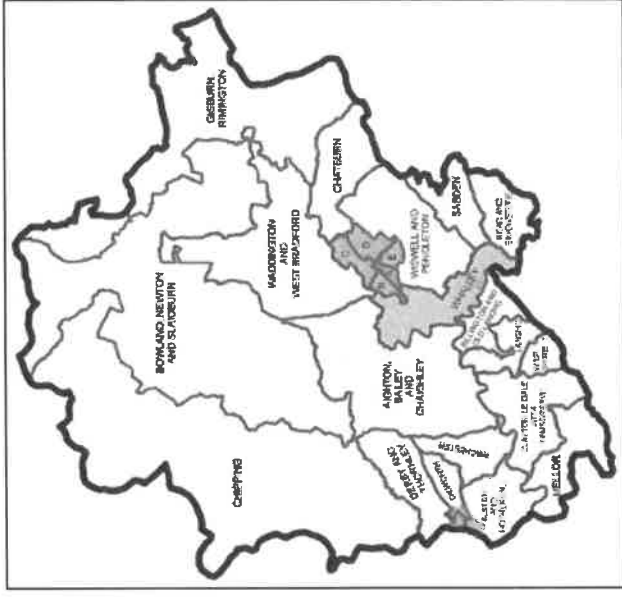
- 2.4 There are hourly trains from Whalley railway station to Blackburn and Manchester Victoria operated by Northern.
- 2.5 There are many bus services from Whalley bus station that serve the surrounding villages and towns in Lancashire, North Yorkshire, and Greater Manchester, including Accrington, Blackburn, Burnley, Clitheroe, Longridge and Skipton. Bus services are operated by Blackburn Bus Company, Burnley Bus Company, Pilkington Bus and Preston Bus.
- 2.6 The application site is located to the west of Mitton Road 1 mile (0.6km) north west of Whalley village centre, the largest village in the ward of Whalley. Neighbouring Whalley are the villages of Mitton (part of the ward), Wiswell, Billington, Barrow, and Read.



Site location within Lancashire



Site location within Ribble Valley



Location of Whalley ward within Ribble Valley

CONTEXTUAL ANALYSIS

- 2.7 The application site is split into 2no. parcels as shown on the Location Plan extract on Page 12.
- 2.8 Parcel A is the northernmost parcel located to the west of Mitton Road and measures 1.314 hectares (3.247 acres); Parcel B to the south measures 0.97 hectares (2.400 acres). The site as a whole measures 2.284 hectares (5.647 acres).
- 2.9 The site is currently used for existing council owned residential dwellings, the majority of which are no longer lived in or fit for purpose. There are gardens to the front and rear of the properties, as well as existing garages and access routes. Existing planting, trees and hedgerows occupy the site. Hedgerow and fencing define a large proportion of the site boundary with hedgerow trees occasionally interspersed.

2.10 The village of Whalley has all major amenities including a Village Hall, primary school, many public houses and places of worship. The nearest food convenience store is located in the village centre, 1.6 km (1 mile) from the site.

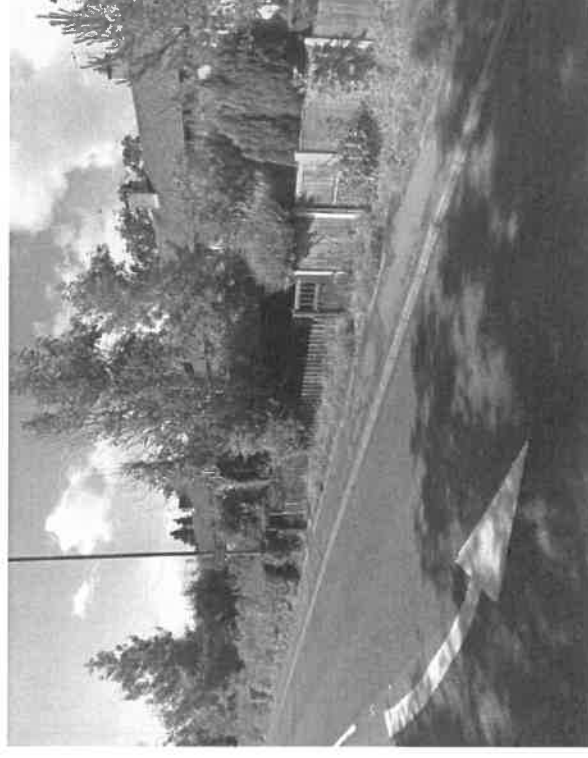
2.11 Due to the split nature of the application site, access to the proposed developments are separately located.

2.12 Access to Parcel A is taken from Mitton Road, located just south of what is currently no.15 Mitton Road. A single spine road with shared driveways and a cul-de-sac will serve Parcel A.

2.13 Access to Parcel B is also taken from Mitton Road but in 2no. separate locations. An adoptable turning head is proposed to the north with shared driveways serving the proposed dwellings; a shared driveway to the south off Mitton Road serves 3no. dwellings.

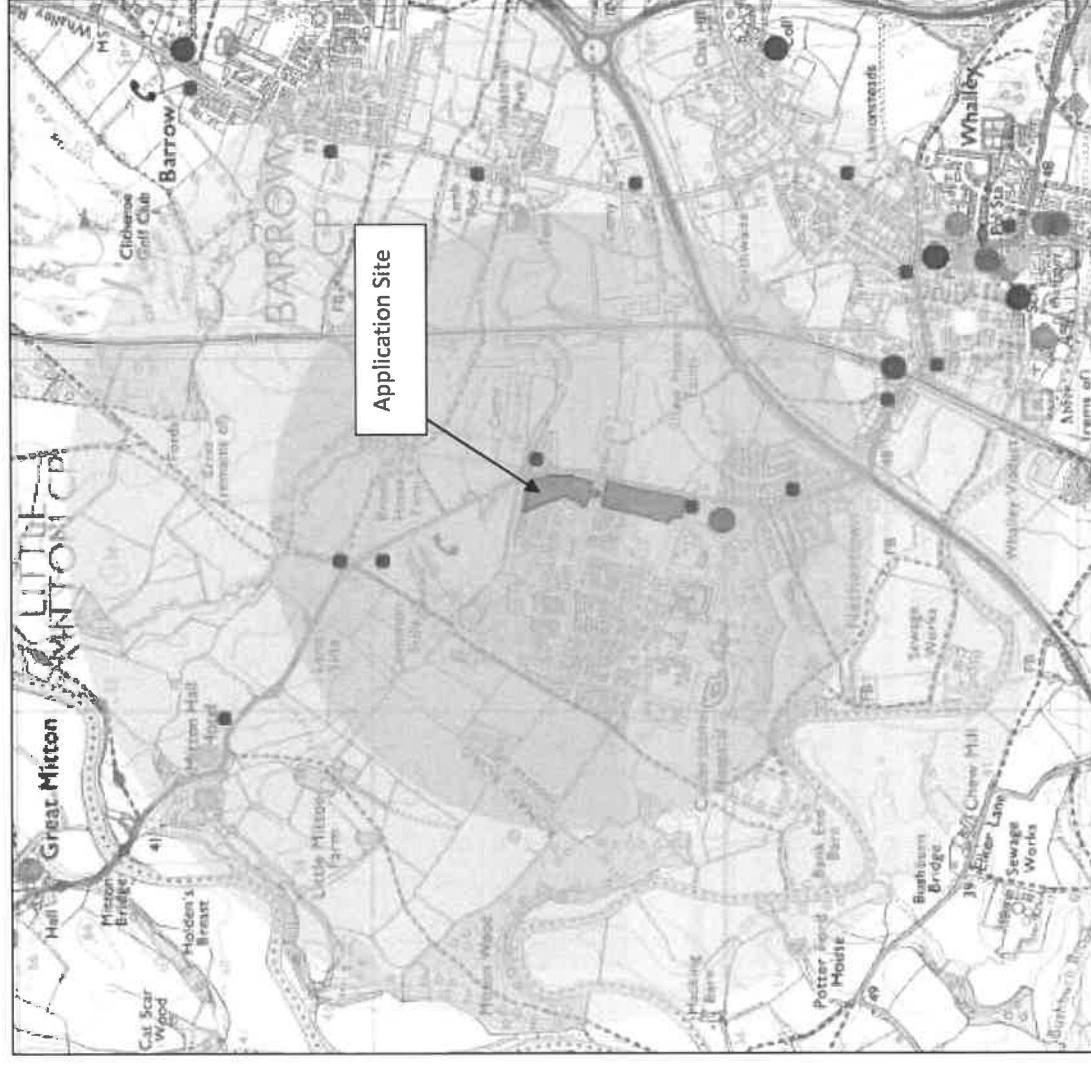


View of access to Parcel A

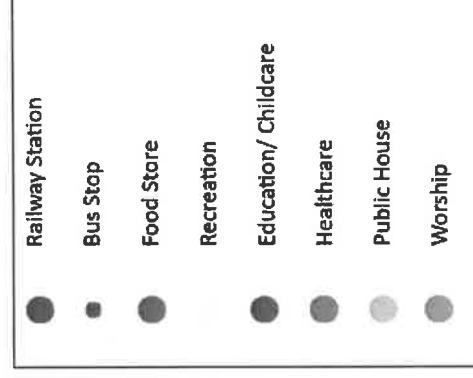


View of main access to Parcel B

AMENITY PLAN



- 2.14 The Amenity Plan to the left shows the distribution of local amenities and services within reasonable walking distance of the development site.
- 2.15 The nearest bus stops to the site are situated on Mitton Road and can be used to access Whalley village and further afield.
- 2.16 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. Public rights of way are located adjacent to the development site and encourage walking to commute and for leisure.
- 2.17 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. There are no official cycle routes adjacent to the site, however the general topography of the area is relatively flat, which can assist in encouraging visitors of the proposed residential development to travel by cycle.



VISUAL ANALYSIS

- 2.18 Whalley is a large village and civil parish in the Ribbles Valley on the banks of the River Calder in Lancashire. The village setting of the application site is made up of a number of different character areas resulting from the historic stages of growth of the village. The centre has largely kept its character despite changes and increases in the residential settlement boundary in the recent past.
- 2.19 To the east of the site lies Whalley village centre and Conservation Area which features a large number of listed buildings. The built character within the conservation area forms a distinct historic core set within a linear street pattern. Characterful landmark buildings such as the Whalley Abbey and St Mary's Church provide key landmark focal points and a distinct sense of place.
- 2.20 Within the village centre a variety of older properties dating back to the 19th Century, sit within more modern infill properties. Along King Street there are properties of 1, 2 and 3 storeys that form a continuous frontage set back from the footpath. A network of retail and residential courtyards and mews provide attractive pedestrian routes through the village centre.
- 2.21 There are many older properties in the centre of the village along King Street and Church Lane, in the form of small stone terraced cottages with unallocated car parking and larger detached manor houses. Further out, much of the original manor housing together with its adjoining land has been sold for development, however some important examples remain.
- 2.22 Moving out from the village centre, particularly along Mitton Road and Clitheroe Road, housing has been constructed more recently to more modern standards. Newer detached and semidetached two storey dwellings become more common together with a greater provision of private parking and driveways.
- 2.23 The majority of period houses are constructed from stone or red brick with grey slate or concrete roof tiles and artstone or brick detailing. Painted render and brickwork also make a regular appearance, particularly on the older properties.
- 2.24 More locally to the site, there is a large amount of new build construction comprising detached, semidetached and terraced homes, together with a small number of purpose-built low volume apartment blocks. A recently built-out development by David Wilson Homes to the west of the application site utilises red brick and feature render effectively.

NEIGHBOURHOOD SETTING

- 2.25 The site is located off Mitton Road, which leads north west from Whalley village centre. The character of properties fronting onto Mitton Road is mixed comprising of a range of modern semidetached and detached one and two storey properties, with front and rear gardens.
- 2.26 Older terraced houses in the village centre are situated to the back of the adopted footpath with little or no off-street parking or front gardens, while the newer properties do benefit from some external amenity space or off-road parking spaces to the property frontage. There is often little opportunity for soft landscaped features in the village centre, but the level of private landscaping increases further from the centre.
- 2.27 There is a large amount of new-build development in the immediate vicinity to draw inspiration from, however relatively recent developments have been designed with the end user in mind; detached and semidetached, functional and low maintenance family homes usually in a cul-de-sac arrangement creating a close community feel in materials sympathetic to the surroundings.
- 2.28 The surrounding housing stock close to the development site are generally two storey residential buildings with pitched roofs, with a smattering of single storey bungalows catering for the elderly or less able.
- 2.29 Elevation styles are kept relatively simple with timber detailing to roof cornices and porch roofs. Terraced properties generally have flat frontages with no extravagant external features like bay windows or porch canopies. Where porch canopies are constructed, they are primarily lean-to in style, with white UPVC or timber casement windows and doors. The images on Pages 10 and 11 have been selected to show examples of the local vernacular and developments that have taken these design factors into account.
- 2.30 Boundary treatments in the immediate locality are mixed, comprising hedges or similar landscaping with dwarf timber fencing or walling to frontages. Timber fencing provides the dominant boundary treatment to gardens.
- 2.31 Residents of Whalley can easily walk or cycle to the nearest convenience store and there are regular bus services to further afield.

WHALLEY EXISTING HOUSING STOCK IMAGES



Image 1 – Mitton Road



Image 2 – Church Lane



Image 3 – Oakdale Drive



Image 4 – Pendle Drive



Image 5 – Church Lane



Image 6 – King Street



Image 7 – The Sands



Image 8 – Regency Close



Image 9 – Beech Drive



Image 10 – Moor Field



Image 11 – Clitheroe Road



Image 12 – Woodlands Park

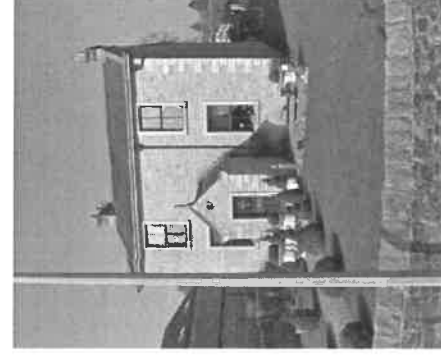


Image 13 – Nethertown Close



Image 14 – Whittam Road

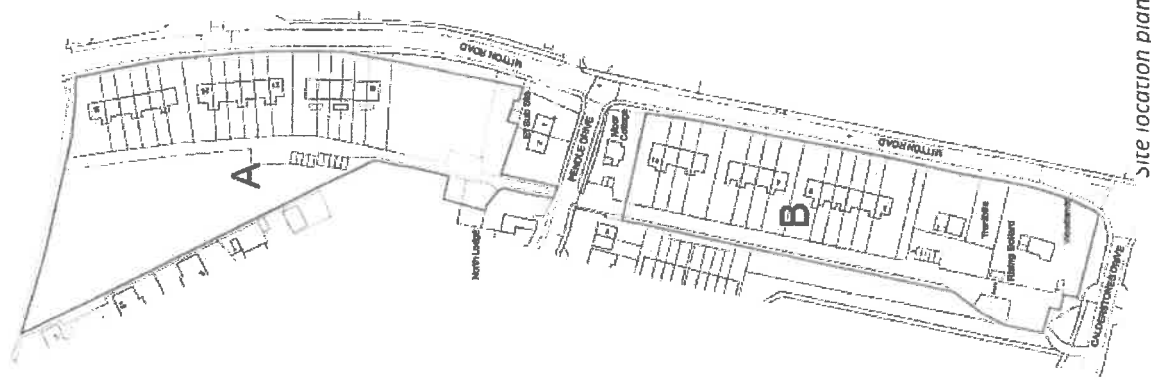
SECTION 3: SITE ANALYSIS

SITE ANALYSIS

- 3.1 The site is currently controlled by Mersey Care NHS Foundation NHS Trust.
- 3.2 Photographs have been taken of the development site as existing and can be seen on Pages 15-16.

EXISTING LANDSCAPE

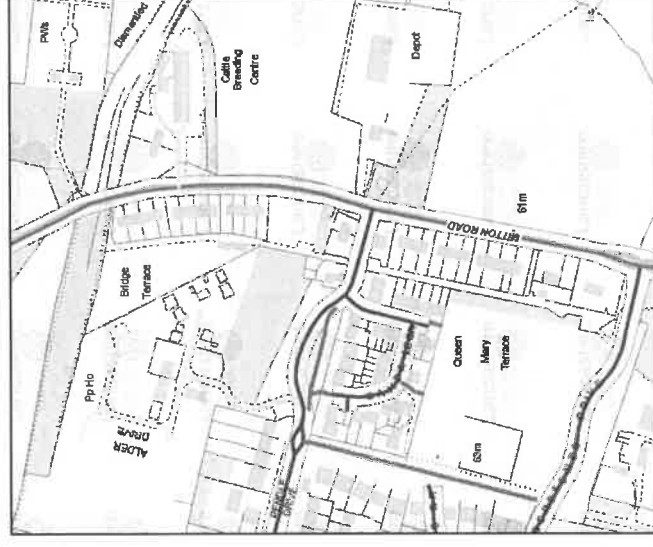
- 3.3 A Topographical Survey was carried out by SurveyEng Ltd in August 2020 (plan reference PRO.TS.07) and will be submitted with the application to show the existing situation.
- 3.4 In general, the topography of Parcel A slopes from east to west and also towards to southern boundary and existing woodland. Parcel B sits higher than Parcel A, but is still relatively level.
- 3.5 A Tree Survey and Arboricultural Report was completed by Trevor Bridge Associates Ltd in September 2020 and accompanies the planning application.
- 3.6 The site is currently used for existing residential buildings and associated hard landscaping and soft landscaping including trees, shrubs and boundary hedgerows.
- 3.7 To Parcel A, hedgerow and fencing define a large proportion of the eastern site boundary located at the head of the front gardens. Timber fencing to the south, west and north contain the site.
- 3.8 Parcel B is also defined by residential fencing and boundary hedgerows to the northern and eastern boundaries. Existing trees sit within a wooded area to the south and will need to be removed to allow for a new site access. An existing track runs the length of the western boundary.
- 3.9 Residential property and open space associated with previous residential development lie beyond the western boundary.
- 3.10 A footpath runs the length of the eastern boundary along Mitton Road. A mixture of residential property and agricultural land is situated east of Mitton Road.
- 3.11 There are no trees located on the application site afforded protection by virtue of a Tree Preservation Order (TPO).
- 3.12 Trees defined as Category A and worthy of retention occupy only a limited part of this development site and will pose only a limited constraint in terms of how this site is developed.



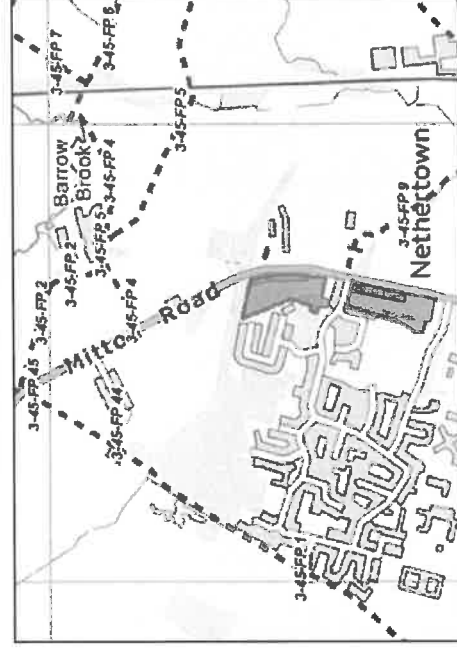
Site location plan

HIGHWAY INFRASTRUCTURE

- 3.13 The site is located off Mitton Road, an adopted B road as classified by Lancashire County Council with a speed limit of 30mph.
- 3.14 A Transport Statement and Travel Plan has been prepared by Croft Transport Planning and Design (November 2020) to review the transport policy and sustainable accessibility of the site and assess the traffic impact associated with the proposed development. The reports accompany the planning application.
- 3.15 A footway with a minimum width of 1.8 metres is located on the western side of the B6246 Mitton Road carriageway. This footway provides access to the extensive pedestrian footway network located within Whalley and provides linkages to the village centre.
- 3.16 Safe pedestrian crossing movement across the B6246 Mitton Road is provided for on the B6246 Mitton Road south arm of the B6246 Mitton Road/Calderstones Drive mini roundabout, approximately 45 metres south of the southern boundary of the site. This crossing is uncontrolled and includes a pedestrian refuge with associated dropped kerbs.
- 3.17 There are no designated cycle facilities on the B6246 Mitton Road in the vicinity of the site. However, both Lancashire County Council Routes 90 and 91 are located around 1,200 metres from the from centre of the application site.
- 3.18 Lancashire County Council Route 90 runs through the centre of Whalley and links with Longridge, Ribchester and Clitheroe and is a recommended cycle route. Whilst Lancashire County Council Route 91 is also a recommended on-road route which provides access to Harwood via Billington.
- 3.19 There are 2no. parcels which require access from Mitton Road. A new vehicular access to Parcel A is proposed to the south of no.15 Mitton Road via a new priority junction. The access road is proposed to be 4.8m wide with 2m footpaths located either side for pedestrians. Plots 1-31inc are accessed via the new road. Plot 32 is accessed via an existing track off Pendle Drive.
- 3.20 Access to Parcel B is also taken from Mitton Road in 2no. separate locations. An adoptable turning head is proposed to the north with shared driveways serving the proposed dwellings; a shared driveway to the south off Mitton Road serves 3no. dwellings.
- 3.21 The Public Rights of Way map extract shown to the right is the legal record of all public rights of way. The map shows no public rights of way crossing the site which could affect development.

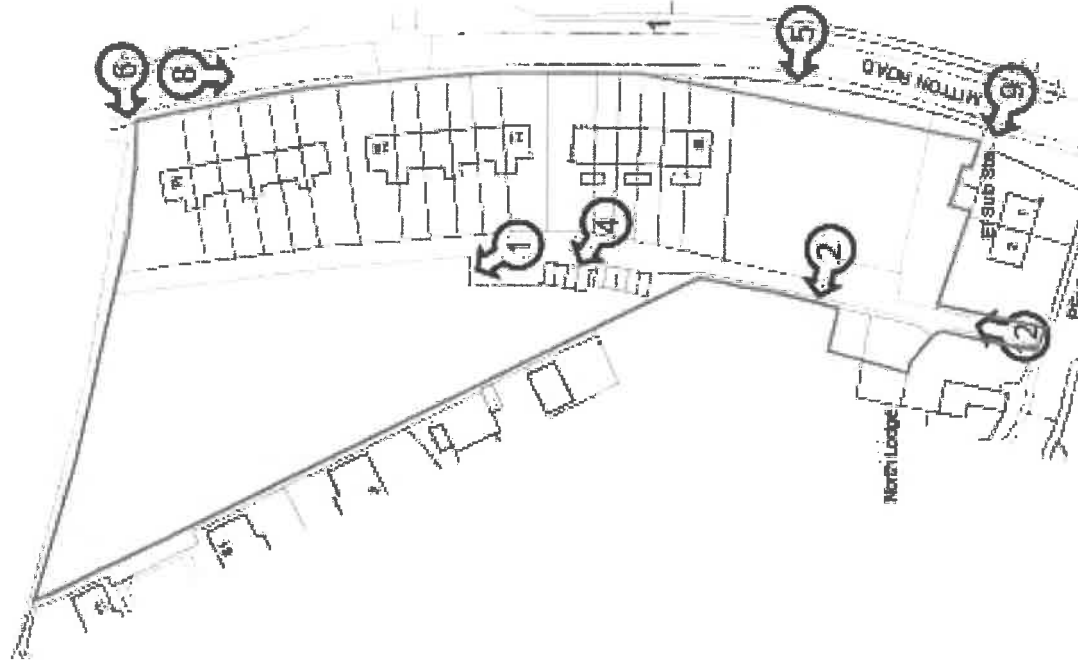


Lancashire CC highways extract plan

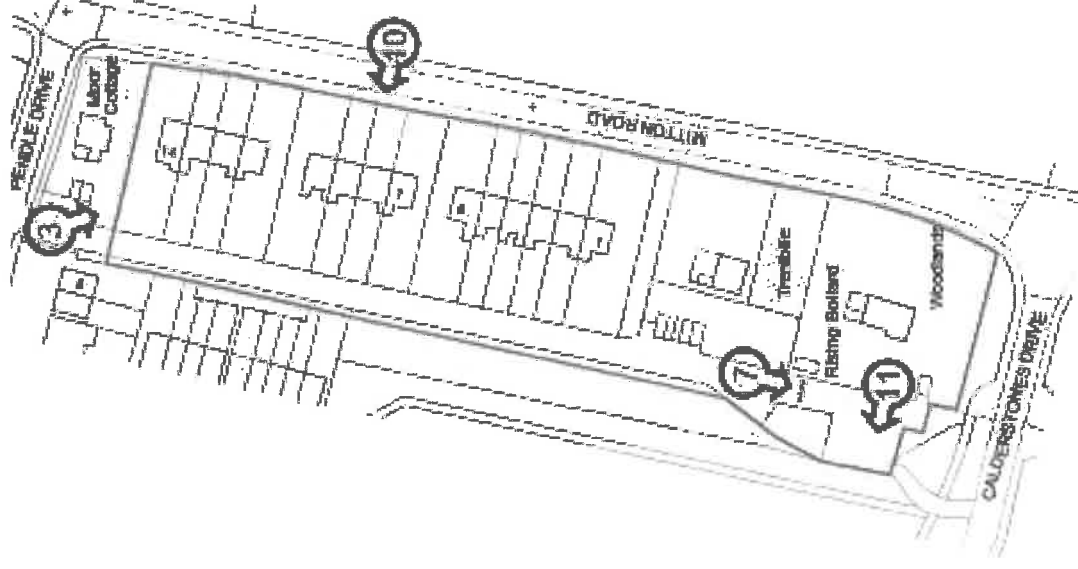


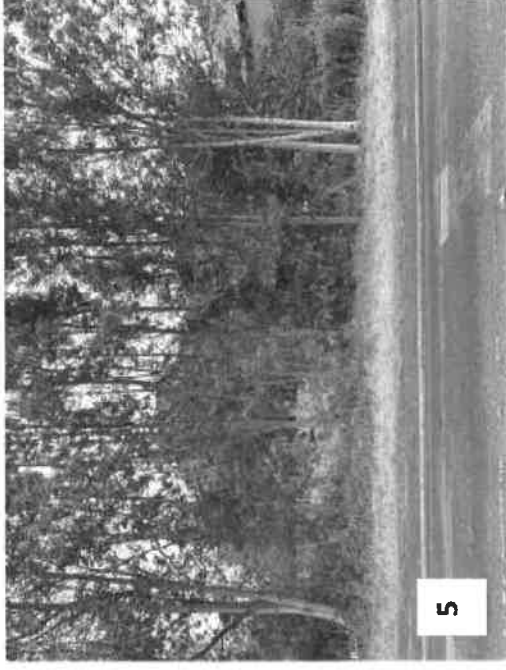
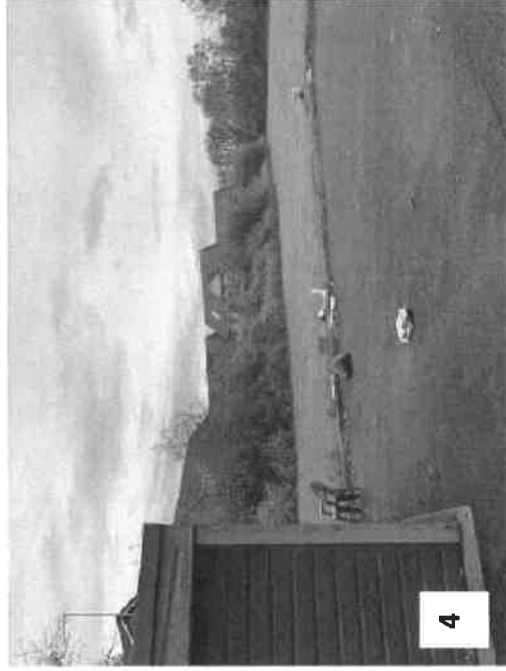
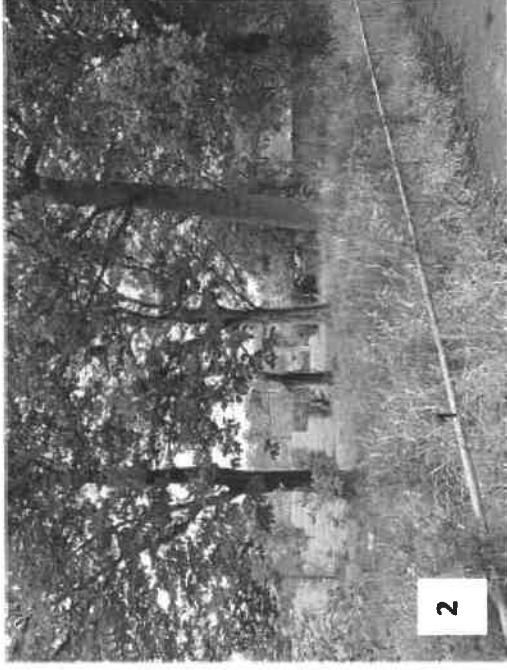
Public rights of way (footpaths) surrounding site

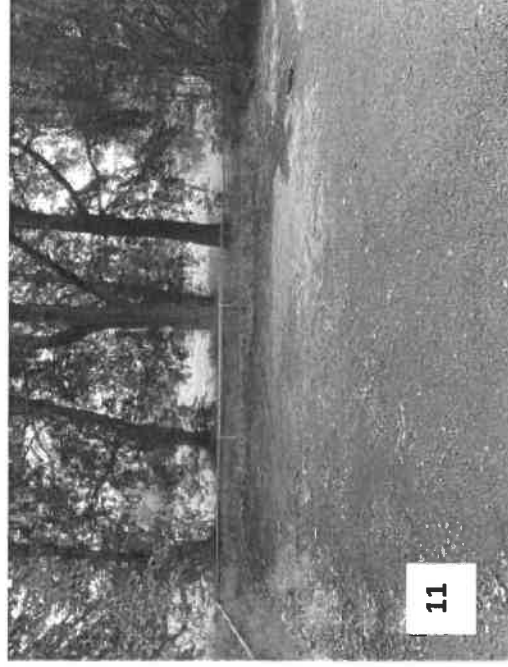
EXISTING SITE PHOTOGRAPHS



Photograph plan showing location and direction of image







SECTION 4: DESIGN RESPONSES

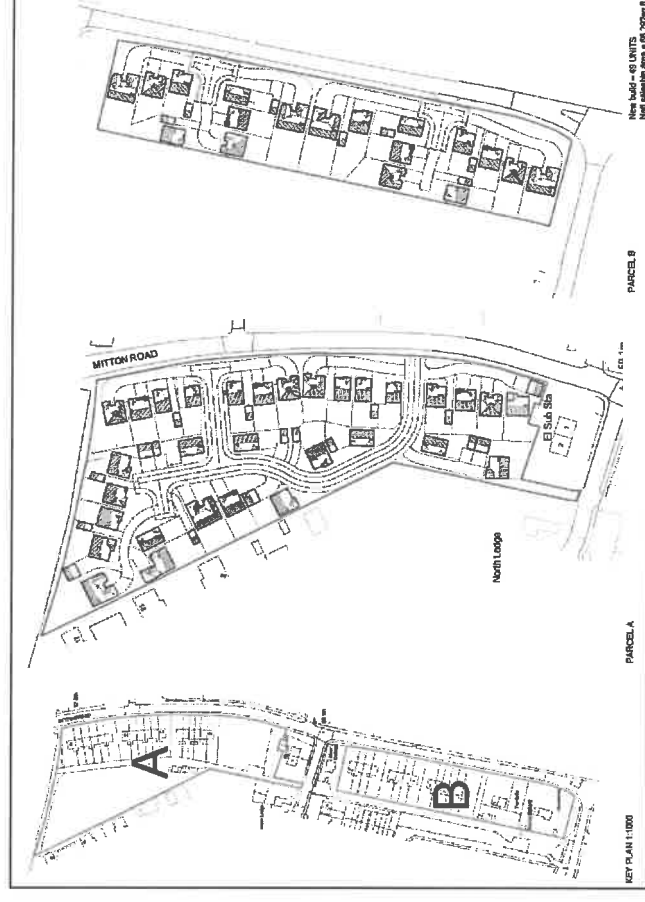
DESIGN PRINCIPLES

- 4.1 The driving principle of the development is to demolish 34 no. dwellings from poor quality housing stock and provide new high-quality family housing within a tier 2 settlement within Whalley in South Ribble Borough.
- 4.2 Core Strategy Policy DS1 sets out the strategic vision for the borough and development within the tier 2 settlements, of which the application site falls into this category, must either meet a local need or provide a regeneration benefit. Policy DMG2 states that development within tier 2 settlements must meet certain tests, one of which is that the development should meet local needs housing.
- 4.3 It is accepted that the site is already in a residential use and a new residential use in principle would be an acceptable use of the site.
- 4.4 A contribution towards off-site public open space and education is required.
- 4.5 Examples of the existing architecture within the local area of Whalley should provide inspiration for both the layout design and house type mix and elevational styles.

PRE-APPLICATION DISCUSSIONS

- 4.6 A pre-application enquiry for development of the site was discussed with South Ribble Borough Council in July 2020 using Feasibility Layout Option 2 (as shown to the right).
- 4.7 The layout was viewed favourably in terms of design, road hierarchy, and general mix, although the requirement for smaller more low-cost housing was discussed.
- 4.8 The number of plots at 52 was considered appropriate for the application site, providing an acceptable density.
- 4.9 Items for development and inclusion within the full application arising from the pre-application discussions are as follows:

- Consider the use of suitable materials and landscaping.
- Each dwelling will require private adequate amenity space.
- The new dwellings should incorporate bat and bird boxes and the landscaping should include measures to allow permeability through the site for wildlife.
- Each dwelling should be provided with an electric vehicle charging point that should be installed prior to occupation of each unit.
- The 3 bed properties should be provided with at least 2 off street parking spaces and the 4 bed should have 3 spaces.

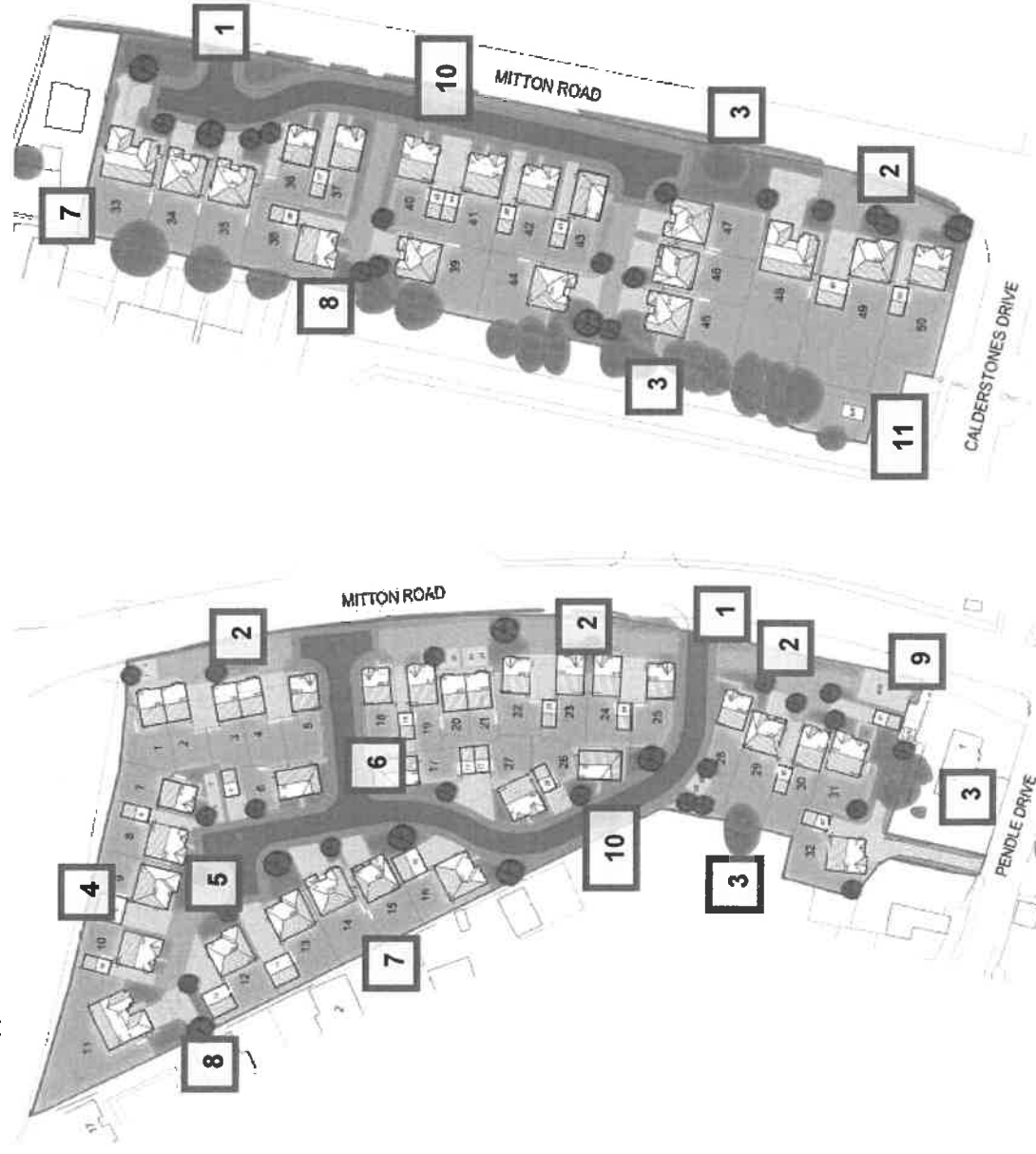


Feasibility Layout - Option 2

SECTION 5: THE SCHEME

PLANNING LAYOUT

5.1 The Planning Layout (reference MR/W-SJS-PL01) is submitted for consideration with the application and can also be seen annotated below.



KEY LAYOUT FEATURES:

- 1 Main access points from Mitton Road
- 2 Shared drives with active plot frontage to Mitton Road
- 3 Existing Category A or B trees for retention
- 4 Larger garages to ensure cars can be stored easily
- 5 Drainage easement
- 6 Dual elevating plots to address corners and ensure increased natural surveillance
- 7 Separation distances with existing/newly approved dwellings respected
- 8 Development boundaries delineated by new landscape planting
- 9 New pump station accessed from Pendle Drive
- 10 4.8m wide internal access road constructed to adoptable standard with 2m footpaths
- 11 Bat structure

THE PROPOSAL

- 5.2 The application proposes the demolition of 34no. existing dwellings and construction of 50no. new dwellings together with associated highways infrastructure and landscaping.

THE MIX

- 5.3 In line with planning officer comments regarding an increase in smaller units to provide a more suitable mix of housing, the overall number of proposed plots is 50no. dwellings comprising the following mix:

Accommodation Schedule		
House Type	Sqft	No.
32A	915sqft	6
31DE	1012sqft	7
33D	1255sqft	7
3 Bed Total		20
41D	1191sqft	5
42D	1251sqft	3
T2D	1284sqft	4
44D	1404sqft	10
46D	1596sqft	5
47D	1715sqft	3
4 Bed Total		30
Site Total		50

AFFORDABLE HOUSING

- 5.4 Affordable provision is proposed on-site, and discussions with RPs are ongoing, however if an off-site contribution is considered more appropriate then this can be amended during the application determination period.

EXTERNAL ACCESS

- 5.5 The site is located off Mitton Road, an adopted B road as classified by Lancashire County Council with a speed limit of 30mph.
- 5.6 Access to Parcel A is via a new, single, priority junction off Mitton Road, located to the south of the current no.15 Mitton Road and 75m north of the B6246 Mitton Road/Pendle Drive. The access road is proposed to be 4.8m wide with 2m footpaths located either side for pedestrians.
- 5.7 Plots 1-31inc are accessed via the new access road. Plot 32 is accessed via an existing private track off Pendle Drive.
- 5.8 Access to Parcel B is also taken from Mitton Road in 2no. separate locations. Plots 33-47 inc. will be accessed via one priority-controlled junction off the B6246 Mitton Road, the main vehicular access and is located 45 metres south of the B6246 Mitton Road/Pendle Drive junction. An adoptable turning head is proposed to the north with shared driveways serving the proposed dwellings, while a shared driveway to the south off Mitton Road serves 3no. dwellings, Plots 48-50 inc. The private drive is located 180m south of the junction.
- 5.9 In accordance with Manual For Streets, minimum visibility splays of 2.4m x 43m are proposed from the proposed access points.
- 5.10 To Parcel A, the main access road penetrates the site with many plots directly fronting on, terminating in shared driveways that serve no more than 5no. properties.
- 5.11 In line with local authority highway standards, all proposed plots benefit from off-road parking with either side driveway parking or upfront parking for a minimum of two cars for 3 bedroom properties and three cars for 4 bedroom properties.
- 5.12 All 4 bedroom properties will have a garage, either integral or detached depending on house type design. The garages are of adequate size to be able to park a vehicle.

SITE ACCESSIBILITY

5.13 Detail regarding accessibility and sustainability of the development can be found in the Transport Statement and Travel Plan, prepared by Croft Transport Planning and Design (November 2020).

5.14 The proposals have been considered in terms of accessibility by non-car modes for the proposed residential development.

5.15 The following conclusions can be drawn from this section of the report:

- The site is accessible on foot and these provisions will be improved as part of the works on the development site.
- The services from the bus stops on Pendle Drive which connect the site with retail, employment, and leisure facilities in Whalley, Clitheroe and Ribchester. It can therefore be concluded that the proposed development can be accessed by bus.
- The site is accessible via rail with Whalley station located within 2 kilometres of the site.
- In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.



Photograph of bus stop adjacent to site on Mitton Road

REFUSE AND SERVICING

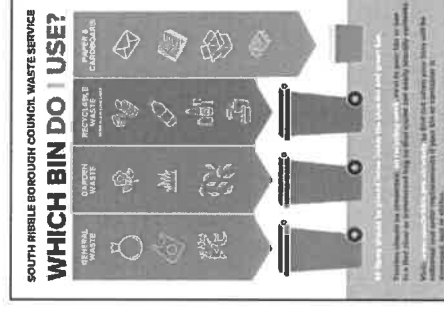
5.16 All new internal roads and turning heads will be tracked to ensure adequate access can be technically achieved by service and refuse vehicles.

5.17 Waste storage and collection will be provided in line with South Ribble Borough Council's guidelines and collected fortnightly:

- Grey bin for non-recyclable domestic waste
- Brown bin for garden waste (subscription service)
- Blue bin for recyclable plastics, glass, and tins
- Green box for paper and cardboard

5.18 All household bins will be stored in the rear gardens of the proposed plots and will be taken to the front of the property by the purchaser by 7.30am on the day of collection. Bins will be returned to their private storage area once they have been emptied.

5.19 A Refuse Layout is submitted with the application, reference MR/W-SJS-RL01.



SRBC waste information



Image of local refuse collection

SCALE

5.20 The local design standards have been consulted in the design of the scheme, recognising and applying policy compliant separation distances from proposed gables to habitable windows, acceptable rear garden sizes, highway and parking standards regarding size of space and number per plot.

5.21 The proposed accommodation comprises a mix of 3 and 4 bedroom semidetached and detached properties primarily aimed at the family housing market.

5.22 All properties are to be two storeys in height, with off road parking to the side as driveways or up-front parking spaces.

LANDSCAPING

5.23 RETENTION AND REMOVAL OF EXISTING VEGETATION

5.23.1 An Arboricultural Report and Impact Assessment was completed by Trevor Bridge Associates Ltd in September 2020 and accompanies the planning application.

5.23.2 There are no trees within the site protected by a Tree Preservation Order.

5.24 GENERAL LANDSCAPING

5.24.1 A landscaping plan demonstrating proposed hard and soft landscaping and planting has been prepared and accompanies the planning application.

5.24.2 All proposed plots will have access to private amenity space in the form of front and rear gardens. Front gardens are designed around off-road parking and create an interesting streetscape of varying depths and areas of planting. Hedgerow and tree planting are proposed to enhance street scene and define private from public space. The landscaping has been designed to maximise aesthetics and benefits to natural habitat and ecology.

5.24.3 Hard landscaped areas are shown on the layout indicating roads, footpaths and shared driveways in black tarmac.

5.25 PRIVATE PLOT LANDSCAPING/ BOUNDARY TREATMENTS

5.25.1 All plots are set back from the highway to deliver the space for individual planting provided by the developer. Plot boundaries in front gardens will be delineated by soft landscaping features including hedgerows and new tree planting.

5.25.2 All plots benefit from their own amenity space with enclosed rear gardens defined by 1.8m high close board fencing or brick screen walls between plots and the public realm or highways. A Boundary Treatments layout and Details pack accompanies the application.

5.25.3 Hedgerow planting is proposed to the front and side boundaries of plots abutting the existing highway network to ensure visual and physical separation between public and private space.

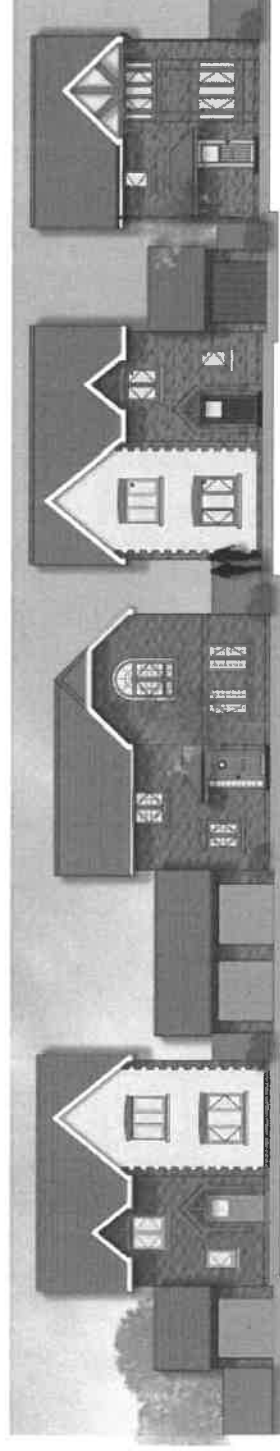


Example planting to front gardens



HOUSE TYPES AND STREET SCENES

- 5.26 A House type Planning Drawing pack with floorplans and elevations of proposed house types has been prepared and accompanies the planning application.
- 5.27 Site Sections have been prepared to show the proposed house types in relative to the on-site levels, as shown below.



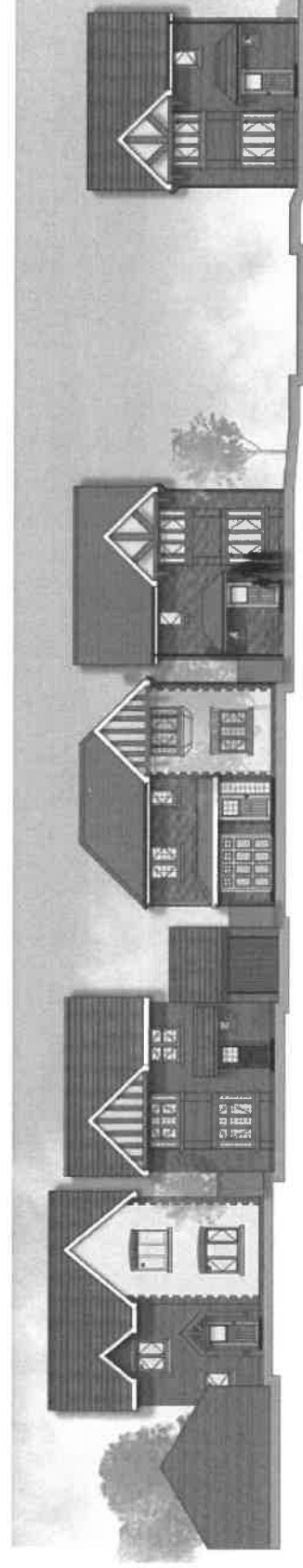
Plot 10

Plot 9

Plot 8

Plot 7

Site Section A



Plot 31

Plot 30

Plot 29

Plot 28

Plot 25

Site Section B



Plot 40

Site Section C

Plot 37

Plot 36

Plot 35

Plot 34



Plot 47

Plot 46

Plot 45

Site Section D

APPEARANCE

5.28 ARCHITECTURAL QUALITY AND STYLE

- 5.28.1 Good quality examples of the existing housing stock in the village of Whalley has influenced the choice of elevations and materials on the proposed plots.
- 5.28.2 All plots will be designed using the same complimentary palette of materials to ensure all homes are tenure blind.

MATERIALS

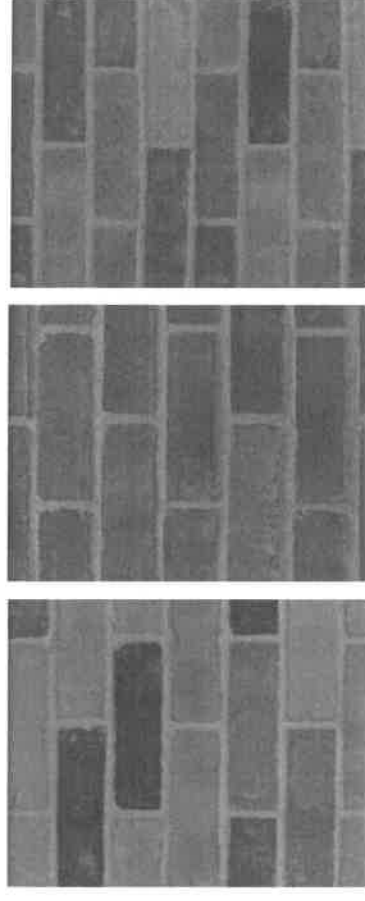
5.29 MATERIALS

- 5.29.1 In keeping with the existing housing stock, textured red bricks are proposed for use on the development. A complimentary smooth brick or buff artstone will be used as a detail to accentuate elevational components.

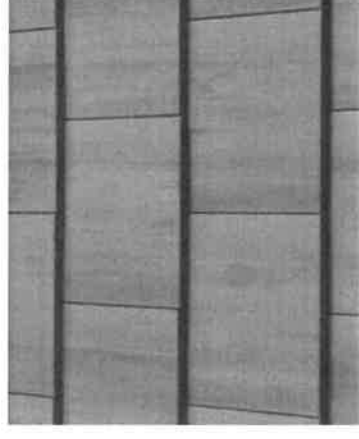
5.29.2 House types will draw on some or all the following components:

- Lean-to GRP tiled porch roof canopies
- Stooled end brick cills or buff coloured artstone below windows in main facing brick
- Red brick splayed soldier course above windows
- Red brick feature string course and plinth course
- Black composite timber effect highly secure front doors (garage doors where applicable to match)
- White UPVC casement windows
- IG doors in heritage colours
- Black rainwater goods

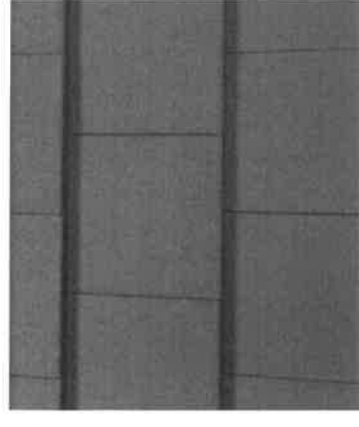
5.29.3 Examples of existing materials can be seen in the adjacent images.



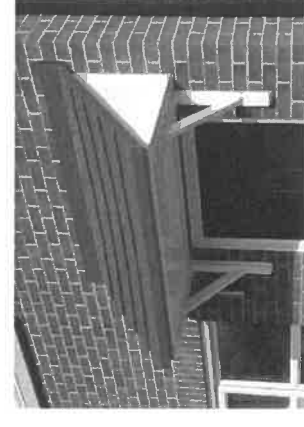
Wienerberger Durham Claret Stock, Ashington Red Multi and Westerton Orange



Sandtoft Calderdale Rustic Red and Dark Grey



White UPVC window



GRP lean-to porch canopy

DESIGNING OUT CRIME

5.30 In order to design out crime, the developer will implement advice from Design For Security within the layout, including the following:

- Dwellings orientated towards the road with windows addressing the streets to promote natural surveillance.
- Clear delineation between public and private space to discourage intrusion on personal property.
- Back to back gardens restrict access and deter intruders.
- In curtilage parking has been provided wherever possible.
- Boundary treatments are of a height to restrict access and a design that does not enable lifting of panels or climbing.
- Doors and windows will be provided and fitted to the required standard to meet latest building regulations.

SUSTAINABILITY

5.31 The project responds to national objectives set out in the new NPPF. Specifically, the project will deliver on the following key national policy objectives:

- All plots will be resource and energy efficient – all will be built to building regulations part L.
- All dwellings are designed in a sustainable manner using products and processes that reduce environmental impact and are better adapted to meet climate change, resulting in lower running costs. This is achieved by incorporating features such as well insulated building fabric and energy efficient boilers etc.
- Provision of high-quality housing for both the private and low-cost sector.
- Siting housing development in suitable locations, offering a good range of community facilities and access to key services and infrastructure.

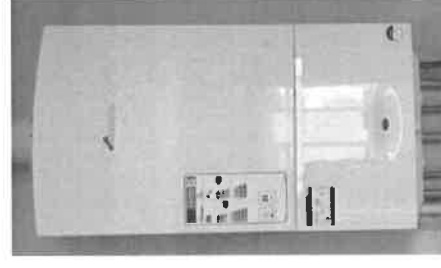
5.32 Good access to sunshine and natural light contributes to the health and wellbeing of dwelling occupants by providing them with a pleasant living environment as well as reducing the need for artificial lighting and in some cases contributing to winter heating requirements.

5.33 The project promotes reducing inequalities and raising environmental quality.

5.34 The inclusion of dedicated electric vehicle charging points to as many dwellings as practically possible is proposed in order to promote greener travel solutions in conjunction with the Travel Plan. The Travel Plan also promotes a resident's car sharing initiative to make car use more efficient where journeys are unavoidable.

5.35 To accord with modern working methods and encourage working from home to reduce unnecessary travel journeys, a flexible live /work strategy will be integrated into the indicative development layout and building design.

5.36 'Live/ work' provision for each dwelling will be created by considering study or office rooms within the house, wired to a high specification to include electric and data/ phone points.



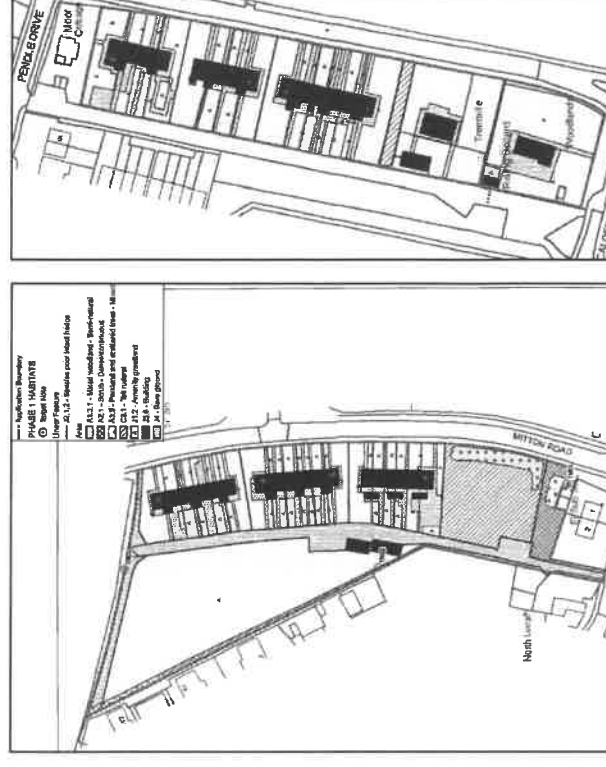
Potential sustainable features for use in dwellings

ECOLOGY

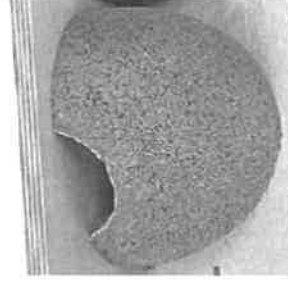
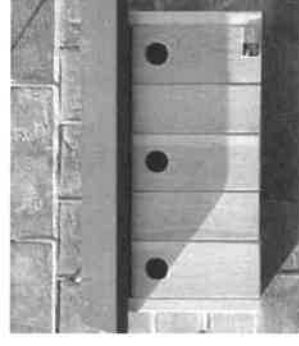
5.37 An Ecology Survey was completed by Biora Group (23rd October 2020) and accompanies the planning application.

5.38 The plan proposes to significantly enhance the ecology of the site through the following measures:

- The local wildlife site to the north of the site should be protected from development by providing an ecological buffer zone.
- Any Himalayan Balsam within the survey areas should be removed at the earliest opportunity. An Invasive Species Management Plan should be produced to detail how the species will be contained and/or eliminated prior to and during construction.
- The broadleaved woodland habitat, scrub, hedgerows and mature trees on site should be retained and enhanced where possible. These features will provide important features for wildlife in a changing landscape. Enhancement of these areas can be achieved by introducing a range of native trees and shrubs in areas of low plant diversity. Planting schemes for the landscape design should aim to provide a layered structure by selecting plants that grow to different heights and provide a dense shrub layer.
- Reduced lighting should be used during construction to minimise bat disturbance.
- All buildings on site should be inspected and surveyed prior to demolition to ensure bat roosts are not disturbed.
- All vegetation clearance and building demolition should be timetabled out of the core British bird breeding season (i.e March-September inclusive).
- A Reasonable Avoidance Methodology (RAMs) for badgers, that may be using this site for commuting, should be employed to ensure they are safeguarded from harm in the event that they are present on site within the development footprint when site clearance/ construction activities are taking place.
- A Reasonable Avoidance Methodology (RAMs) for reptiles should be employed to ensure that the development results in no negative impacts to any reptiles that might use this site.



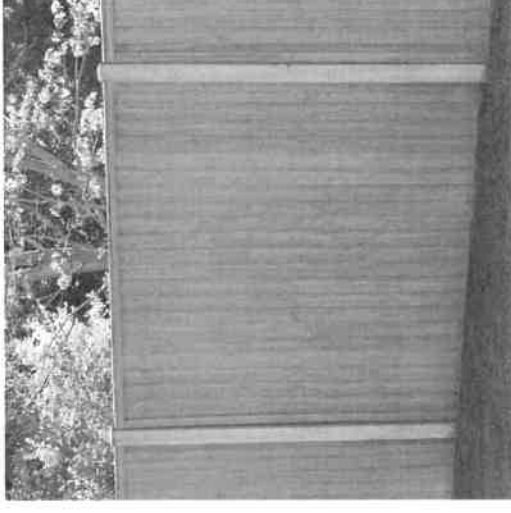
Preliminary ecological assessment extract – Phase 1 habitat plan



Example of a bat box, sparrow terrace and house martin nest

NOISE

- 5.39 An Acoustic Assessment was completed by Miller Goodall in November 2020 and accompanies the planning application.
- 5.40 The assessment was undertaken to predict the potential impact of environmental noise sources on a proposed development consisting of 50 no. new residential properties at the site.
- 5.41 Measurements were made at the site to identify the pre-development noise levels. This data was subsequently used to predict the potential impact of environmental noise and to provide mitigation options to ensure that suitable internal noise levels can be achieved.
- 5.42 Road traffic noise from Mitton Road is the dominant noise source and ambient and maximum noise levels are relatively high. Industrial type noise sources were not observed for the duration of the survey and are likely to be insignificant when compared to the prevailing road traffic noise levels.
- 5.43 Recommended glazing and ventilation specifications have been provided to enable the recommended internal noise limits to be achieved within the properties.
- 5.44 External noise levels in rear gardens can achieve the external noise criteria with the use of the close board fencing in specified locations. In summary, with the implementation of the mitigation recommended in this report, it is considered that a suitable and commensurate level of protection against noise will be provided to the occupants of the proposed accommodation.



Close board fencing as a noise mitigation measure



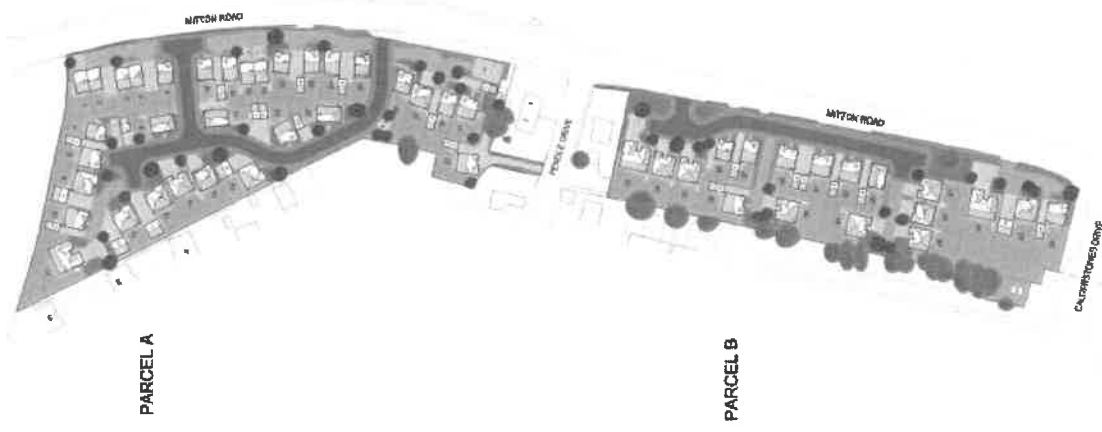
Brick screen wall as a noise mitigation measure

SECTION 6: CONCLUSION

CONCLUSION

6.1 In terms of Design and Access, the benefits of the development include:

- Delivery of 50no. new homes that reflect the best qualities of housing in the district.
- A scheme that can be safely and easily accessed and would successfully integrate with its surrounding context.
- Creation of a visually appealing streets improving the appearance of Mitton Road.
- Enhancements to the existing landscape, adhering to a well-designed and considered landscaping design. Existing category A trees and hedgerows primarily to the boundaries have been respected and retained.
- Positive impacts on local biodiversity through habitat creation and sensitive design.
- Establishment of a desirable, safe and secure place to live and play which promotes the well-being of its residents and visitors.
- The properties will be accessible for all and the site is located close to bus and rail links giving residents and visitors a real choice about how they travel.
- The development will achieve a sensitive and robust solution to the relationship between existing and proposed dwellings and create a sense of place which includes house types that reference the local architectural language and blend seamlessly with the adjoining residential estates.
- The developer has a proven track record of providing high-quality aspirational housing built to latest building regulations, and this scheme has been designed in a way which delivers a fundamentally sustainable and superior environment.



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