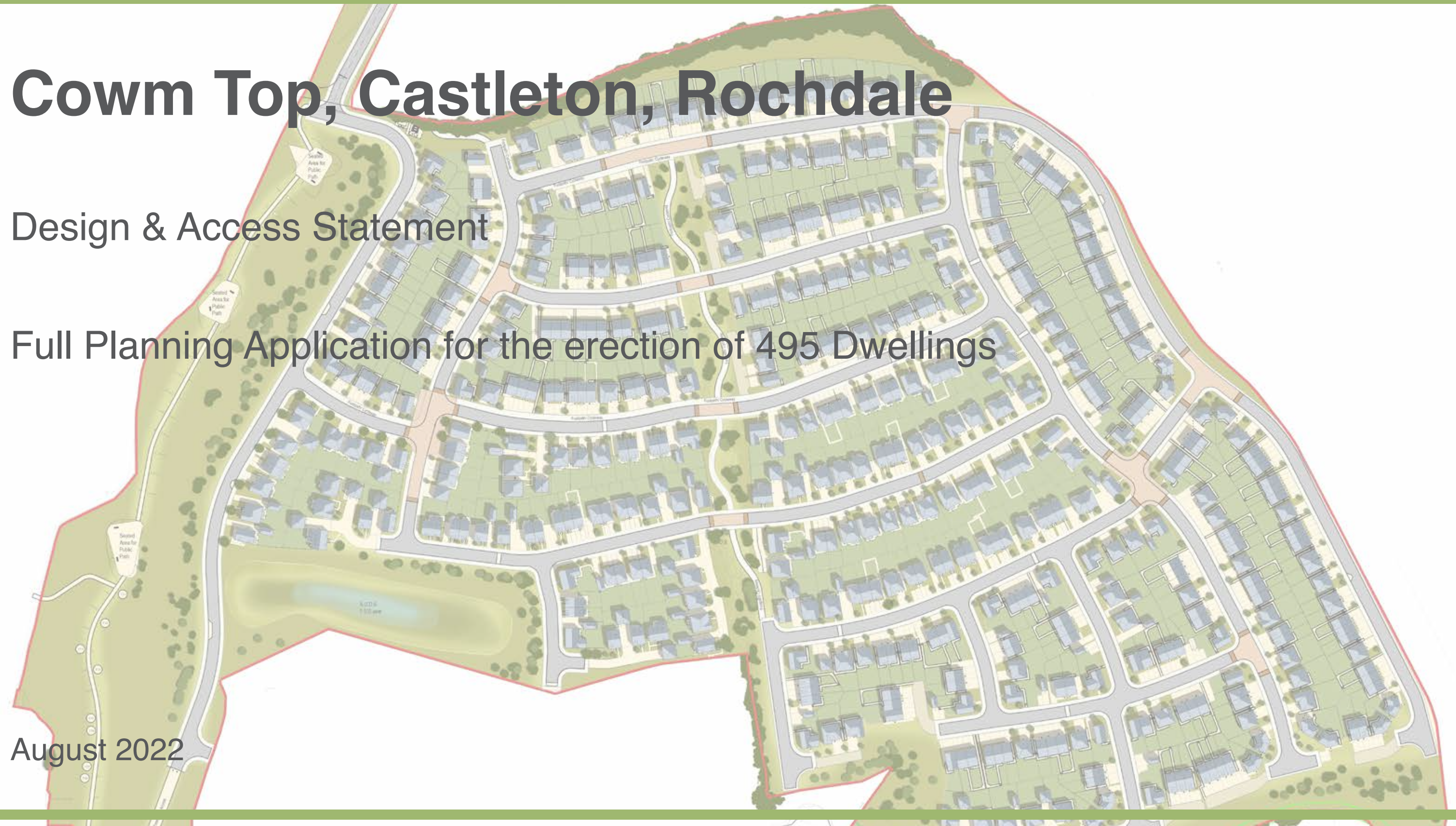


Cowm Top, Castleton, Rochdale

Design & Access Statement

Full Planning Application for the erection of 495 Dwellings

August 2022



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Introduction

This Design & Access (DAS) Statement accompanies a full planning application for the erection of 495 houses on land to the south of Cowm Top Lane, Castleton.

The application is submitted jointly by GLP Ltd and Barratt Homes and is in connection with land illustrated by the red boundary in Figure 1.1 opposite with a site area of 19.70 hectares (gross).

Purpose

This Design and Access (DAS) Statement explains how the proposals have emerged from an analysis of the Site and its context. It also sets out details of the consultation process and how this has informed the design outcome. The design principles and concepts underpinning the development proposals are articulated. The Statement explains how the Site will be accessed and includes a description of key design elements including layout, street hierarchy, scale and massing, building design and appearance, building materials palette and landscaping strategy.

In summary, this Design and Access Statement will demonstrate that:

- The Application Site is an appropriate location for new residential development, being located immediately adjacent to the existing settlement edge of Castleton;
- The Site is a sustainable location for new housing development, benefitting from good access to a range of local services and facilities;
- There are no known physical or technical constraints that would preclude residential development of an appropriate scale on the Site;
- The quantum of development proposed is appropriate to the Site and can be successfully accommodated in a manner that adheres to principles of good urban design and respects the constraints of the development site; and
- The proposed development will be of a high quality design with attractive houses set within a high quality landscape setting incorporating facilities for children's play and areas set aside for the sustainable management of surface water run-off.

This DAS should be read in conjunction with the range of documents and technical reports which have been submitted in support of the outline planning application.

The Development Proposals

The application is submitted in full and seeks planning permission for the construction of 495 new houses.

The development comprises:

- 495 residential units (Use Class C3) including a mix of 2,3, 4 and 5 bed houses.
- Pedestrian, cycle and vehicle routes.
- Parking.
- Open space and landscaping including play equipment.
- A multi-use games area (MUGA).
- Sustainable Urban Drainage infrastructure in the form of two attenuation areas located along the southern boundary.
- Application site access via Cowm Top Lane.
- Emergency access onto Trows Lane.



The Site

The Site comprises a 19.70ha parcel of land in Castleton, in the borough of Rochdale. The Site is currently undeveloped and comprises semi-improved grassland with marshy grassland and dense scrub throughout. Small areas of tall ruderal vegetation, continuous bracken, defunct hedgerows and scattered trees are also present.

Cripple Gate Lane, a single lane track, borders the Site to the north, beyond which are a series of large industrial/employment units located within Cowm Top Business Park. The A627(M) bounds the Site to the east.

Trows Lane extends along part of the southern boundary, connecting with Manchester Road to the west, and provides access to Trows Farm at the south-east corner of the Site (but which sits outside of the application boundary).

Between Trows Lane and the M62 to the south is a series of fishing ponds, a small number of buildings in existing industrial/manufacturing use and areas of woodland. An existing Public Right of Way extends along the Site's western boundary (RocFFp25) to the rear of existing properties along Leander Drive.

There is currently no vehicle access to the Site. However, Cowm Top Lane which serves a number of industrial units to the north of the Site joins Cripple Gate Lane at the north-east corner of the main part of the Site.

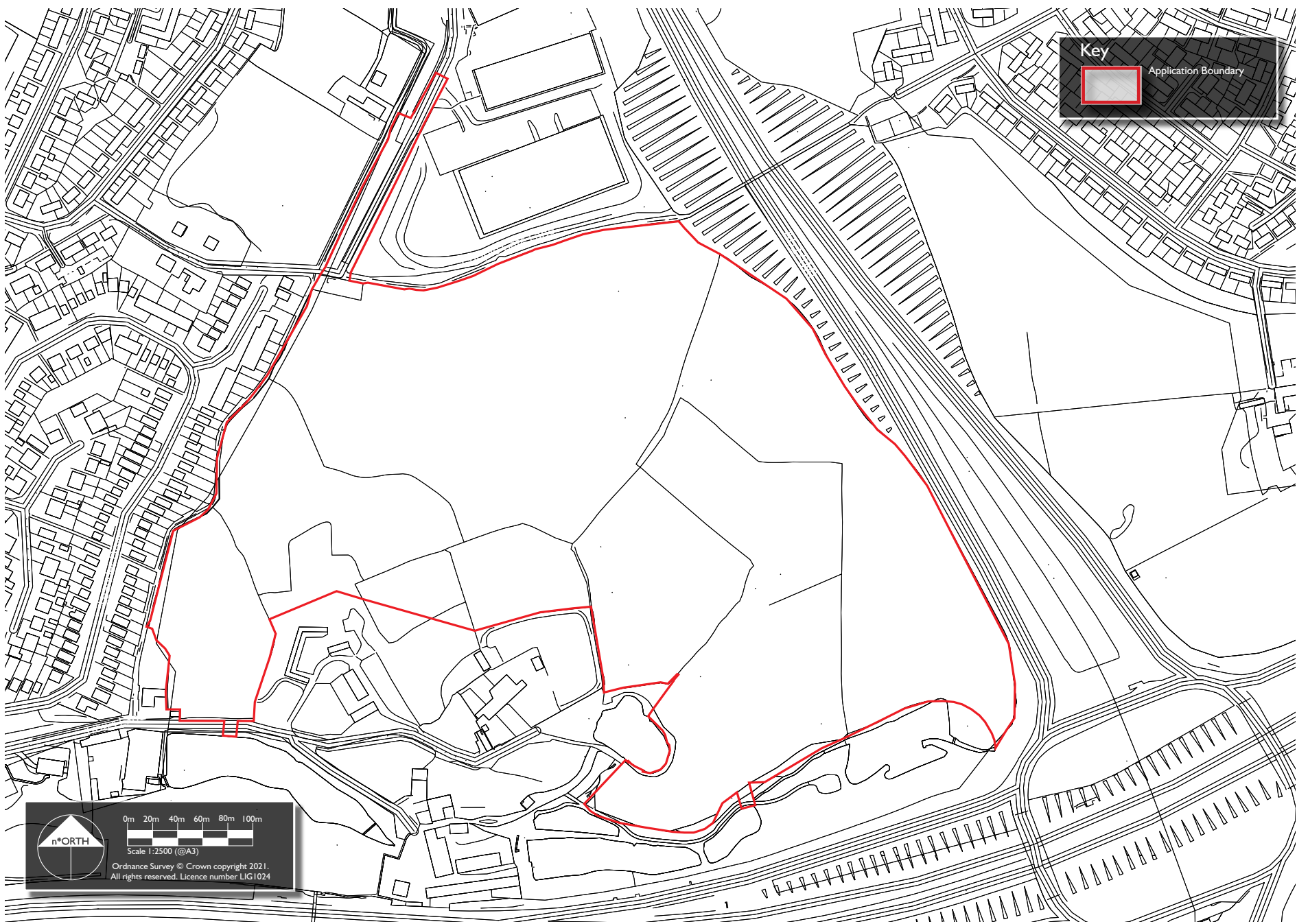


Figure 1.1: Application Boundary Plan



Figure 2.1: Photo Viewpoints



Figure 2.2: Site Photos



Figure 2.3: Panoramic View across the Site



Figure 2.4: Panoramic View across the Site

Local Context

The Application Site covers an area of approximately 20 hectares of undeveloped land located to the south of Cowm Top Lane, approximately 3.5km to the south of Rochdale Town Centre. The site is bounded by Leander Drive to the west, the A627 to the north-east, Trows Lane and the M62 to the south and industrial units and Cowm Top Lane to the north.

The surrounding area has a strong and established residential character. The nearest residential properties are located along Leander Drive immediately to the west. Housing along Leander Drive forms part of a larger housing estate of detached and semi-detached houses dating from the late 20th Century that extends westwards to encompass surrounding streets including Sherwin Way, St Gabriel's Close and Albion Street.

Older housing stock can be found a little further west along St Martin's Street, Mellville Street and Newchurch Street where the predominant form of housing is Victorian terraces.

A short distance to the east of the site, accessed by a footbridge over the A627(M), is a large housing estate centred around Ruskin Road, Hill Top Drive, Cumberland Road and adjoining streets. The estate dates from the mid 20th Century and houses are typically semi-detached or terraced.

Employment uses are the dominant land-use to the north of the Site within Cowm Top Business Park and Sherwood Business Park. Three large industrial sheds occupy land immediately adjoining the site to the north of Cripple Gate Lane, accessed off Cowm Top Lane.

Between Trows Lane and the M62 to the south is a series of fishing ponds, a small number of buildings in existing industrial/manufacturing use and areas of woodland.

Services & Facilities

The Site has good access to a range of local services and facilities.

The nearest large supermarket is a Tesco store approximately 2.3km from the Site by road along Silk Street. Smaller convenience stores can be found closer by including a Co-op store on Grosvenor Street/Leonard Street (approximately 500m to the west), Strand supermarket (600m to the east) and Dale Supermarket on Manchester Road (600m west of the site).

There are a number of schools within walking distance of the site. The nearest primary school is Castleton Primary School on Hillcrest Road, less than 500m walking distance from the north-west corner of the site. Other primary schools in the local area include St Gabriel's RC Primary, Holy Family RC Primary and Hill Top Primary. The nearest secondary school is Holy Family RC School on Great Gates Road, approximately 1km east of the site.

Community uses in the locality include a number of churches and places of worship (St Martin's Church, St John Thornham Church), pharmacies, library's, (Balderstone, Carnegie) and health centres and doctors surgeries (e.g. Strand Medical Centre, Castleton Health Centre, Kirkholt Medical Practice). There are two Post Offices located less than 1km from the site, the nearest being approximately 500m to the east along The Strand.

Opportunities for outdoor leisure and recreation can be found within easy reach of the site and include a number of recreation grounds, playing fields and smaller green spaces. To the south of the Site along Trows Lane is a series of small fishing ponds managed by Rochdale and District Angling Society. The Rochdale Canal also lies a short distance to the west.

Accessibility

The site is well served by public transport. The nearest bus stop to the site is located on A664 Queensway, approximately 710m (i.e. 7- minute walk) from the site. Other bus stops are in the vicinity of the site, for example on A664 Manchester Road, approximately 1040m (i.e. 10-minute walk) from the site.

Castleton Railway Station is located approximately 900m west of the proposed site, well within walking distance, providing connections to Rochdale, Clitheroe, Blackburn and Manchester.

The site also benefits from excellent access to the local and national road network. Cowm Top Lane meets the site at the north-west corner and joins the A664 Queensway approximately 700m to the north. From here, access can be gained to both Manchester Road in the west and Oldham Road to the east, both important arterial routes connecting the site with surrounding towns and villages including Castleton, Rochdale, Oldham and Middleton.

Access to the regional and national motorway network can be gained via junction 20 of the M62 accessed via the A627(M) approximately 1.2km to the north.



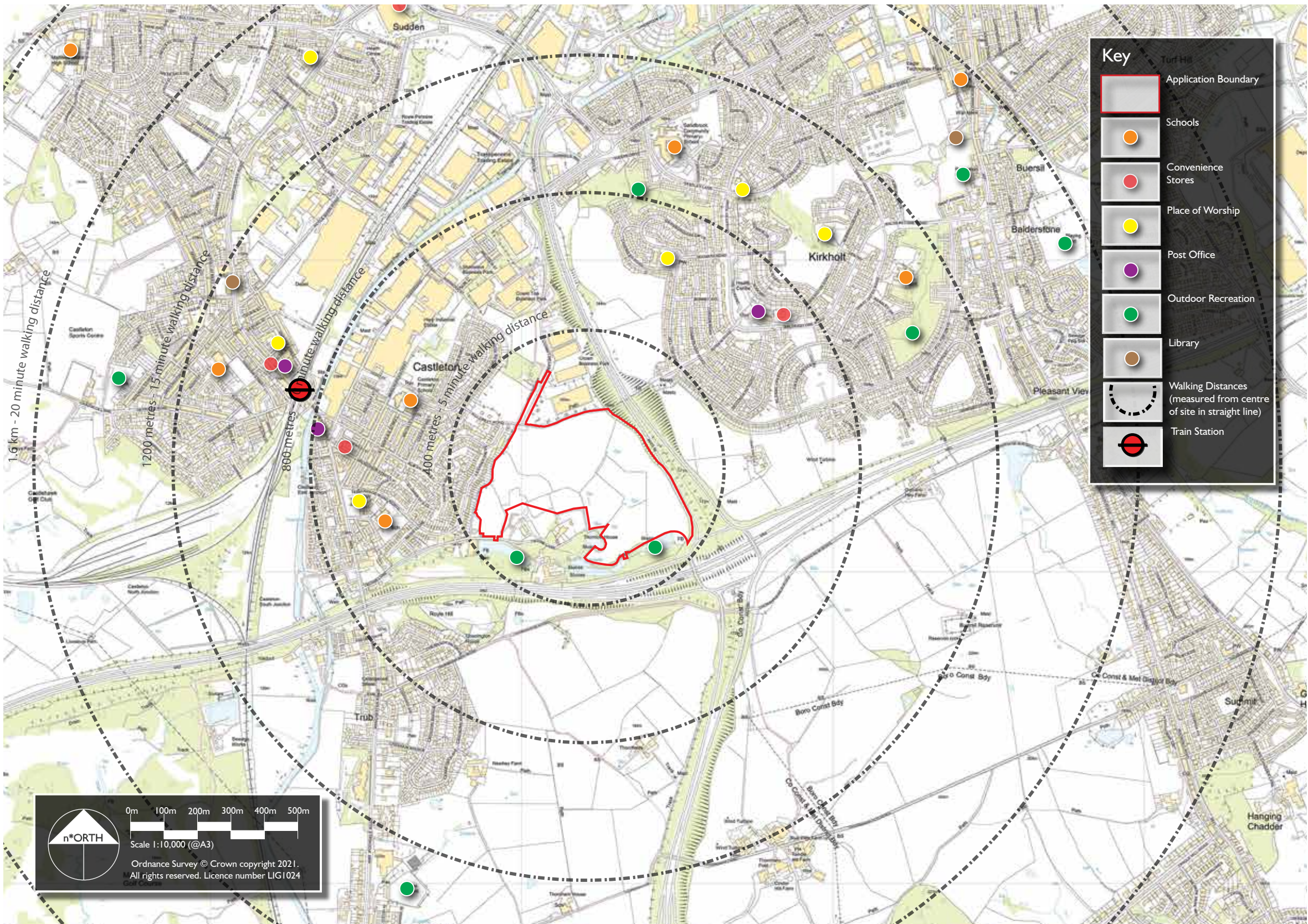


Figure 2.5: Local Context Plan

Local Built Context

The images opposite illustrate some of the typical housing styles, architectural detailing and materials found on residential properties within the vicinity of the site.

Detailing typically reflects the age of the property. Stone cills and lintels are typically of the Victorian terraces in the area around St Martins Street, where red facing brick is the most common material for external walls.

Leander Drive and environs is a post-war development of predominantly detached houses, some of which have distinctive Mansard roofs. Materials comprise a mix of red and buff brick, timber detailing and grey concrete tiles.

Alder Road (southern end) to the north-west of the Application Site is characterised by post war semi-detached houses where typical features include front bay windows (some double height), hipped roofs and hanging tile detailing.

More recent housing development in the area includes development of 138 homes by Barratt Homes on the site of the former Whipp and Bourne Factory to the west of Manchester Road.

The area surrounding the site contains a broad mix of housing typologies and styles, some of which are illustrated in Figure 2.7 opposite. The proposed development will reflect this local character with a mix of townhouses, semi-detached and detached houses.



Photos Captions:

- 1. Mid to Late 20th Century detached houses with integral garages.
- 2. Row of red brick Victorian terraces.
- 3. Victorian terraced property with stone cills and lintels.
- 4. Detached bungalows with low pitched roofs and timber detailing to gable.
- 5. Semi-detached house with hipped roof and central chimney stack.
- 6. Red brick terraces with prominent chimneys and vertically proportioned windows
- 7. Semi-detached houses with double height front bay window.
- 8. Two storey detached house with Mansard roof.
- 9. Detached bungalow with side porch and contrasting brick course.
- 10. Modern two-storey townhouse with projecting gable front.
- 11. Late 20th Century detached house (brown brick with contrasting blue brick string course)



Figure 2.6: Local Built Character



Row of post war semi-detached houses along Albion Street



Detached Houses with integral garages along Leander Drive



Victorian terraces along St Martins Street



Detached and Semi-detached bungalows along Colne Street



Recent canal-side housing development on Charlton Street (Mix of townhouses, detached and semis)



Post war development of dormer bungalows (Cherrington Drive)

Figure 2.7: Townscape Character/Housing Typologies

Constraints & Opportunities

The proposed development has been informed by a detailed physical analysis of the Application Site and surrounding area.

Figure 3.1 opposite illustrates the main physical characteristics of the Application Site and identifies the key development constraints and opportunities which are summarised in the tables opposite.

The analysis draws on the findings of a range of supporting surveys and studies submitted as part of this application. This has included investigations into ecology, trees, topography, flooding, air and noise, traffic impact and access.

The analysis of constraints and opportunities has revealed no significant constraints to the development of the site for residential uses of an appropriate scale and form. Key challenges identified include the site's topography and presence of underground utilities which have required an appropriate design response but do not preclude development of the site for new housing.

The analysis presented over the following pages has informed the proposed development framework and underlying design principles which are set out in the following section.

Opportunities

- Site lies within Flood Zone 1 (low risk of flooding).
- Opportunity to make linkages with existing Public Rights of Way which run along the site boundaries.
- Potential to retain existing trees, particularly around the edges of the site.
- Potential to upgrade and extend Cowm Top Lane to provide access into the site from the north.
- Potential to provide a secondary access onto Trows Lane to provide pedestrian, cycle and emergency access.
- Potential to provide planted/amenity buffers along site boundaries to filter views of the development.
- Opportunity to create a new better defined, attractive and outward-facing development edge to the settlement of Castleton.
- Opportunity to strengthen the existing residential character of the local area, provide additional housing choice and diversity.

Constraints

- Surrounding land-uses limit potential access options into the site.
- Challenging topography with significant changes in levels across the site.
- Low voltage overhead electricity cables cross eastern part of the site (to be removed).
- High pressure gas main (assumed 6m easement) extends across western part of the site.
- The site contains a number of existing trees including several groups of Category A trees, concentrated primarily along the site's boundaries.
- Potential noise disturbance to new properties from traffic along the A627(m) and M62 which will require noise mitigation measures.
- An existing watercourse crosses the southern part of the site.
- Presence of existing employment uses on adjoining land to the north requires an appropriate design response to protect the amenity of new houses.



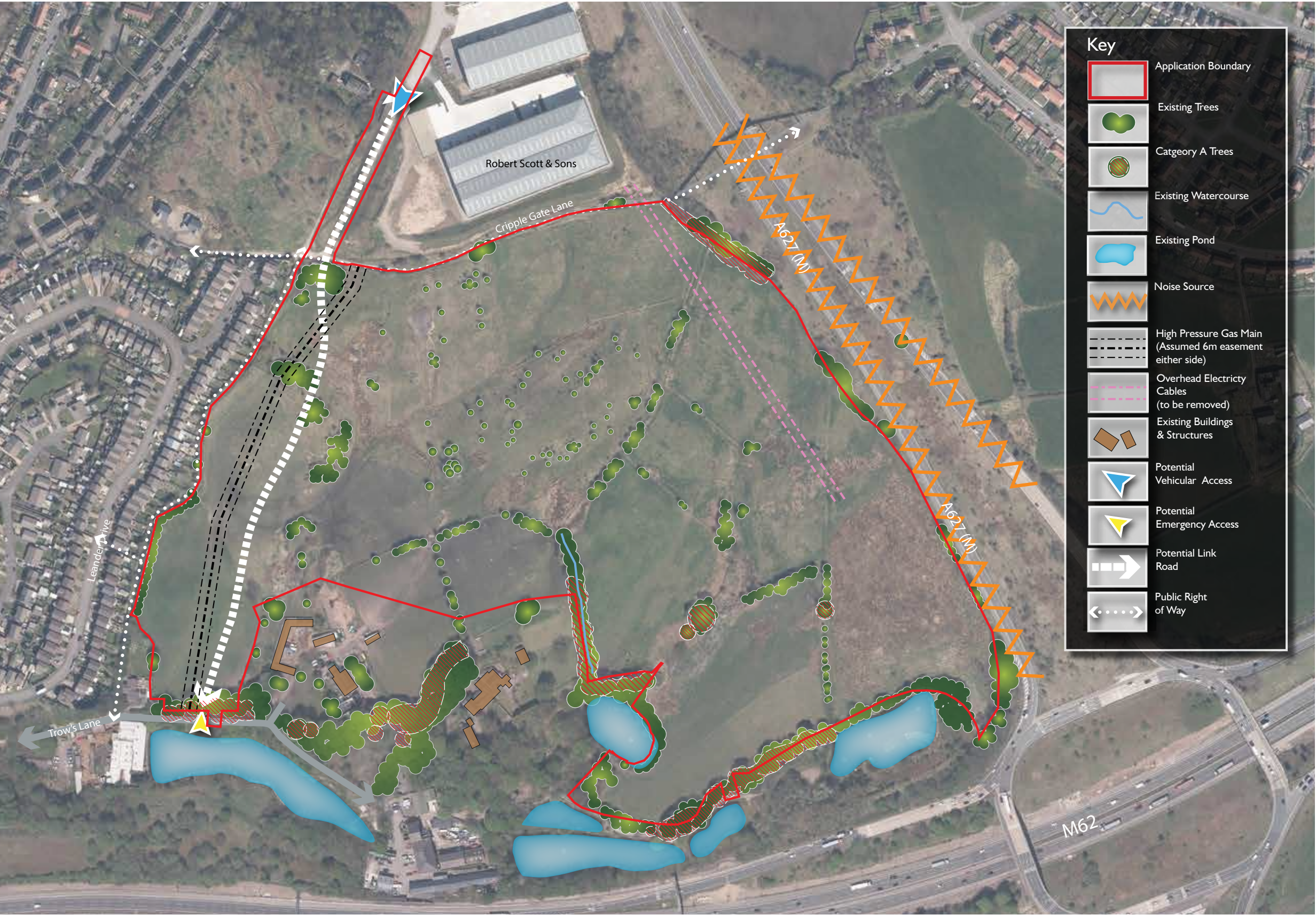


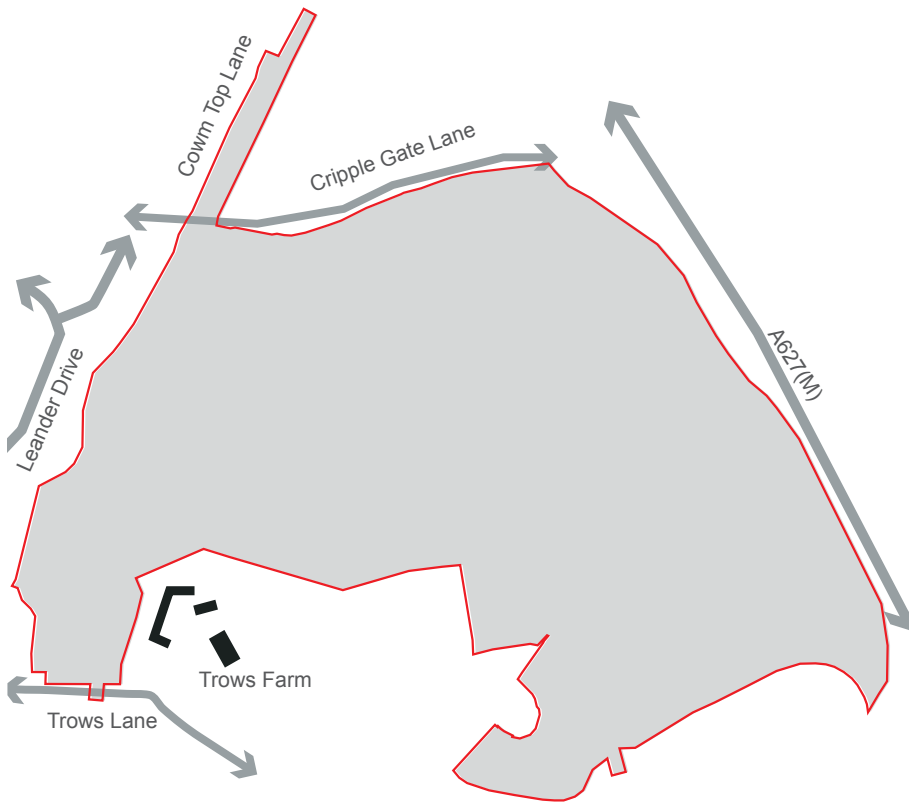
Figure 3.1: Site Constraints & Opportunities

Design Principles

The images presented over the following pages illustrate the broad design principles that have informed the detailed design.

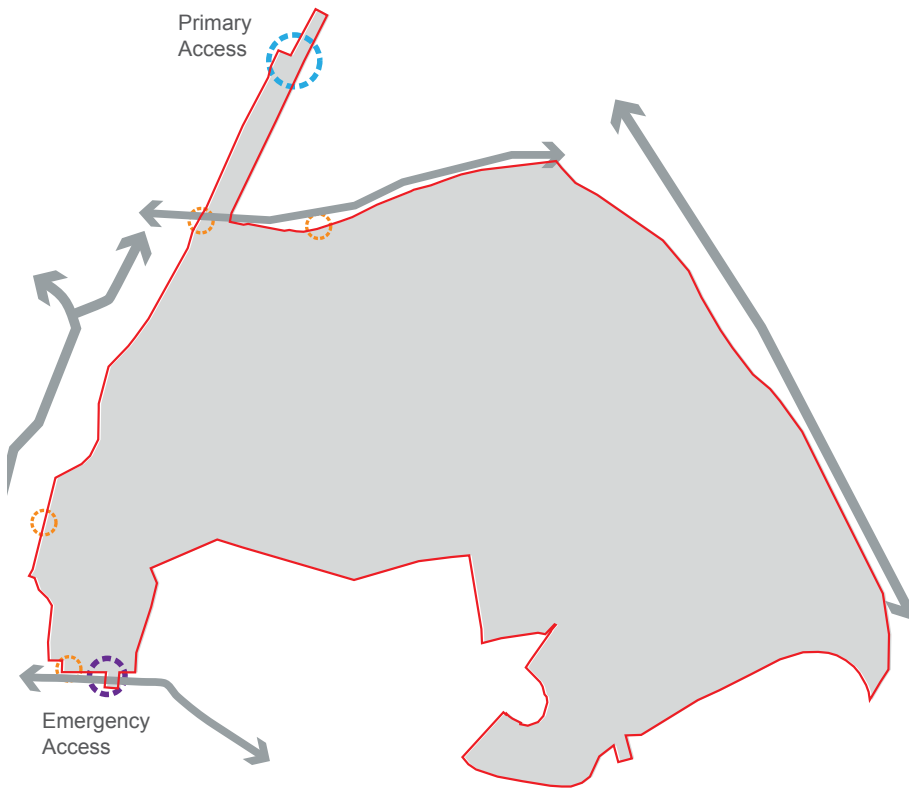
The design principles discussed here cover the themes of access, green infrastructure, street hierarchy and connectivity, block form, character areas and sustainable drainage.

Our vision for the site is to create a high quality, sustainable development that respects local character, integrates with its surroundings and provides an attractive edge to the settlement of Castleton.



Site Boundaries

- Site area extends to approximately 19.70ha (gross).
- Site bounded by Cripple Gate Lane to the north and the existing embankment to the A627(M) to the east.
- Trows Farm lies adjacent to the south-east corner of the application site.
- Site boundary extends along Cowm Top Lane to include land required for extending and upgrading the existing road.
- Existing footpath (RocFFp25) runs along site's western boundary and rear gardens of existing houses along Leander Drive.



Access

- Primary vehicle access proposed from Cowm Top Lane at site's northern end.
- Secondary access onto Trow's Lane for pedestrians, cyclists and emergency vehicles.
- Series of pedestrian access points into the site from adjacent PROWs along western and northern boundaries.



Green Infrastructure

Large area of public open space proposed along the western boundary where the presence of a High Pressure Gas Main precludes development and where it can be easily accessed by existing residents to the west of the site.

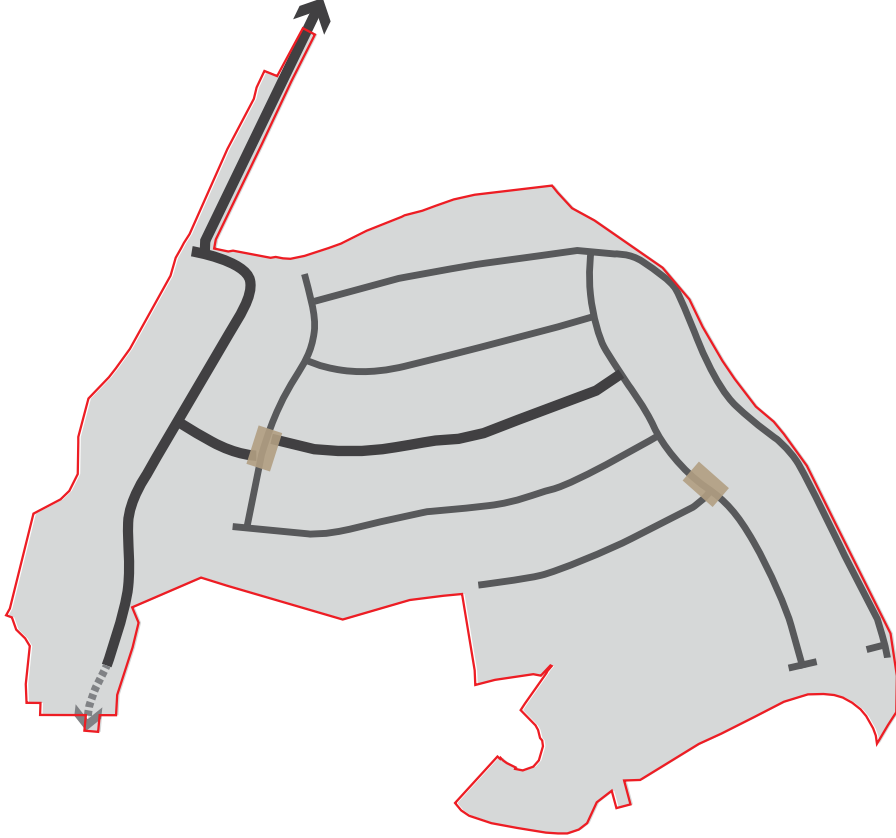
Central green corridor provides area of accessible open space within close proximity to houses and provides visual relief to the built form as well as accommodating a pedestrian and cycle route through the site.

Planted amenity buffers proposed along eastern, western and northern boundaries to filter views of the development.

Development offset to existing watercourse.

Development pulled back from southern boundary to accommodate attenuation basins set within public open space.

Existing hedgerows and trees retained within and around the edges of the site where possible.



Primary Movement Network

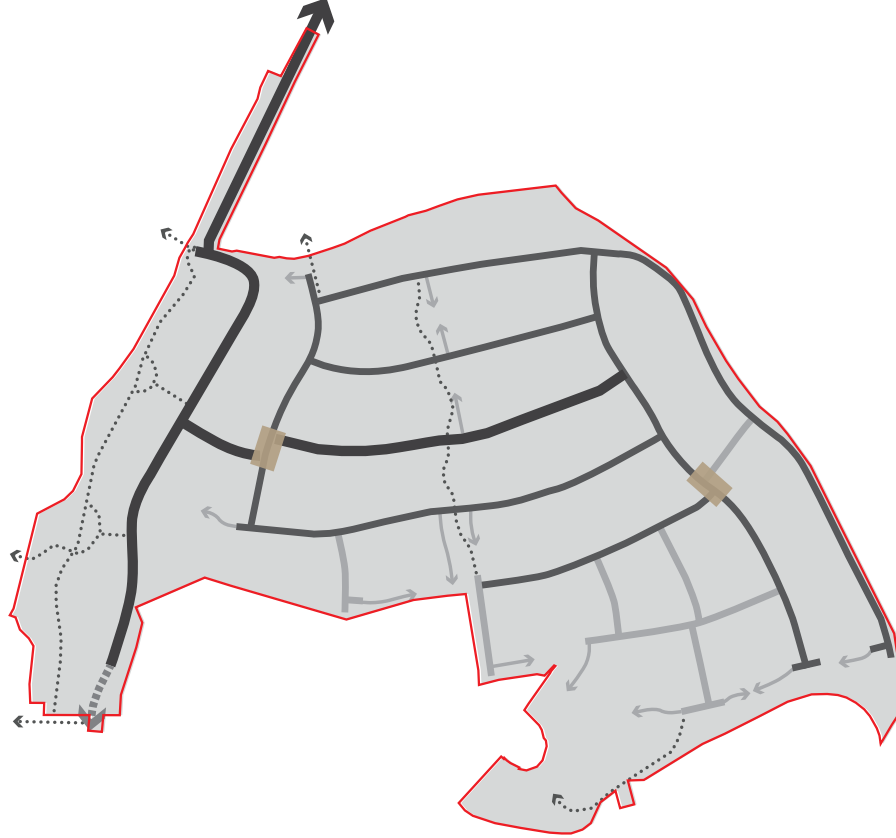
An Avenue enters the site from Cowm Top Lane at the site's northern end, traversing an area of public open space that provides an attractive green gateway into the development.

An emergency access road extends southwards from the avenue and exits onto Trows Lane.

An east-west spine road extends into the site from the main Avenue.

A series of secondary streets extend off the east-west access road forming internal loop roads that provide access to development parcels to the north and south.

A series of hard-landscaped spaces provide focal points within the development, located at key intersections in the movement hierarchy.



Movement Hierarchy

Simple and legible route hierarchy comprising series of interconnected streets, secondary routes and private drives.

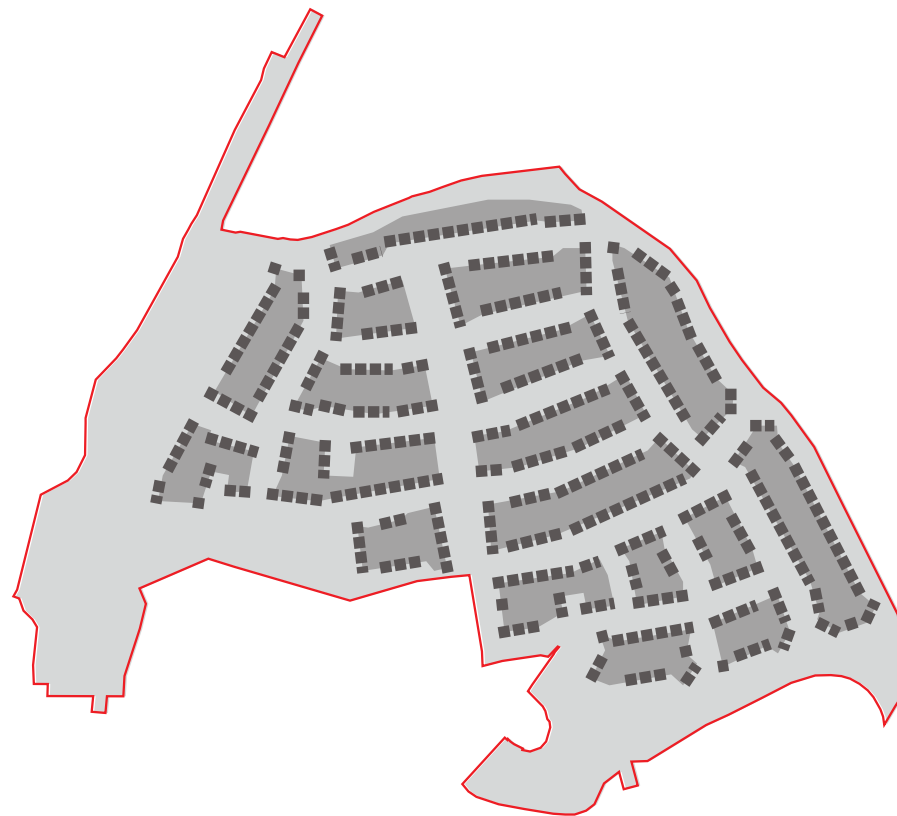
Shared private drives serve houses around the edges of the site and adjacent to areas of public open space.

Movement hierarchy defines a series of human-scale development parcels.

Layout ensures double fronted streets where possible.

Network of formal pedestrian routes connect houses with the development's open spaces and provide a choice of routes through the site.

Series of pedestrian connections linking the development with surrounding streets and Public Rights of Way.



Block Form & Urban Grain

Fine urban grain with small development parcels and regular street connections creating a highly permeable layout.

Variation in block shape and size helps to create character.

Active frontages onto streets.

Outward-facing development with houses fronting onto site boundaries to south, east and west.

Streets are well defined and enclosed by the surrounding built form.



Blue Infrastructure

Attenuation basins located on lower ground at the southern end of the site.

Existing wastercourse/spring accommodated within an area of public open space with appropriate development offset.

Attenuation basins provide amenity features within areas of public open space.



Design Evolution

The final layout is the product of a considered process of review and refinement over a period of months that has resulted in a high quality design outcome that responds to the constraints and opportunities presented by the Site.

The images in Figure 5.1 illustrate the evolution of the scheme from initial concept to the final layout. The images demonstrate how feedback received during the consultation process has been considered and has resulted in changes to the design. Other changes have been the result of the natural design process and factoring in of technical inputs and advice from different members of the design team and other consultants as the project has developed.

Pre-application discussions

Given the prominence of the site and the potential scale of development, the applicants have, undertaken extensive pre-application discussions with Rochdale Borough Council across a period of around four/five years.

Formal pre-application meetings have been held (via video conference) and in person with planning officers at Rochdale Council including Mark Robinson, Paul Moore, Daniela Ripa and Mark Caine over a number of years. These meetings were attended by members of the project team, including the applicant, planning consultant and technical consultants where necessary. Several of these meetings have also been attended by officers from the policy, highways and drainage teams. Various iterations of sketch layouts and the vision for the site have been discussed with officers over the years. The most recent formal pre-application meeting took place on 21 February 2022.

The key discussion points at the meetings included:

- Principle of development of the site;
- Masterplanning of the site;
- Relationships between the application site and the proposed access;
- Public realm and landscape;
- Public consultation and stakeholder engagement;

- Environmental Impact Assessment screening; and
- S106 obligations.

The feedback received has been valuable and has positively shaped the current scheme which fit with the ambitions of Rochdale's Core Strategy and the aspirations for this site within the emerging Places for Everyone draft Joint Plan.

Councillor Consultation

In May 2022, the three Ward Councillors (Cllr Billy Sheerin, Cllr Aisling Blaise-Gallagher and Cllr Aasim Rashid), Cllr John Blundell as Portfolio Holder for Economy and Communications (Planning) and the Leader of the Council (Cllr Neil Emmott) were consulted via email and provided with a preview link to the consultation website (explained below) and a copy of the draft Proposed Layout Plan.

The correspondence offered the opportunity for a virtual meeting to be organised where members of the team would be on hand to explain the proposals in greater detail and also answer any questions.

A meeting took place on 1 June 2022, between Cllr Billy Sheerin and Cllr Aasim Rashid, a representative from BDW and the planning consultants. Cllr Aisling Blaise-Gallagher was invited to the meeting but was unable to attend.

Consultation with the local Community

The consultation process for this application was designed to allow the local community to view the draft proposals and share their feedback with the team before the scheme is finalised and the application is submitted.

As a result, a letter, which provided details of the proposals was distributed to 892 properties across the distribution area shown on figure 4-1. The letter was posted on 30 May 2022 and also provided a link to a dedicated website which was prepared presenting more detailed draft plans of the scheme proposals. For those without Internet access, a phone number was also included on the letter.

Response to Feedback

In response to feedback received through the consultation process, a number of changes were made to the design of the development including:

- Provision of children's play equipment;
- Provision of a centrally located area of public open space for ease of access by all residents;
- Reduction in the amount of frontage parking;
- Changes to the street hierarchy and design;
- Changes to the proposed housing mix and numbers; and
- Introduction of traffic-calming measures at key intersections and pedestrian crossing points.

5. Design Evolution

Cowm Top Lane, Castleton: Design & Access Statement



Introduction

This section presents an overview of the development proposals themselves.

This Chapter covers the following key design aspects of the development:

- Use
- Housing Numbers, Density & Mix
- Layout
- Access
- Scale and Massing
- Street Design and Hierarchy
- Car Parking
- Appearance & Detailing
- Building Materials
- Hard Landscape Materials Palette
- Boundary Treatments
- Character Areas
- Site Levels
- Landscape Strategy

Use

The proposed development comprises 495 new homes with associated access, infrastructure and open space.

The housing mix includes terraces, detached and semi-detached houses ranging in size from 2 bed starter homes up to 5 bed family homes.

In addition to new housing, the proposals will also include the provision of substantial on-site open space, play equipment, attenuation areas, road infrastructure and parking.

Development of the site for residential uses is entirely appropriate given the surrounding context and character. Existing housing along Leander Drive bounds the site’s western boundary with additional housing along the surrounding streets including Sherwin Way, Albion Street and St Gabriel’s Close. Older housing stock can be found a little further west along Melville Street, St Martins Street and Newchurch Street which comprises predominantly Victorian terraces. Within this context, residential development on the application site will strengthen the residential character of the local area, providing additional housing choice and supporting local services and facilities.

Whilst existing employment uses occupy adjacent land to the north, the challenging topography presented by the application site does not lend itself to large floorplate industrial or commercial buildings.

Housing Numbers, Density & Mix

The Application Site is 19.70 hectares (48.68 acres) gross in total of which approximately 12.63 hectares (31.21 acres) is developable land for new housing.

Approximately 7.06 hectares (17.47 acres) will be undeveloped land and open space.

The development proposed comprises 495 new homes of various types and sizes to meet local demand. This equates to a net housing density of 39 dwellings per hectare (dph) or 16 dwellings per acre.

The proposed density represents an efficient use of a highly sustainable site with good access to services, facilities and public transport options.

The proposed housing numbers will enable the delivery of a broad mix of house types and sizes to cater for local need. The provision of 495 new homes will make a significant contribution to meeting local housing targets, reducing pressure on less sustainable sites.

The site density is a considered and sensitive response to the local context, representing a middle ground between the higher density areas of Victorian housing found to the west of Colne Street and the lower density housing which characterises Leander Drive and adjoining streets.

Across the site as a whole, density will vary to help create areas of different character and provide for a range house types and sizes. Given the site’s challenging topography, east-west orientated streets lend themselves to longer rows of townhouses in contrast to streets on a north-south axis where detached houses stepping down the slope would be more suitable

The housing mix for this site comprises a total of 26 different house types (excluding end/corner variations), each specifically tailored to the site.

Corner-turning house types (e.g. Alderney, Halton, Moresby) have been used on all key intersections/junctions.

The mix includes a broad range of housing typologies including

townhouses, semi-detached and detached houses.

Dwelling sizes include a mix of 2, 3, 4 and 5 bed houses.

The proposed housing mix is summarised in table 6.1 opposite. It identifies different house types incorporated into the scheme, the number of bedrooms the house type has, and the amount of each house type included, as well as an overall total.

Figure 6.1: Accommodation Schedule

SCHEDULE OF ACCOMMODATION				
Barratt Type	House Type	Sqft	No	Total Sqft
Private Sales Units				
Kenley - End	2 Bed Terraced House	624	8	4992
Kenley - Mid	2 Bed Terraced House	624	2	1248
Brandon - End	3 Bed Semi / Mews House	706	10	7060
Moresby	3 Bed Detached / Semi Detached Dual Aspect House	854	11	9394
Moresby - End	3 Bed Detached / Semi Detached Dual Aspect House	854	8	6832
Ellerton - End	3 Bed Semi / Mews House	830	68	56440
Ellerton - Mid	3 Bed Semi / Mews House	830	16	13280
Maidstone - End	3 Bed Semi / Mews House	830	16	13280
Maidstone - Mid	3 Bed Semi / Mews House	830	4	3320
Lutterworth - SH	3 Bedroom Detached House	1000	13	13000
Kingsville - End	4 Bed Townhouse	1072	69	73968
Kingsville - Mid	4 Bed Townhouse	1072	20	21440
Stambourne - End	3 Bed Townhouse	1157	8	9256
Stambourne - Mid	3 Bed Townhouse	1157	4	4628
Alderney	4 Bed Dual Aspect Detached House	1225	25	30625
Denby	3 Bedroom Int. Garage Detached House	881	2	1762
Windermere	4 Bedroom Int. Garage Detached House	1073	28	30044
Ripon	4 Bedroom Int. Garage Detached House	1121	11	12331
Halton	4 Bed Dual Aspect Detached House	1267	16	20272
Lamberton	5 Bed Detached House	1552	17	26384
Private Total			356	359556
DAVID WILSON HOMES				
Archford (End)	3 bed house	832	33	27456
Archford (Mid)	3 bed house	832	6	4992
Hadley (End)	3 bed house	1001	1	1001
Hadley (Det)	3 bed house	1001	1	1001
Abbeydale	3 bed house	1026	5	5130
Greenwood (End)	3 bed house	1179	28	33012
Greenwood (Mid)	3 bed house	1179	3	3537
Millford	4 bed house	1335	18	24030
Bayswater	4 bed house	1342	5	6710
Kirkdale	4 bed house	1354	9	12186
Hertford	4 bed house	1364	9	12276
Bradgate	4 bed house	1434	1	1434
Avondale	4 bed house	1491	7	10437
Holden	5 bed house	1539	8	12312
Emerson (Corner)	5 bed house	1822	4	7288
Emmerson	5 bed house	1822	1	1822
Private Total			139	164624
Total number of units and square footage			495	524180

Layout

The proposed site layout is illustrated in Figure 6.2.

Key design drivers in the proposed layout for the site have included the need to:

- Provide safe and convenient access to the development, including for emergency vehicles;
- Ensure a connected development which integrates with the existing urban area;
- Provide a high amenity environment with areas of public open space for the enjoyment of new and existing residents;
- Mitigate against potential noise disturbance, particularly from the A627(M);
- Create a development with a strong character and sense of place, which sits comfortably alongside existing houses in the surrounding area; and
- Ensure considerations of sustainability are factored into the layout and structure of the development.

An urban block structure is proposed with houses facing onto the street providing natural surveillance and active frontages. In this arrangement, private gardens are located to the rear providing security, privacy, and good separation between units. It also avoids the front of properties overlooking the rear of buildings. The blocks are large enough to accommodate good sized rear gardens which provide opportunities for property extensions, alteration and conservatories.

A green corridor is shown through the centre of the site, allowing views through the site and strengthening the visual and physical connection with the wider countryside to the south. The green corridor also serves as corridor for the movement of wildlife and provides visual relief to the built form. A shared pedestrian/ cycleway is provided through the green corridor with crossing points provided across intersecting streets. The space is enclosed and surveilled by the surrounding houses which front onto the green corridor and are accessed either by shared private drives or directly from the adjoining streets.

Two attenuation basins are proposed within areas of public open space on lower ground at the southern end of the site.

A multi-use games area is proposed on an area of flatter ground at the southern end of the site and will be accessed by a footpath link onto an adopted highway.

Houses are arranged to front onto the A627(M) which extends along the site’s eastern boundary in order to ensure appropriate noise levels to the rear gardens of these properties.

The built form has been pulled back from the site’s western boundary which is constrained by a high pressure gas main. A large area of public open space is proposed in this location, extending the full length of the site. As well as helping to preserve the outlook and amenity of existing residents in houses along Leander Drive which back onto the site, the public open space is also easily accessible by existing residents to the west of the site via an existing footpath between nos. 127 and 129 Leander Drive. A footpath link will be provided through the open space connecting Cripple Gate Lane in the north with Trows Lane in the south. Children’s play equipment is proposed in several locations along the route.

A landscape buffer is proposed along the site’s northern boundary with Cripple Gate Lane to accommodate changes in level between the site boundary and the rear gardens of proposed houses.

Most streets are aligned along an east-west axis to accommodate level differences and maximise opportunities for solar gain.

Appropriate easements have been provided within the site to allow vehicle and machinery access to the existing lodges adjacent to the south-east boundary.

The proposed layout is characterised by:

- A fine urban grain with small development parcels and regular street connections creating a highly permeable layout;
- Variation in block shape and size to create character;
- Use of built form to create well defined streets and spaces;
- An urban block structure with houses facing onto the street providing natural surveillance and active frontages with private gardens located to the rear providing security and privacy;

- A clear hierarchy of open spaces including a large green corridor through the centre of the site and area of public open space along the western boundary.
- Careful positioning of buildings to maximise views and surveillance of public open spaces;
- A highly legible structure of streets and where residents and visitors can intuitively find their way around the development with good connectivity onto surrounding streets;
- A strong sense of rhythm and continuity along streets with houses set along a relatively consistent building line behind small front gardens, with subtle staggering or minor setbacks to provide variety and interest or to define a junction or space or act as a traffic calming device;
- Good separation between facing units with overlooking distances to the frontage of properties of between 15 and 20 metres along primary streets. A minimum back to back distance of around 21 metres is maintained wherever possible;
- Good connectivity with the surrounding footpath/cycleway and street network with linkages onto Cripple Gate Lane, Trows Lane and Leander Drive;
- Mid-range and long distance views towards surrounding countryside maintained along streets and between houses and from publicly accessible green spaces; and
- Use of corner-turning and dual aspect houses at key intersections to provide definition and surveillance to streets and spaces.



Figure 6.2: Site Layout Plan

Access

Vehicular access will be provided from an extension to Cowm Top Lane, as shown on drawing number SCP/15399/F01 Revision C presented opposite. The access will provide a 6.7m wide carriageway and 2m wide footways on both sides of the road.

Improvements will be provided to the existing section of Cowm Top Lane to address existing gradient and drainage issues and bring the road up to adoptable standards. The improvement scheme involves the introduction of a number of raised junction tables at the existing accesses to the industrial units, along with areas of anti-skid surface treatment to help reduce traffic speeds. It is also proposed that linear drainage channels (ACO drains) will be introduced across the full width of the road at the top of each of the raised tables, which will connect into the existing surface water carrier drains. The introduction of the raised tables will also help to slow the flow of water down Cowm Top Lane.

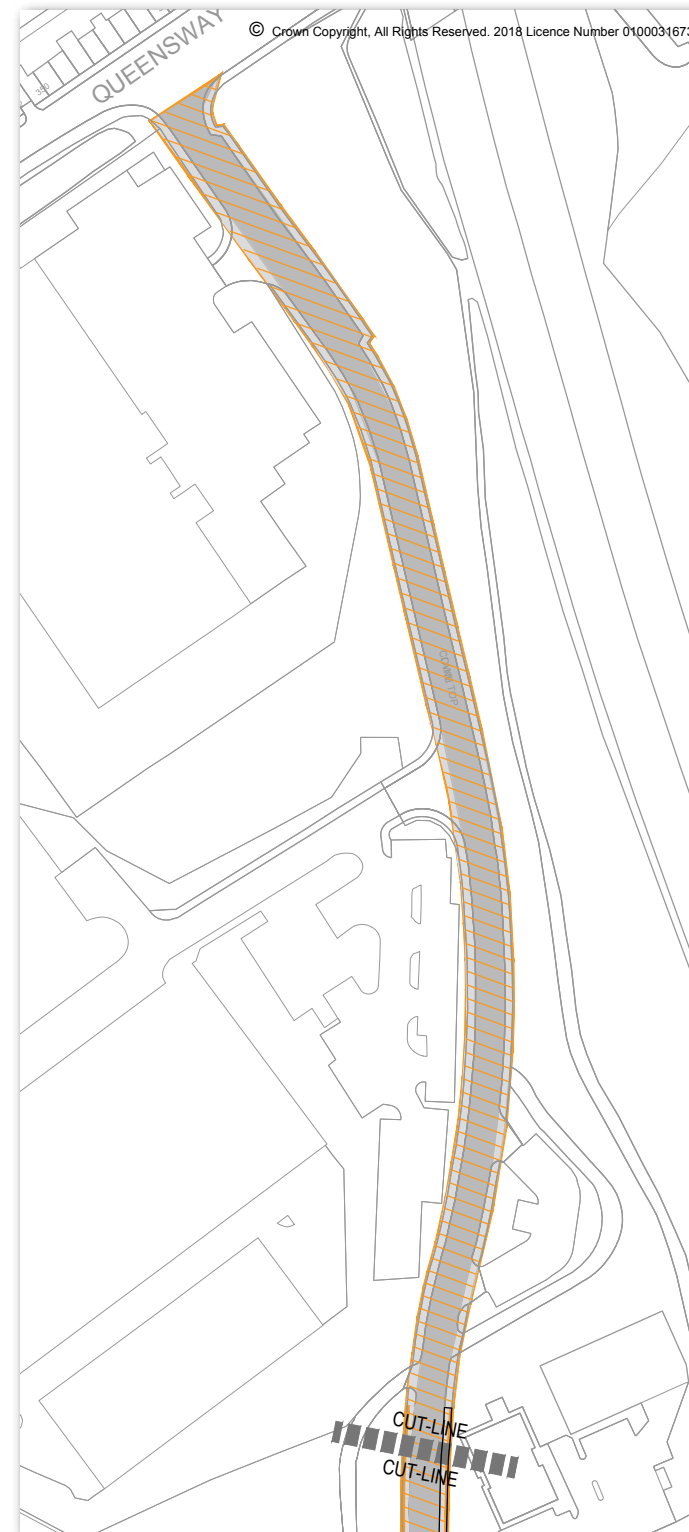
Trows Lane will act as a pedestrian / cycle link and emergency access for the wider site only.

Vehicular and pedestrian access to the proposed dwellings will be direct from the new highways throughout the development.

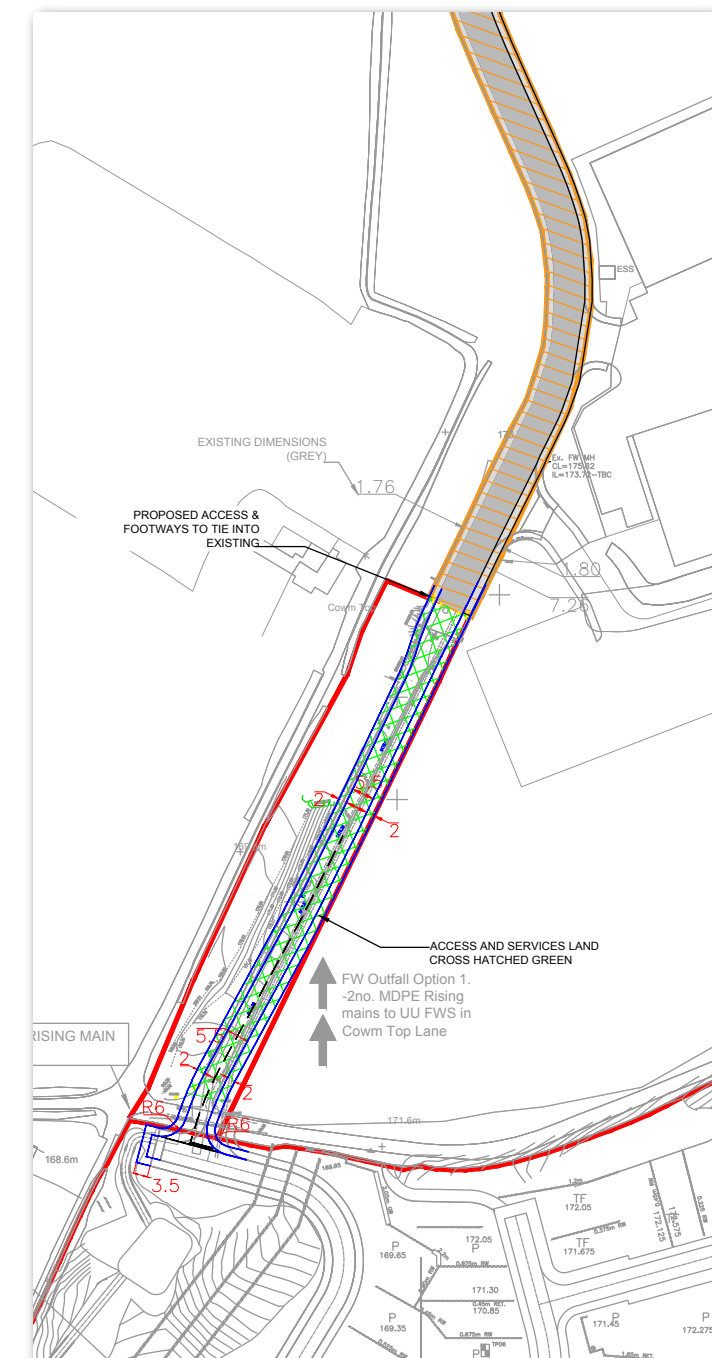
Pedestrians and cyclists will be able to access the site from all vehicular entrances. In addition, new pedestrian connections into the site will connect the development with adjacent Public Rights of Way which run along the western boundary and along Cripple Gate Lane. Footpaths within the development's open spaces will allow safe, easy access into and around the site.

The road layout is carefully designed to make access across roads easier, whether through raised tables, narrowing of roads or tactile surfacing. The layout is also designed to discourage speeding, thus making it a person-friendly, safer environment. The emergency services will have adequate space to manoeuvre through the site to allow access to all properties.

The proposal will be fully DDA compliant. The site will benefit from wide pavements, dropped kerbs and tactile pavements to provide disabled friendly movement.



Improvements to the northern section of Cowm Top Lane will bring the route up to adoptable standards.



Vehicle access will be provided from an extension to Cowm Top Lane at the north east corner of the site.

Figure 6.3: Proposed Access Drawing

Scale & Massing

Proposed building heights are illustrated on the plan opposite.

In order for the development to sit well within the wider context, most houses will be a maximum of two storeys in height.

A small number of 2.5 storey and 3 storey houses will be used to add variety to the roofscape and avoid a homogenous development. They have also been used in key locations as focal/header buildings, to articulate corner plots/key intersections, and to help provide containment, enclosure and a sense of scale to the development’s public open space. For example, a row of three 3 storey houses is used to bookend the view north along the central green corridor.

In terms of massing, long rows of townhouses have been avoided. Most terraces comprise a maximum of three houses with only one block of four houses. The predominant building form comprises detached and semi-detached houses, reflecting the local context and character.

Side driveways have been used where appropriate to provide separation between adjoining houses. Landscape buffers and planting within and around the edges of the Site will also assist in reducing the perceived density and massing. The use of hipped roofs on some houses types will also assist in reducing the massing of buildings.

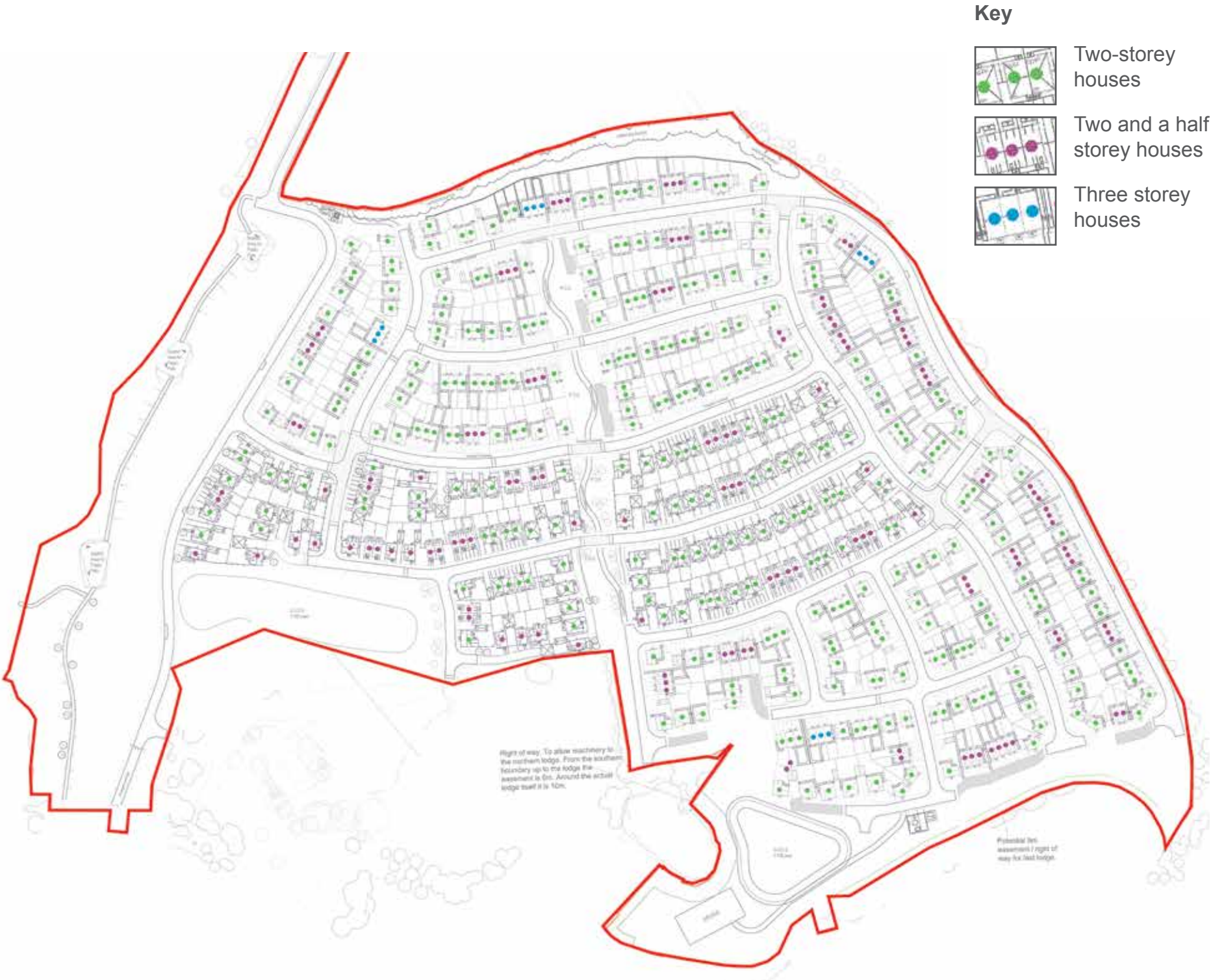


Figure 6.4: Building Heights Plan

Street Design and Hierarchy

Form and Structure

The proposed street hierarchy is clear and logical comprising a series of inter-connected primary and secondary streets and shared private drives. The arrangement of streets and other routes within the Site is designed to ensure good connectivity with the surrounding street network; provide logical and efficient routes through the development; ensure a layout which is clear and legible and; maximises opportunities for solar gain.

The street pattern has also been influenced by the site's topography with east-west orientated streets following the contours of the site.

To help restrict internal speeds, traffic calming measures in the form of raised block paved tables have been introduced at key intersections and pedestrian crossing points.

Each element in the hierarchy is described below and is illustrated on the plan opposite.

The Avenue

The Avenue provides the main access route into the site from the north via Cowm Top Lane and extends along the western edge of the development. At its southern end, a turning head is provided and retractable bollards will restrict vehicle access onto Trows Lane for emergency vehicles only. Visitor parking bays are provided along the Avenue at appropriate locations.

The Avenue will have a carriageway width of 5.5m with 2m pavements on both sides. The carriageway will be surfaced in black bitmac.

Primary Streets

The primary street network provides the main route through the site and forms an internal loop road through the development.

Long straight sections of carriageway have been avoided where possible to help reduce vehicle speeds.

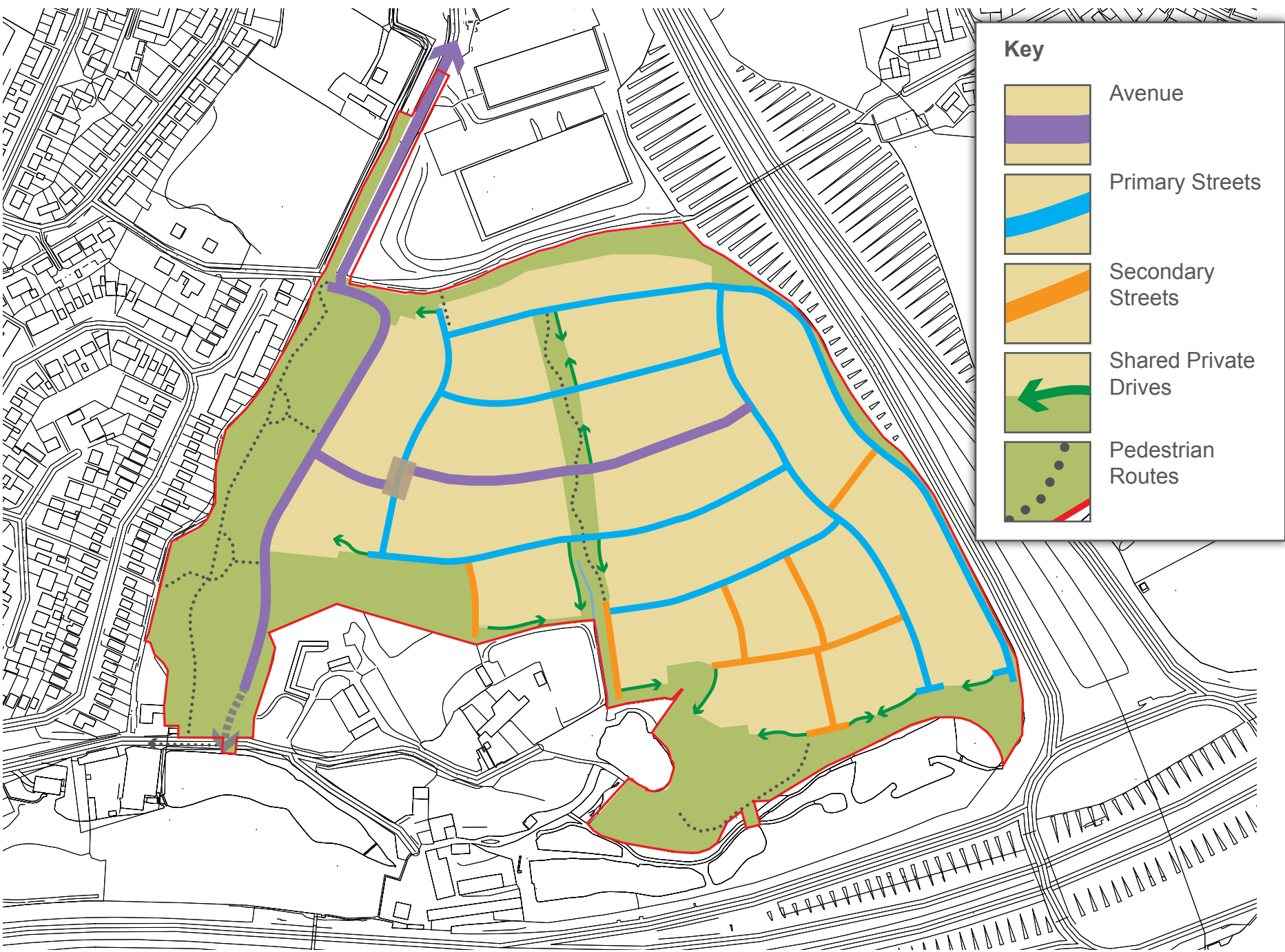


Figure 6.5: Street Hierarchy Plan

Primary streets have a carriageway width of 5.5m with 2m footways on both sides. The carriageway will be surfaced in black bitmac. Block paving is introduced to raised tables located at key intersections.

Secondary Streets

A series of secondary streets extend off the primary road network to serve houses off the main routes. Secondary routes are typically shorter than the primary streets and serve a smaller number of houses.

Secondary streets have a carriageway width of 5.5m with 2m pavements on both sides. The carriageway will be surfaced in black bitmac.

Shared Private Drives

Around the edges of the development and adjacent to areas of public open space, houses will be served by shared private drives. Each shared drive will serve a maximum of 4 houses.

Typically, shared drives measure between 4.5 and 5m wide with localised widening to allow for vehicle manouvering. Shared private drives will be surfaced with block paving (brindle).

Pedestrian Routes

Below the street hierarchy, a network of pedestrian routes is provided offering a choice of routes through the site, increasing permeability and encouraging walking.

A shared pedestrian/cycle route is provided through the central green corridor connecting houses at the northern and southern ends of the development. Traffic calming is provided where the route crosses adjoining streets.

A pedestrian route is also provided through the area of public open space along the site’s western boundary, connecting Cowm Top Lane in the north with Trows Lane in the south. A series of seating areas are provided along this route along with trim trail play equipment. A pedestrian connection is provided to the existing footpath between nos. 127 and 129 Leander Drive.

A footpath link is also provided onto Cripple Gate Lane at the north-west corner of the site and to provide access to the MUGA.

Wherever possible, footpaths follow likely desire lines.

Paths are typically 2m wide and surfaced in resin bound gravel.



Parking

A balanced approach has been adopted which employs a range of parking solutions including on-street and on-plot (some to frontage, some to the side of properties and some garaged or integral). No car parking courts are proposed.

All parking is provided close to, and visible from, people’s homes offering security and convenience. Garages are typically set back from the fronts houses to reduce their visibility and prominence along the street. Visitor parking is provided for on private driveways and on-street.

Tandem side parking will be used where appropriate to reduce the number of vehicle crossings along the street and to create a stronger building line.

Street trees, planting within front gardens and landscape strips between adjacent driveways will provide screening to parked vehicles, reducing their visual dominance on the streetscene. The layout avoids long rows of parking bays along the street by varying the housing mix, using side parking where possible and introducing landscaping to break up adjacent parking bays.

Parking bays typical measure 5.5m x 2.5m.

Electric vehicle charging points will be provided to all plots.

Parking Numbers

In terms of parking numbers, the scheme provides off-street parking in line with adopted policy which equates to a total of 990 spaces. This equates to a minimum of 2 spaces per dwelling.

Appearance & Detailing

The elevation designs have been informed by our vision to create a unique, high quality development that respects the character of the local area.

The proposed scheme has referenced surrounding vernacular within its design, incorporating architectural details, materials and scale of building that will knit the scheme into the surrounding built environment. The proposed elevations for the development draw on elements and characteristics from the surrounding area to tie the new development back to the existing community but while still providing a distinctive and characterful development.

The design intent has been to develop an attractive traditional style with subtle variation introduced in the architectural treatment of houses to help create areas of distinct character within the development.

Central parts of the site will comprise David Wilson Homes branded product. The remainder of the site will be comprise a range of house types drawn from Barratts' house type range but tailored to the site. This split approach will help to create areas of distinct character within the development.

Key Elevation Features:

- Mock sash and cottage style white uPVC windows;
- Front bay windows to some house types;
- Flat arch brick lintels in contrasting brick;
- Dentilled eaves brickwork and corbals;
- Reconstituted stone cills;
- Georgian style door frames with rectangular fanlights;
- Contrasting decorative brick course to front elevations;
- A strong sense of symmetry, rhythm and balance in the treatment of main facades and fenestration;

- Variety to the roofscape provided through the use of dormer windows and variation in ridge height;
- Front entrances articulated with porches and canopies of various designs;
- Consistent use of proportions and details throughout site to create a coherent rhythm; and
- Front doors and garages of varying colours.





Dormer Window
(Bayswater)



Projecting Front Gable
(Millford)



First Floor Feature Window
(Alderney)



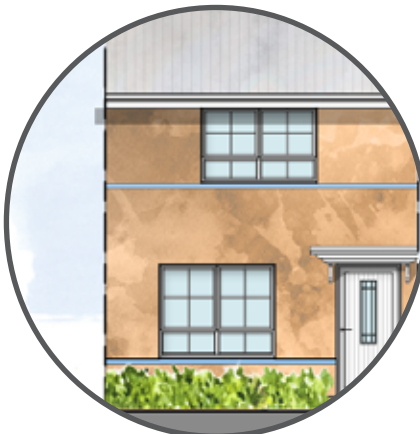
Flat Roofed Projecting Porch
(Emerson)



Mock Sash Windows
(Windermere)



Flat Arch Brick Lintels to first floor
Windows
(Greenwood)



Cottage Style Windows
(Type 52)



Front Bay Windows & Mock Sash
Windows
(Hertford)



Dentilled Eaves Brickwork and
Corbals
(Emerson)



Georgian Style Door Frame with
rectangular fanlight
(Kirkdale)



Reconstituted Stone Cills to first floor
windows
(Kirkdale)



Contrasting Brick Courses
(Stambourne)

Figure 6.6: Typical Detailing



Alderney (4 Bed Detached)



Denby (3 Bed Detached)



Ellerton (3 Bed Semi/Terrace)



Moresby (3 Bed Detached)



Ripon (4 Bed Detached)



Kingsville (4 Bed Semi/Terrace)

Figure 6.7: Sample of Proposed House Types (Barratt Homes)



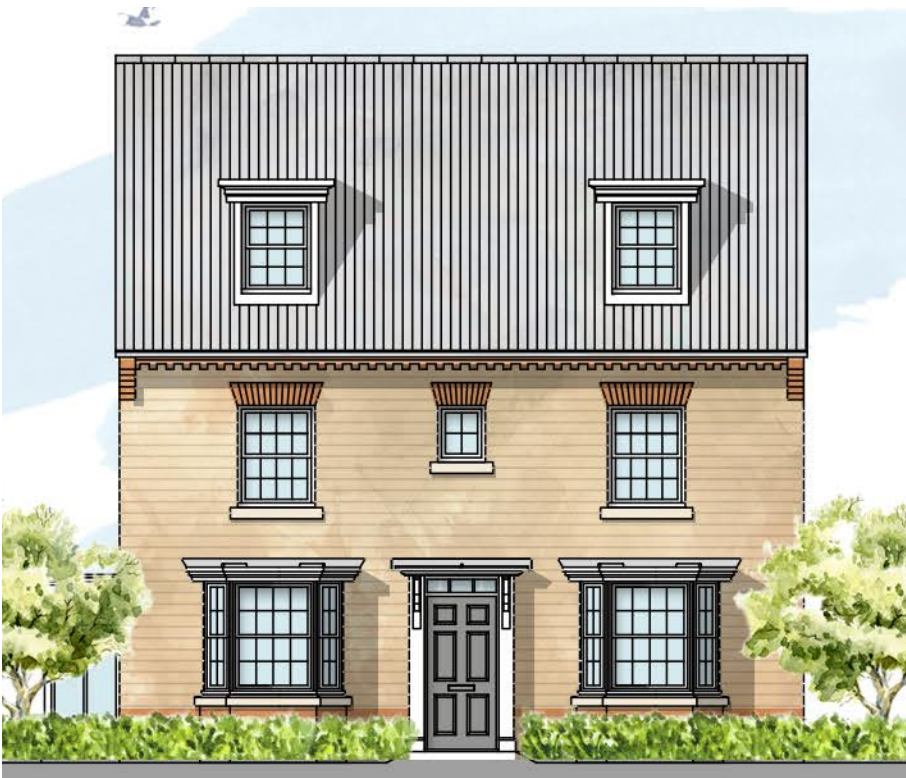
Bayswater (4 Bed Detached)



Avondale (4 Bed Detached)



Archford (3 Bed Semi/Terrace)



Hertford (4 Bed Semi)



Kirkdale (4 Bed Detached)



Greenwood (3 Bed Semi/Terrace)

Figure 6.8: Sample of Proposed House Types (David Wilson Homes)

Building Materials

The proposed building material palette has been carefully selected to respond to the existing character of the area. A selection of brick types and colour has been chosen to complement materials found on existing properties in the local area.

Four different facing bricks will be used to provide variety and areas of different character within the development.

Anstone Standard Split Black Old Weathered walling stone will be used on feature plots across the development to provide visual interest and character.

On several units, two or more different materials have been used in combination on principal facades to provide visual interest and variety. For example, a number of units incorporate contrasting brickwork bands in either Forterra Wilnecote Smooth Blue or Ibstock Ravenhead Smooth Red.

A mix of Russell Grampian Slate Grey and Forticrete Sunrise Blend will roof tiles be used across the development.

Key Materials: Barratt Homes Parcels

Facing Brick

- Forterra Meadow Red
- Forterra Fulwood Multi

Detail Brick

- Forterra Wilnecote Smooth Blue

Masonry

- Anstone Standard Split Black Old Weathered

Roof Tiles

- Russell Grampian Slate Grey

Windows and Rainwater Goods

- White uPVC windows
- Black rainwater goods, barge boards and soffits

Materials: David Wilson Homes Parcels

Facing Brick

- Betley Cottage Blend
- Hardwicke Welbeck Autumn Antique

Detail Brick

- Ibstock Ravenhead Smooth Red

Masonry

- Forticrete (Black Old Weathered Split Finish)

Roof Tiles

- Russell Grampian Slate Grey

Windows and Rainwater Goods

- White uPVC windows
- Black rainwater goods, barge boards and soffits



Figure 6.9: Building Material Palette

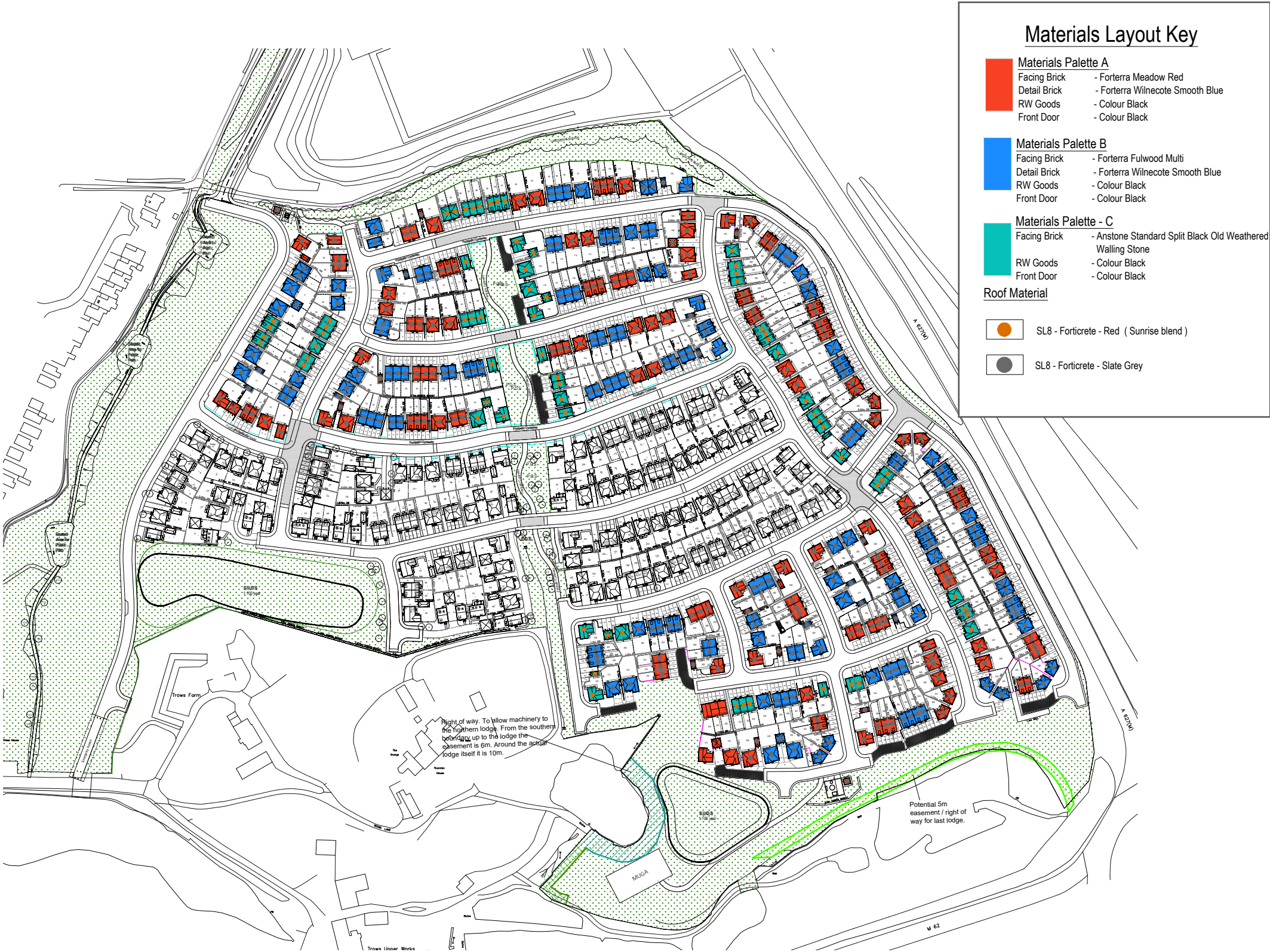


Figure 6.10: Materials Plan (Barratt Parcels)

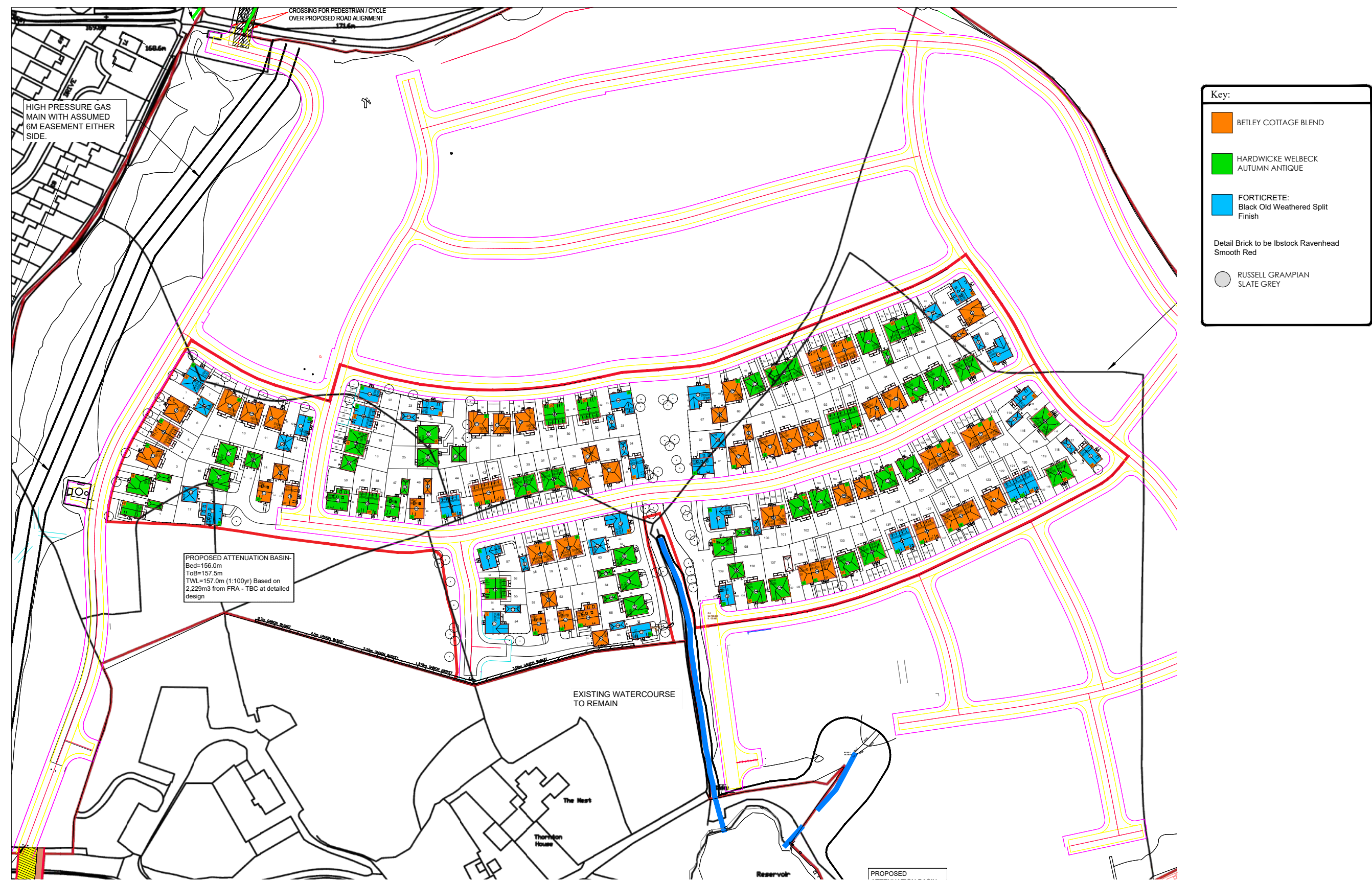


Figure 6.10: Materials Plan (DWH Parcels)



Hard Landscape Material Palette

High quality, durable materials will be used throughout the development.

The hard landscape elements have been drawn from a simple palette to reflect those found in the surrounding area.

In summary, the hard landscape materials palette comprises:

- Black tarmac carriageway and pavements;
- Concrete kerb edges;
- Grey concrete paving flags to private plot paths;
- Block pavers to raised thresholds;
- Resin bonded gravel surfacing to footpaths;
- Parking - Black Tarmac;
- Block Paving (brindle) to shared private drives; and
- Block paving (grey) for traffic calming and squares



Boundary Treatments

The site incorporates a variety of robust, attractive fence types and boundary treatments to clearly delineate public and private spaces, identify linkages, and guide residents and visitors through the scheme.

Boundaries to front gardens shall be defined by a mixture of hedgerow, railings and ornamental planting, depending on their location in the layout and depth of frontage.

Hedgerows will be used along the edges of shared private drives adjoining the central green corridor and other areas of public open space.

Boundary treatments will be used to reinforce different character areas within the development. For example, estate railings will be used to property frontages along the central east-west Avenue.

Rear gardens which adjoin a road or public open space shall be bounded by a 1.8m high brick wall, using the same bricks and detailing as the house it is related to. Dividing fences between rear gardens shall use a 1.8m high close boarded fence.

Access gates to rear gardens or to shared access paths shall be constructed of robust 1.8m high timber with Secure by Design approved locks.

Swales and attenuation basins around the edges of the site will be bounded by 900mm high picket fence.

Boundary Types:

- 1800mm Screen Wall with timber fence on 600mm wall;
- 2500mm Screen Wall with timber fence on 600mm wall;
- 2500mm Closed Boarded Timber Fence;
- 1200mm Estate Railings;
- 900mm Picket Fence;
- Native hedges up to 1 metre high to plot frontages and public spaces; and
- 1.8 metre high Close Boarded fences are used in rear gardens.



Character Areas

The proposed development will comprise areas of distinct character that will help to create a strong sense of place and identity.

The site will be developed jointly by Barratt Homes and David Wilson Homes, each using a different mix and style of house types and materials and concentrated in specific parts of the site to create areas of distinct character.

The central green corridor will be a key feature of the development that will provide character and distinctiveness. Houses adjoining the green corridor will primarily comprise larger detached houses orientated and designed as dual aspect house types to provide active surveillance of the space and adjacent streets. Soft landscaping and boundary treatments will be used to provide a distinct character and feel to the space.

The hard landscape materials palette will also be used to create areas of different character within the development. For example, shared private drives around the edges of the development will be surfaced with block paving for a strong domestic feel and softer interface with the adjoining area of open space.



Site Levels

The sections on this page illustrate the typical approach that will be taken to addressing proposed level differences across the site.

Houses will be laid out to step and flow with the topography.

North-south orientated streets will predominantly be characterised by rows of detached houses and semis with changes in levels accommodated for with low retaining walls between houses and sloping gardens.

Longer rows of townhouses will typically be concentrated along flatter ground and east-west orientated streets.

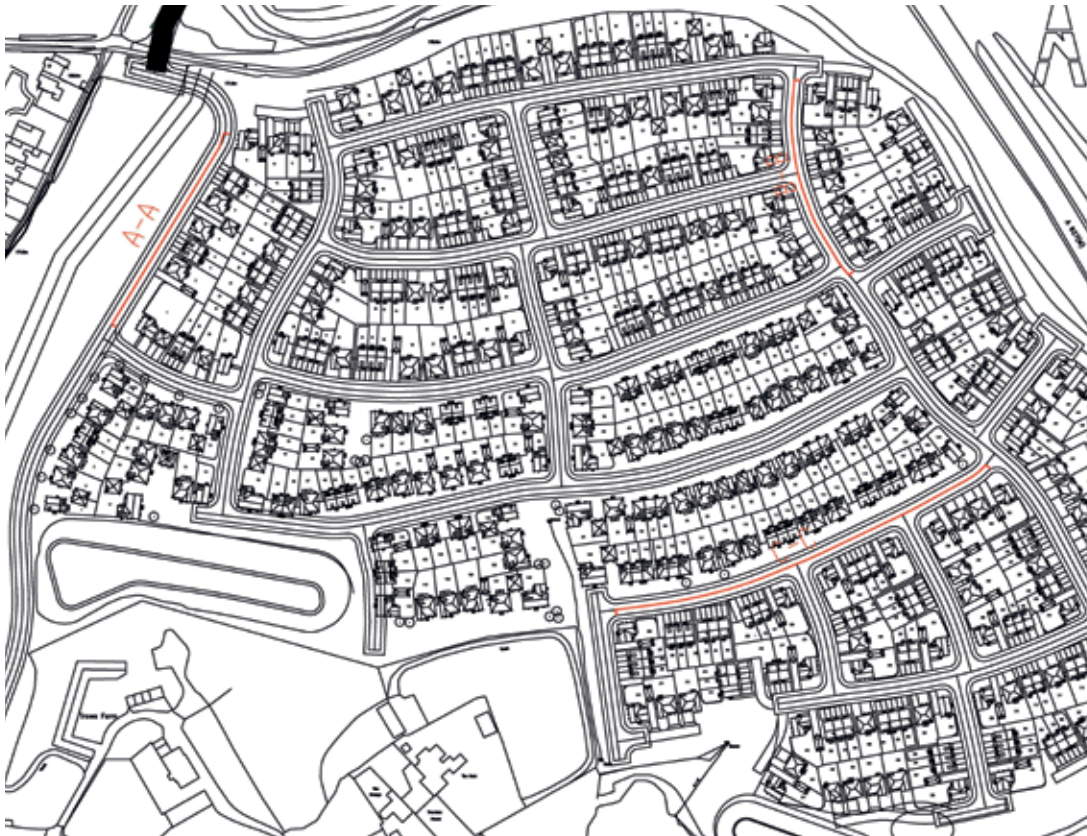
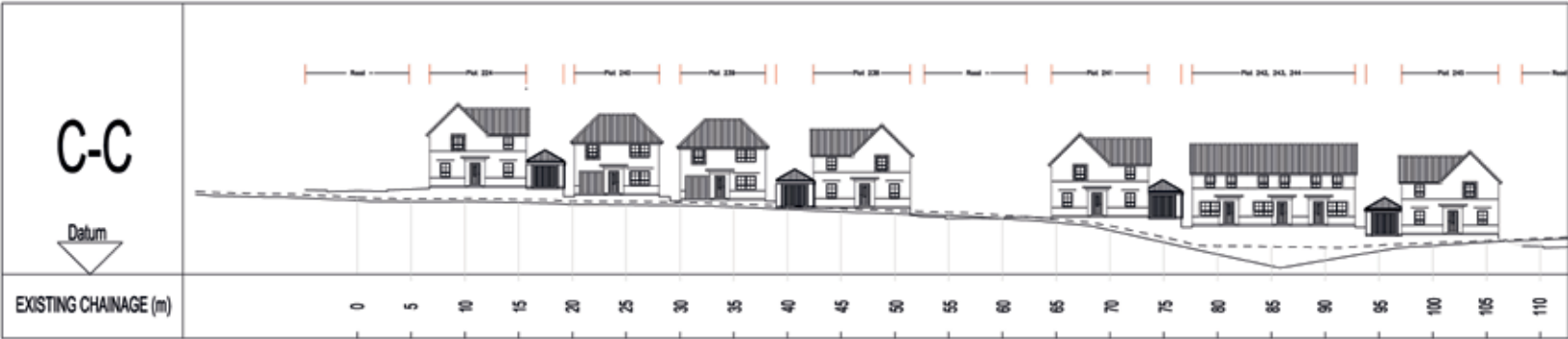
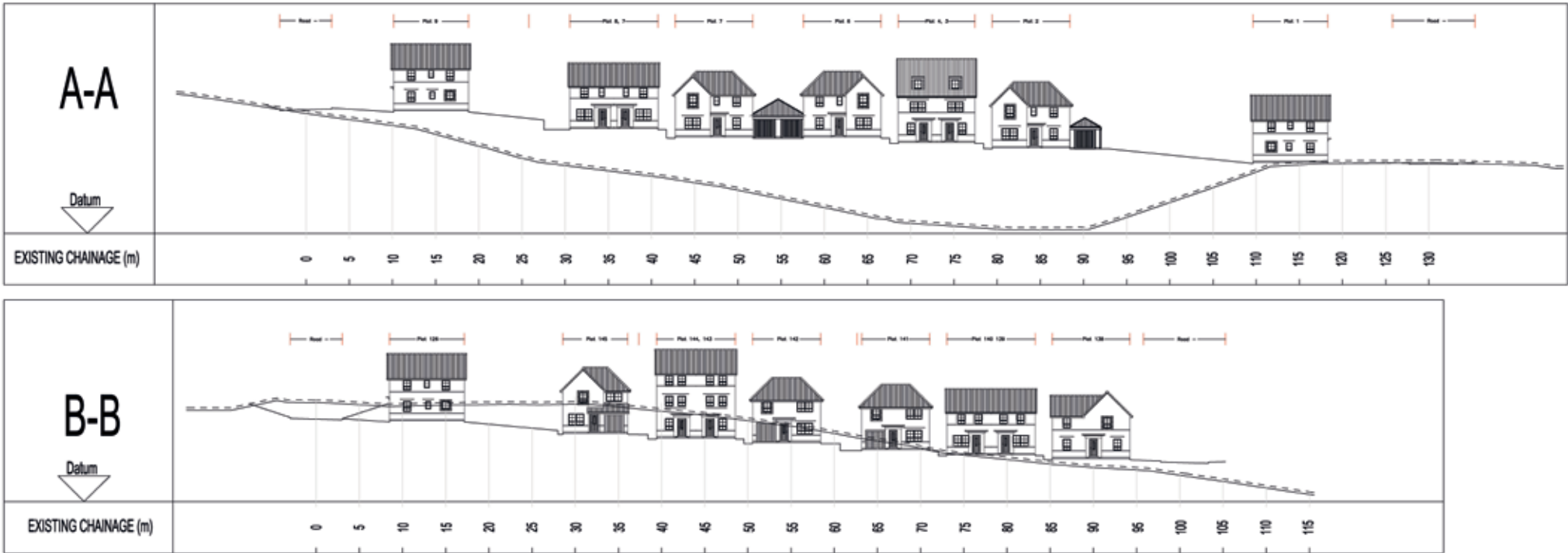


Figure 6.11: Site Sections

The Final Design

The final design is presented in Figure x.x with key design features highlighted.

The proposed development represents a sensitive and appropriate response to the unique constraints and opportunities presented by the site.

The development has been designed to respond to the local context through the provision of appropriate pedestrian and cycle linkages onto adjoining streets and Public Rights of Way and the provision of large areas of public open space within the development for the enjoyment of new and existing residents.



Design Features

- 1 Vehicular access into the site from Cowm Top Lane at the site's north-west corner.
- 2 Large area of public open space along the western boundary and interface with existing houses along Leander Drive accommodating pedestrian routes and seating areas.
- 3 Landscape buffer along the northern boundary with Cripple Gate Lane.
- 4 Central Green corridor accommodating shared pedestrian/cycle route.
- 5 Attenuation basins located within areas of public open space.
- 6 Proposed Multi-Use Games Area (MUGA).
- 7 Series of traffic calming measures at key intersections and pedestrian crossing points.
- 8 Emergency access only onto Trows Lane.
- 9 Houses front onto A6257(M) for noise mitigation to rear gardens.
- 10 Footpath links connect the development with surrounding streets and existing Public Rights of Way.



Figure 6.12: Key Design Features

Landscape

An indicative landscape strategy has been produced for the site and is presented opposite.

The plan demonstrates how a residential development of the site can be achieved in a way that retains and enhances existing natural assets, aesthetically enhances the existing settlement edge of Castleton, provides ecological benefits, enhanced recreational opportunities and mitigates any potential landscape or visual effects.

The landscape strategy provides a clear hierarchy of open spaces catering for a range of different needs. There are large areas of public open space located along the western site boundary and within the heart of the development. These spaces create high quality landscape features within the development and the area to the west will create a buffer and recreational space between the properties of Leander Drive and the proposed development.

Key elements of the landscape strategy for the site include:

- Retention of the existing elements that make up the site's green infrastructure where possible, such as trees and hedges along the boundaries and integrating these into the development, giving the scheme an immediate sense of maturity;
- Ensuring the gaps in the existing hedge along the boundaries, in particular the A627(M) are in-filled with native trees and hedge planting. Evergreen species of holly could be included in the mix to provide effective screening through the winter months;
- Ornamental and native hedge planting to be planted in and around the proposed development to soften the effects of the built form;
- High quality mixed native tree and hedge planting will be planted in and around the proposed public open space and along the streets;
- There will be a network of footpaths providing connectivity to existing local networks and the development;

- Native hedgerows, trees and ornamental shrub planting will be used in front gardens to define the public/private realm, delineate property boundaries and create attractive streets; and
- Sustainable Urban Drainage features have been incorporated into the landscape structure of the site in the form of two attenuation basins set within public open space along the southern edge of the Site.

Plant species will be chosen to provide year-round visual interest, with particularly consideration given to colour, texture and durability.

Tree planting within private front gardens could be a feature along streets within the development.

Open spaces within the development will be grassed and planted with a variety of ornamental tree species, wildflower mixes and native shrubs.

Attenuation basins will be planted with marginals and grasses to integrate them into the setting.

Retained hedgerows will act as a foil to the built form and provide a maturity of setting whilst also reinforcing the landscape character and increasing the ecological value of the site and providing connections to wider green infrastructure networks. Retained hedgerows along the site boundaries will be reinforced with native tree and hedgerow species.

Soft landscape palette will be used to reinforce the proposed street hierarchy. For example, larger tree species will be used along the primary streets and evergreen hedging will also be used to provide necessary structure and identity to the streetscape and form the front boundaries to the properties.



Indicative Landscape Images



Figure 6.13: Landscape Plan

Summary

This Design & Access Statement supports a full planning application for residential development on land at Cowm Top, Castleton.

The proposal comprises the development of 495 new homes with associated access, public open space and landscaping.

This design statement explains how the current proposals have emerged from analysis of the site and its context, outlining the design process followed and the technical considerations that have informed the proposed layout. This document has set out the design principles underpinning the proposals and has provided details of the consultation process that has been undertaken. It has provided a detailed description of the development proposals in relation to matters such as site layout, movement, scale, density, house design and landscaping.

The location of the site is entirely suitable for residential development being located immediately adjacent to the existing settlement edge of Castleton, with good access to a range of services, facilities and public transport.

The proposed development of 495 new homes will make an important contribution to meeting housing need in the local area, including the provision of much needed affordable homes. This will be a high quality development that respects the local character and successfully integrates existing landscape features into the new development.

In summary, the development:

- Provides a range of housing types and sizes to appeal to a broad market, providing housing choice and diversity locally;
- Sits comfortably alongside existing residential development in the immediately surrounding area, being of an appropriate character, scale, density and form;
- Provides a legible and efficient arrangement of streets and footpaths that encourages non-motorised modes of transport for short journeys;
- Respects the constraints and opportunities of the development site including responding to the site's topography and making appropriate connections to existing Public Rights of Way;

- Provides a high amenity residential environment for enjoyment by existing and future residents with areas of open space and high quality hard and soft landscaping; and
- Provides a strong green infrastructure network with space for natural habitats and movement corridors for wildlife, areas of public open space and play equipment.

Conclusions

Overall, it has been demonstrated that the proposed development is of a high quality that adheres to established principles of good urban design in the layout and design of new residential development. We therefore request that planning permission is granted for this scheme.

Produced on behalf of
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