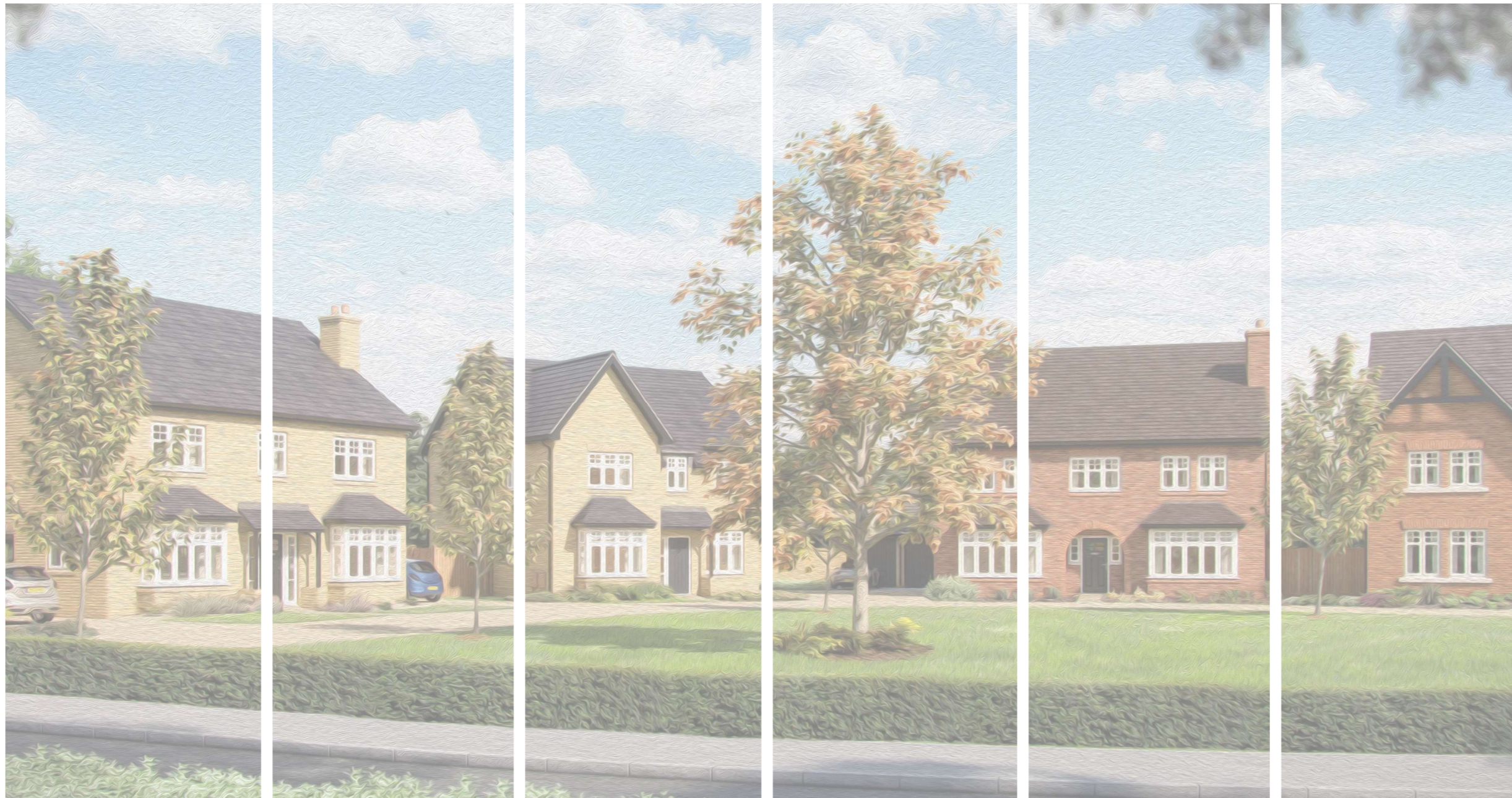


PROPOSED RESIDENTIAL DEVELOPMENT REF: 1010-003-DAS01 DATE: NOVEMBER 2020

DESIGN & ACCESS STATEMENT

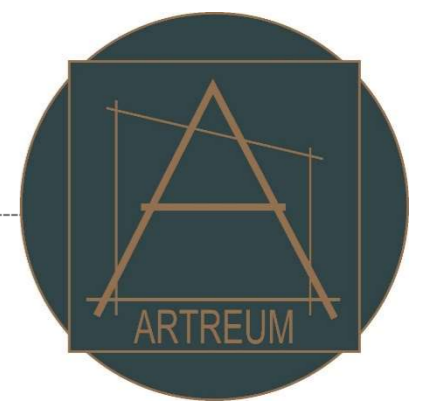
CHESTERFIELD ROAD, BRIMINGTON



Artreum Ltd.  
Pure Offices  
4100 Park Approach  
Thorpe Park  
Leeds  
LS15 8GB  
T: 07950290925  
E: [info@artreum.co.uk](mailto:info@artreum.co.uk)

# CHESTERFIELD ROAD, BRIMINGTON CONTENTS

---



|   |     |
|---|-----|
| INTRODUCTION.....   | 01. |
| SITE LOCATION.....  | 02. |
| BUILTCHARACTER.....                                       | 03. |
| PLANNING POLICY CONTEXT AND NATIONAL PLANNING POLICY..... | 04. |
| THE SITE.....   | 05. |
| SITE ASSESSMENT OF SURROUNDING AREA.....                  | 06. |
| ACCESSIBILITY OF THE SITE.....                            | 07. |
| EXISTING TREES AND HEDGEROWS.....                         | 08. |
| COMMUNITY AND LOCAL PLANNING AUTHORITY CONSULTATION.....  | 09. |
| DESIGN CONSTRAINTS.....                                   | 10. |
| DESIGN CONCEPTS.....                                      | 11. |
| SITE ACCESS AND PRIMARY ROUTES.....                       | 12. |
| SITE KEY CHARCTERISTICS.....                              | 13. |
| SITE LAYOUT.....  | 14. |
| HOUSING MIX AND AFFORDABLE HOUSING.....                   | 15. |
| STOREY HEIGHTS.....                                       | 16. |
| LANDSCAPING.....  | 17. |
| PLACEMAKING AND ARCHITECTURAL STYLE AND QUALITY.....      | 18. |
| STREETSCENES.....   | 19. |
| SITE ACCESS DETAILS.....                                  | 20. |
| ACCESS AND PARKING PROVISION.....                         | 21. |
| CRIME PREVENTION.....                                     | 22. |
| SUSTAINABLE DESIGN AND CONSTRUCTION.....                  | 23. |
| CONCLUSION.....   | 24. |

# CHESTERFIELD ROAD, BRIMINGTON INTRODUCTION

This Design and Access statement has been prepared on behalf of Vistry Group to support the Reserved Matters planning application for a development of 150No. of residential dwellings at Land to the north west of Northmoor View, Brimington, Chesterfield, Derbyshire following the outline application which was approved at appeal (Appeal Ref: APP/A1015/W/19/3223162) on the 5<sup>th</sup> August 2019.

The area of the site is approximately 6.0Ha.

The Design and Access statement aims to explain the design principles for the development, based upon an understanding of what is appropriate for the site, determined through an analysis of the surrounding context. It has been prepared in accordance with the CLG publication 'Guidance on Information Requirements and Validation' - Section 6 March 2010, and in accordance with the planning application validation requirements of Chesterfield Borough Council.

This document should be read in conjunction with the planning drawings. The statement will also act as a review of supporting statements and design, which are listed below.

- Transport Assessment: October 2020 Revision 1
- Landscape Strategy: November 2020
- Planning Statement: November 2020
- Statement of Community Involvement: November 2020

Any images are illustrative and the submitted planning drawings should take precedence.

The following narrative describes the site and its context, and the process that has led to the application proposal.



*Aerial View of the site (red edge) looking north*

**Vistry Group**

**Bovis Homes**  **Linden HOMES**

# CHESTERFIELD ROAD, BRIMINGTON CONTEXT APPRAISAL

## SITE LOCATION

The site is sustainably located 280metres from Brimington Centre and 1.8 miles from Chesterfield Town Centre.

The Council's current Local Plan is the Chesterfield Borough Local Plan 2018 to 2035, which was adopted on 15th July 2020.

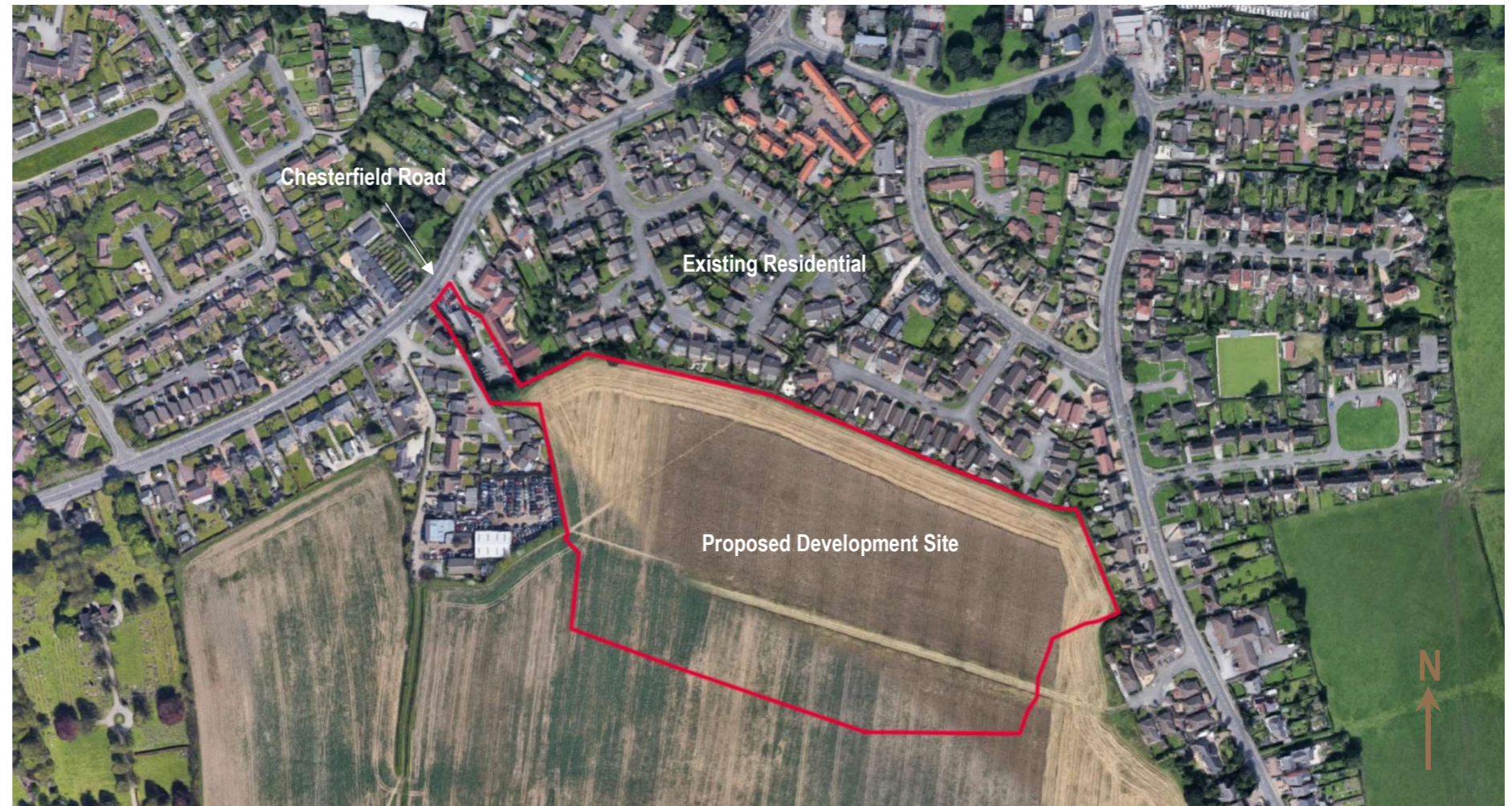
The application site is located within the built-up area (settlement boundary) of Brimington on the Local Plan Policies Map.

The development site is within easy reach of various schools namely, Henry Bradley Infant School, Brimington Junior School and Outwood Academy Newbold.

Local amenities include Thistle Park and Queen Street/ Princess Street Play Area.

Brimington Centre is within walking distance of the site and offers an array of amenities to local residents.

The site is well located for the town centre and is accessible by foot, car and public transport. Located 1.9 miles away from the A61 and 1.8 miles away from Chesterfield Train Station.



# CHESTERFIELD ROAD, BRIMINGTON CONTEXT APPRAISAL

## BUILT CHARACTER

When reviewing the existing context of the proposed development, we have identified an adjacent development which will inform the design and density of our proposal.



The above plan identifies the built character area which is adjacent to the development site and has a medium to high density and has provided context to the initial sketch stages of our proposals.



Detached style property on Manor Road



Single storey style property on Top Pingle Close



Semi-detached style properties on Manor Road



Detached style property on Nether Croft Road



Modern housing recently constructed on Headland Close located to the north of the development site



Single storey properties along Top Pingle Close located to the north of the development site



Detached style property on Nether Croft Road

# CHESTERFIELD ROAD, BRIMINGTON DEVELOPMENT PRINCIPLES

## PLANNING POLICY CONTEXT

The following section reviews national, regional, and local policy in relation to design and access to ensure the proposals are in compliance with current policy, guidance and best practice.

## NATIONAL PLANNING POLICY

National Planning Policy Framework (NPPF) was issued in March 2012, revised in July 2018 and updated in February 2019. The NPPF places the promotion of sustainable development at the heart of decision making. The NPPF is a material consideration in planning decisions.

The NPPF (para.14) establishes a presumption in favour of sustainable development, which should be seen as a golden thread running through plan making and decision taking.

In this context, the NPPF (para.7) identifies three dimensions to sustainable development: economic, social, and environmental which should be sought jointly and simultaneously through the planning system. Within the overarching roles that the planning system ought to play a set of core planning principles should underpin decision making, including: -

- Promoting sustainable transport
- Delivering a wide choice of high-quality homes
- Requiring good design
- Promoting healthy communities
- Meeting the challenge of climate change and flooding
- Conserving and enhancing the natural environment

The NPPF (para.56) states that good design is a key aspect of sustainable development, is indivisible from good planning and should positively contribute to making places better for people. The NPPF encourages applicants to work closely with those affected by proposals to evolve designs that take account of the views of the community. Such development proposals will be looked on favourably (para.66).

Refer to the *Planning Statement* prepared by DLP for further details on the relevant planning policy.



*Illustrative dwelling type within the development*

# CHESTERFIELD ROAD, BRIMINGTON THE SITE AND ITS CONTEXT

## THE SITE

The site comprises approximately 6.0ha of agricultural land with an access served from Chesterfield Road. Located to part of the west, south west and south east of the site is open land. It borders a well-established residential area to the north and north east and is close to local facilities within the town centre. To the north west is a mixture of housing, car sales and a vehicle dismantler.



# CHESTERFIELD ROAD, BRIMINGTON THE SITE AND ITS CONTEXT

## SITE ASSESSMENT OF SURROUNDING AREA

The plan below identifies the site within its surrounding context, this assessment of the surrounding area identifies surrounding land uses and provided guidance when forming the layout.



### KEY



Proposed Development Site



Open Fields



Surrounding Residential Area



St Michael's Nursing & Residential Home



Car Dismantlers: Car Take Back



# CHESTERFIELD ROAD, BRIMINGTON

## THE SITE AND ITS CONTEXT

### ACCESSIBILITY OF THE SITE – BUS STOPS

The closest bus services to the proposal site are the 74, 74A and 77, which are accessible off Chesterfield Road and run between Chesterfield and Duckmanton and Chesterfield and Worksop.

### ACCESSIBILITY OF THE SITE – LOCAL FACILITIES

In addition to the local public transport connections, the location of the Chesterfield Road proposal site is anticipated to allow for a range of 'everyday' journeys to be undertaken on foot or by cycle given the close proximity to Brimington Town Centre.

The Chartered Institution of Highways and Transportation (CIHT) Document 'Providing for Journeys on Foot' (2000) states that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". This guidance also suggests walking distances for pedestrians without impaired mobility as desirable at 500m, acceptable at 1km and preferably no greater than 2km for commuter journeys and walking to school. The guidance recommends that for other trips, for example to 'everyday' shops and services, the desirable walk distance would be circa 400m, acceptable at 800m and preferably no greater than 1.2km.

The image adjacent demonstrates that the majority of the settlement of Brimington lies within an acceptable walk journey of the site. Brimington Centre, which includes several convenience shops, a post office, banks, doctors, dentists, pharmacy, etc., is located within the preferred maximum 1.2km walk distance.

In addition to walking opportunities, it is also recognised that cycling has the potential to substitute for short car trips, particularly those less than 5km in length and also to provide the opportunity to form part of a longer journey involving public transport.

### SUMMARY

Overall, it is concluded that the Chesterfield Road proposal site represents an appropriate location for residential development, being located within a suitable walking distance of local facilities. The site lies within an appropriate walk catchment of everyday shops & services and local education and employment sites. Overall, the locational characteristics of the site should assist in meeting the sustainable planning objectives for new development of ensuring opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.



#### KEY



Hospitality inc. Public Houses & Take Away



Retail inc. Convenience Stores & Pharmacy



Recreational Area



Church



Bus Stop



Public Library



Doctors Surgery



Post Office



Petrol Station

# CHESTERFIELD ROAD, BRIMINGTON THE SITE AND ITS CONTEXT

## EXISTING TREES AND HEDGEROWS

The plan below identifies the retained existing trees and hedgerow which are currently located on the site.



# CHESTERFIELD ROAD, BRIMINGTON COMMUNITY AND LOCAL PLANNING AUTHORITY CONSULTATION

Chesterfield Borough Council provided comments in January 2020 based on an initial site layout plan designed by Whittam Cox Architects. Whilst preparing the proposed site layout that accompanies this application those comments have been addressed and relate to working with the existing topography of the site, providing strong development on arrival to the site, incorporating a loop road, providing attractive vistas throughout the development, incorporation of a drainage strategy for the development and enhancing relationship to neighbouring properties.

An illustrative Layout was submitted for pre-application advice on 19.08.2020, formal comments were received on 08.10.2020 and comments provided and how they have been addressed are outlined below:

- **Confirmation of where the bungalows are to be located.**

The proposed single storey dwellings have been located along the northern boundary to respect the existing properties along Top Pingle Close.

- **Separation distances**

The separation distances within the development are in accordance with Chesterfield Council Policy. In addition, separation distances have been increased further between the existing single storey properties and the new dwellings.

- **Vegetation along the northern boundary**

Hedgerow gaps have been filled to create a continuous vegetation boundary to the north. In addition, a detailed landscaping plan has been submitted as part of this reserved matters application.

- **Confirmation of trees to be retained and how these will be protected**

A tree survey and protection plan have been provided as part of the reserved matters application which identifies the retained trees and hedgerows.

- **Footpath/cycle crossings to prioritise non car movement**

Footpath and cycle crossings have been prioritised throughout the development.

- **Realignment of public footpath to Nether Croft Road**

Footpath realigned with existing footpath.

- **Alignment of entrance road to introduce measures to reduce speed**

The site entrance alignment is constrained by a pinch point on entering the site therefore realignment of the main entrance is not feasible however additional traffic calming measures have been proposed to reduce speed.

- **Continue pedestrian and cycle link all the way through to Chesterfield Road**

Path width increased from Public Open Space to Chesterfield Road to allow a pedestrian/ cycle link.

- **Consider a further footpath along the southern boundary to create a 'recreational circuit'**

The provision of two routes is considered unnecessary and the pedestrian/cycle route proposed provides the most direct route. Alternative PRow's are located to the southwest of the site for further recreational routes.

- **Consider alternative townscape response at key focal points**

Plot specific enhanced elevations have been introduced at key focal points within the development.

- **Access to rear gardens in central terraces**

Rear garden access has been introduced to terraced units.

A virtual meeting with councillor Gilby was held with the applicant, layout designer and planning consultant on 09.09.2020. The illustrative layout was provided and queries relating to the development proposals were answered.

Due to the current Covid-19 situation a face-to-face public consultation meeting was not possible therefore a leaflet drop (see adjacent image for leaflet details) to the surrounding neighbours was posted on 18.09.2020 where existing residents were provided with a chance to submit their comments about the scheme via email or letter. Residents were also invited to a virtual meeting held with the design team on 01.10.2020 the same illustrative layout was used for discussion with those residents who wished to attend.

The comments received from the residents are summarised below with a response to how their concerns have been addressed:

- **Proximity of plots 4-9 & 39-42 to existing residents**

Plots 4-9 & 39-42 have been relocated to provide further separation distances from existing residents.

- **Relocation of public open space to northern boundary along existing properties at Headland Road and Headland Close**

The relocation of the Public Open Space to the northern boundary would not be feasible due to the natural topography of the site and accommodating the site drainage attenuation basin in this location.

- **Drainage concerns (ditch to northern boundary)**

It was explained to the residents that the land drainage ditch picks up surface water runoff from the field. It was confirmed that as the development progresses the land surface water runoff will be reduced and captured within the proposed drainage system so existing land drainage features will be superseded.

## Timescales and phasing of the development

Residents were informed that timescales were dependent on the planning process and an update would be provided at a later date.

- **Confirmation of location of single storey dwellings**

The proposed layout indicates that the proposed single storey dwellings are located along the northern boundary.

Vistry Group
Public Consultation Event

Land to the north west of Northmoor View, Brimington, Chesterfield



Vistry's proposal for the site follows outline planning permission being granted on appeal in 2019 for residential development of up to 150 dwellings. The proposal is for 150 dwellings, comprising of a mix of 2 - 5 bedrooms, and public open space, drainage attenuation, and provision of walking and cycle routes through the site.

Please see overview a series of questions and answers that we hope will assist in answering some initial queries you may have about the proposal.

Vistry and the wider project team look forward to meeting with you at our virtual public consultation event, and we look forward to receiving your feedback on the proposal to inform the preparation of the final scheme for the site.



The development will consist of a mix of 2 - 5 bedroom units, some of which will be accessed via a single vehicular access point off the main road.

The dwellings are to be maintained in the landscaping plan, and are to be located within the built up area.

The site is considered to be low grade agricultural land of a high-quality agricultural resource.

Development? The proposal has been thoughtfully considered to avoid any adverse impacts on the setting of The Manor.

Planning). Archaeological works require a tractor to enter the site to carry out the works, and depart on one day. All other works will be controlled by the managing agent in the longer term.

The site will be owned by Yorkshire Water.



- Who will maintain and own the roads?** The primary roads will be adopted by the Local Authority. The private shared drives will be owned and shared by the properties that each of the drives serves.
- What will the development contribute to the local community?** Legal agreements have been engrossed and signed as part of the approved appeal. In accordance with the agreements, significant contributions will be agreed between Vistry and the Local Planning Authority in relation to matters such as affordable housing, common amenity area, and ground nesting bird mitigation. The contributions will also include significant financial contributions to the NHS, public art, and the Community Infrastructure Levy (CIL). CIL is a tool that Local Planning Authorities use to help deliver the infrastructure that is needed to support development.
- What public art will be provided?** We would welcome residents' views on what the public art contribution would be best spent on. We have had ideas presented to us thus far about memorial gates or a wayfinding scheme.



dynamic development solutions...  
www.ddpsolutions.co.uk





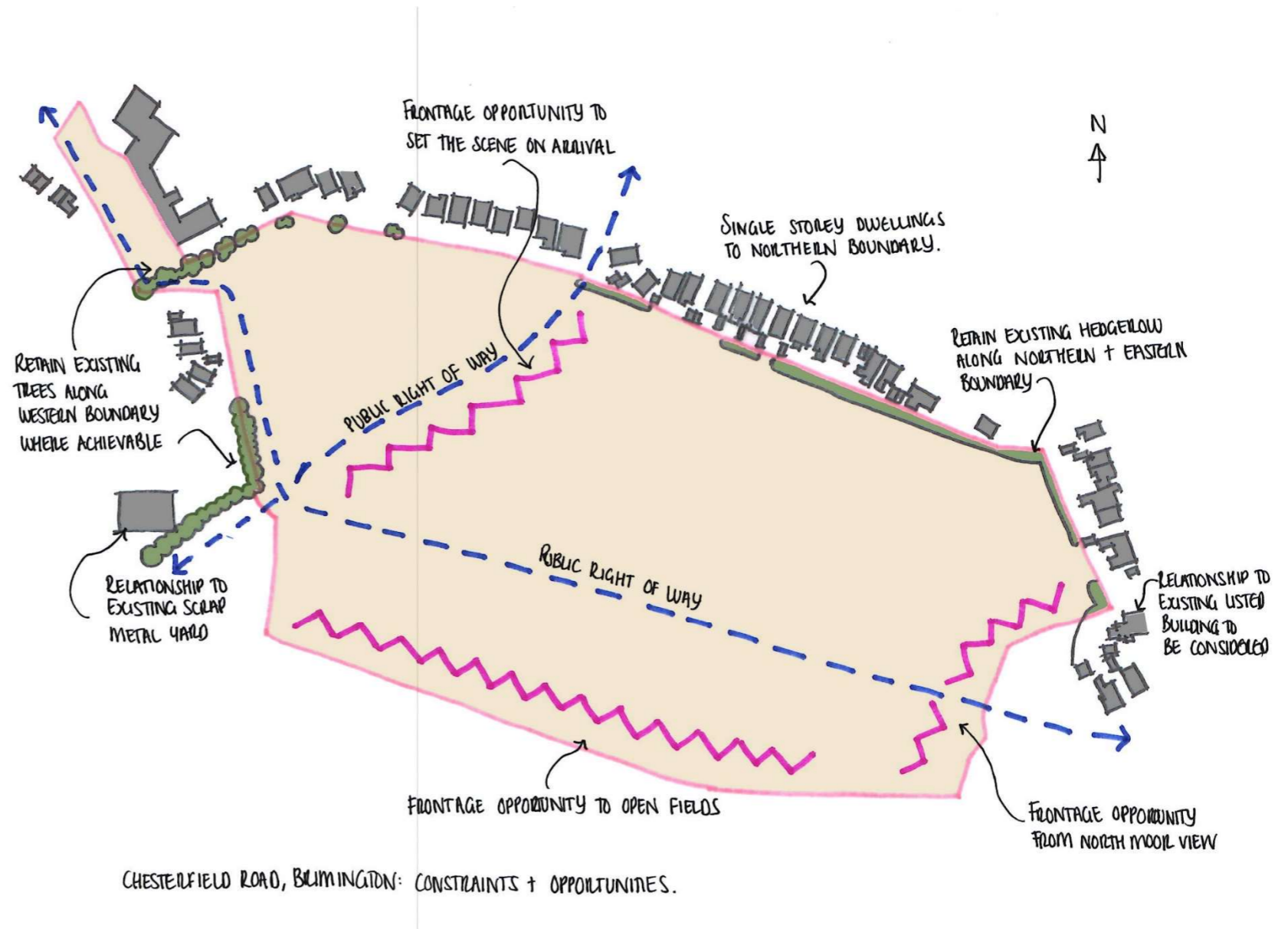
# CHESTERFIELD ROAD, BRIMINGTON DESIGN DEVELOPMENT

## CONSTRAINTS AND OPPORTUNITIES

The adjacent image illustrates the initial constraints and opportunities together with the first sketch layout which formed the basis of the scheme presented within this application.

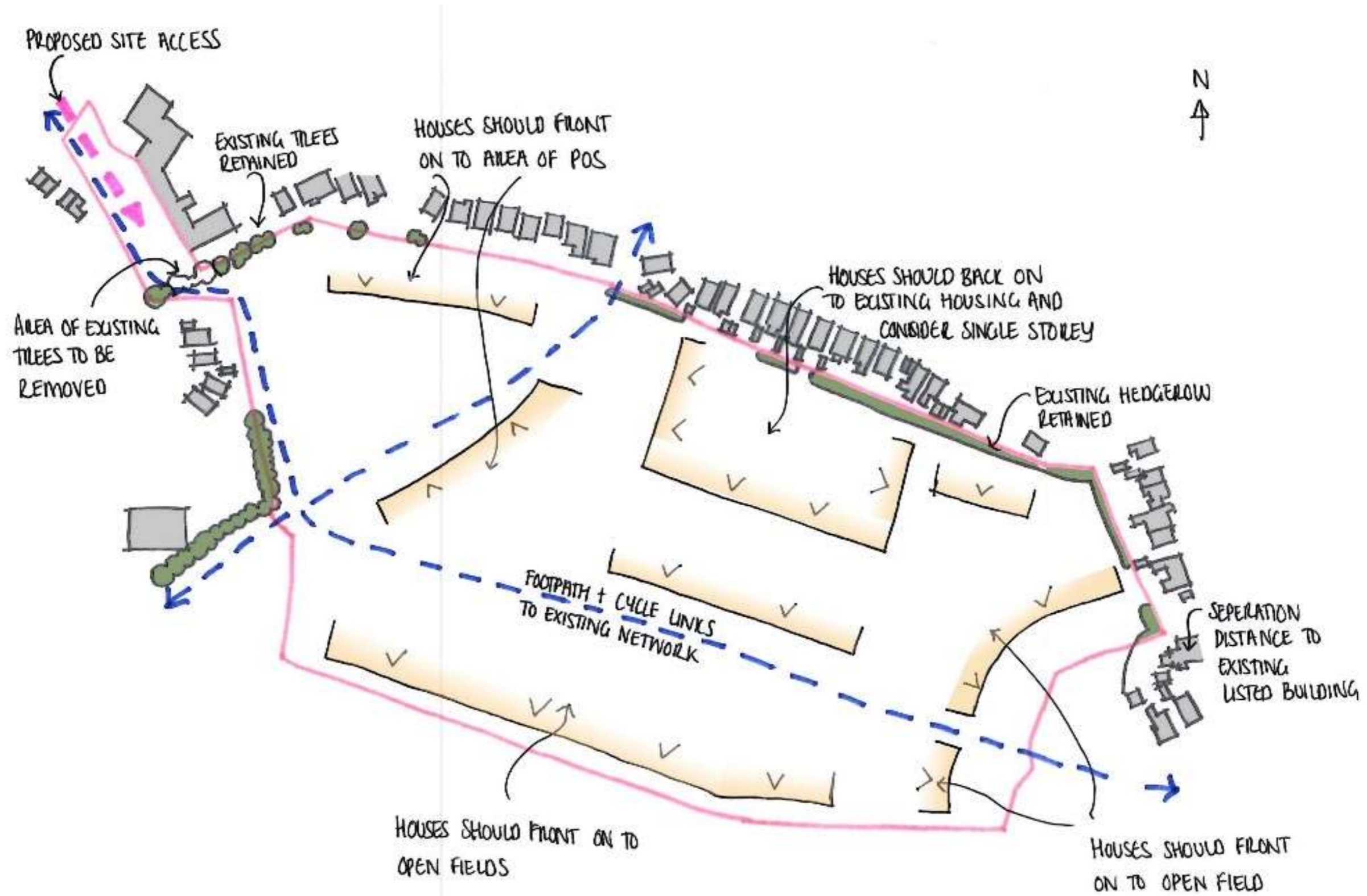
As part of the initial outline evaluation several key constraints were identified, in particular the existing hedgerow to the northern boundary abutting. Along with the existing public right of ways references Brimington FP16 and FP17.

Further constraints are the single storey dwellings to the north of the site along Top Pingle Close, the Manor House listed building located along Manor Lane and the natural topography of the site.



# CHESTERFIELD ROAD, BRIMINGTON DESIGN DEVELOPMENT

## DESIGN CONCEPT




CHESTERFIELD ROAD, BRIMINGTON: CONCEPT PLAN

# CHESTERFIELD ROAD, BRIMINGTON INDICATIVE SITE LAYOUT (RESERVED MATTERS)

## SITE ACCESS AND PRIMARY ROUTES

The design proposes a road hierarchy which is formal and structured to the site entrance, a loop is formed within the development which in turn provides access to the less formal edges via private drives. A footpath and cycleway link the development to Chesterfield Road, Nethercroft Road and North Moor View.

### KEY

- ● ● Spine Road
- ● ● Shared Surface
-  Private Drives



# CHESTERFIELD ROAD, BRIMINGTON INDICATIVE SITE LAYOUT (RESERVED MATTERS)

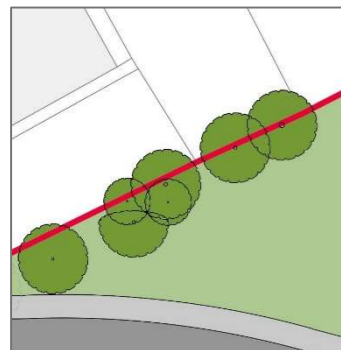
The following images are annotated with key characteristics which are a resultant of the design review of the constraints and opportunities



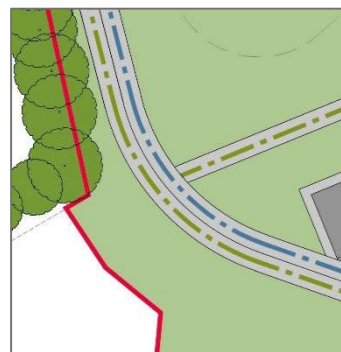
1. Access to the development is taken from Chesterfield Road. The access is widened with appropriate radii, footpaths and visibility splays.



2. Appropriate distances surround the existing listed Manor House along Manor Road.



3. Existing trees located close to the site entrance and along the Northern boundary are to be retained.



4. Footpath and cycleway links are providing the development with access to Chesterfield Road, North Moor View and Nether Croft Road.



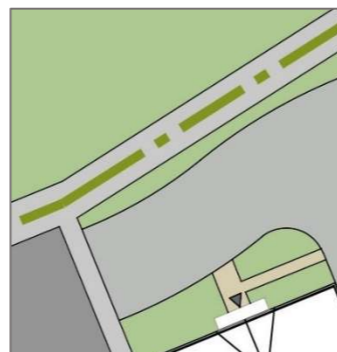
5. Houses are located to look outward on to roads and private drives to avoid non-surveilled areas.



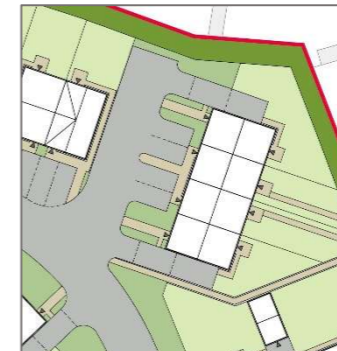
6. The open space is framed by a strong built form ensuring natural surveillance and a sense of place.



7. The site access is categorized by a spine road which is 5.5m wide with footpaths. The spine road creates a loop within the development.



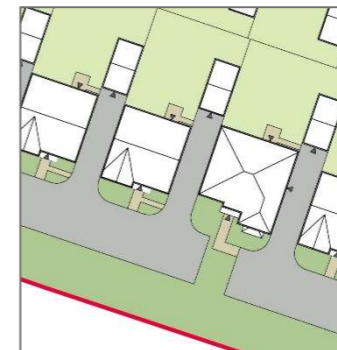
8. From the main spine road private drives are formed to serve the remaining dwellings.



9. The site features a range of dwellings in small cluster mews, semi-detached and detached dwellings.



10. Single storey dwellings have been located along the northern boundary to reflect the existing single storey behind.



11. A green buffer of planting and structured trees is proposed to the key frontage to the south.

CHESTERFIELD ROAD, BRIMINGTON  
INDICATIVE SITE LAYOUT (RESERVED MATTERS)





# CHESTERFIELD ROAD, BRIMINGTON AMOUNT

The application site is slightly rectangular in shape and is approximately 6.0 Hectares in size, located on the north side of Brimington.

The number of dwellings agreed at outline should allow the site to deliver 150 units and have a nett density of 25 units per hectare.

## MIX OF HOUSING

The proposed layout suggests a mix of housing and buildings sizes envisaged for the site.

The scheme indicates 2 - 5-bedroom dwellings designed as detached, semi-detached and mews style dwellings, the overall amount is a result of the principles agreed under the outline application and responds to the constraints and opportunities detailed in the previous sections and the density and character of surrounding area.

The single storey dwellings proposed for the development are M4(2) compliant dwellings.

## AFFORDABLE HOUSING

The scheme meets LPA requirements (up to 30%) and will be constructed throughout the development in a style consistent with the other dwellings in the development and meet the requirements agreed with a registered provider.

| Schedule of Accommodation |                 |       |            |               |
|---------------------------|-----------------|-------|------------|---------------|
| Name                      | Bed/Person      | Sq.Ft | No.        | Total Sq.Ft   |
| Rowan                     | 3 Bed, 5 Person | 931   | 16         | 14896         |
| Hazel                     | 3 Bed, 5 Person | 931   | 16         | 14896         |
| Juniper                   | 4 Bed, 6 Person | 1221  | 15         | 18315         |
| Chestnut                  | 4 Bed, 6 Person | 1360  | 17         | 23120         |
| Aspen                     | 4 Bed, 8 Person | 1370  | 18         | 24660         |
| Alder                     | 4 Bed, 8 Person | 1504  | 13         | 19552         |
| Birch                     | 4 Bed, 8 Person | 1805  | 10         | 18050         |
| <b>Private Total</b>      |                 |       | <b>105</b> | <b>133489</b> |
| A26                       | 2 Bed, 4 Person | 803   | 08         | 6424          |
| A20                       | 2 Bed, 4 Person | 759   | 23         | 17457         |
| A30                       | 3 Bed, 4 Person | 1021  | 14         | 14294         |
| <b>Affordable Total</b>   |                 |       | <b>45</b>  | <b>38175</b>  |
| <b>Site Total</b>         |                 |       | <b>150</b> | <b>171664</b> |



*Illustrative dwelling type within the development*

# CHESTERFIELD ROAD, BRIMINGTON SCALE PARAMETERS

## STOREY HEIGHTS PLAN

The scheme proposes a range of buildings, which include single storey and 2 storey dwellings as shown on the scale parameters plan below.



# CHESTERFIELD ROAD, BRIMINGTON LANDSCAPING

The Landscape Strategy outlines a network of open spaces that connect the site with the surrounding countryside and existing development, creating cohesion and allowing greater association with the context of the site. This helps to define the development parcels and provides a green framework. Refer to the Landscaping Strategy Document prepared by FPCR further details on landscaping.



# CHESTERFIELD ROAD, BRIMINGTON APPEARANCE

## PLACEMAKING

Creating successful 'places' for people evolves from the design development and working together the building layout and style, hard and soft landscape, highway design and use of materials should create a cohesive overriding character. It is essential that these elements also take account of local context to ensure that the design fits harmoniously into its surroundings.

## ARCHITECTURAL STYLE AND QUALITY

The following design principles shall be adopted throughout the development to ensure that the character is coherent:

### Building Materials and Colour

Red and buff brick buildings should be used to reflect the dominant building materials of traditional houses found in the local area. Strong brick and lintels will be used as a unifying theme. Rainwater goods will be black. Roof tiles will be grey.

A materials plan has been submitted as part of the Reserved Matters application.

### Building Layout

Effective public spaces will be created within the development by framing the building layouts within the development and responding directly to the landscape setting. All proposed pedestrian, cycles routes and open spaces are overlooked by adjacent properties.

Nodes, vistas and focal buildings will enhance the sense of place through the scheme utilising enhanced gable features at street intersections to define the corner and provide active interfaces on both sides.

### Building Style and Form

Buildings will comprise a selection of terraced, semi-detached and detached and properties of 1 and 2 storeys tall. They will respect the traditional 'Brimington' building character found around the local area and elevations will be simple and regular. Varied ridge heights will be a common theme throughout the development to contribute to the semi-rural character and to add visual interest.

### Front Entrances and Boundaries

Careful consideration will be given to the house type front doors and their surrounds to ensure that they establish a high-quality feel to the streetscape. The design of doors will vary and will be appropriate to the style of the house.

Where rear garden boundaries abut or can be seen from the public realm, high quality boundary treatments should be used to retain visual quality within the adjacent public areas.

A boundary treatment plan has been submitted as part of the Reserved Matters application.



*Illustrative dwelling type within the development*

# CHESTERFIELD ROAD, BRIMINGTON APPEARANCE

By complimenting the adjacent residential properties, the design strategy will create a cohesive sense of place. The appearance of the building will adopt a similar vernacular and palette of materials to that of the surrounding area but have a slightly different character to provide subtle contrast and visual interest. The street scene below demonstrates a typical built form of 1 & 2 storey units.



# CHESTERFIELD ROAD, BRIMINGTON ACCESS AND HIGHWAYS

## ACCESS

The design concept is established on the creation of an attractive, safe and convenient network of streets that supports and encourages pedestrian and cycle movement while accommodating the needs of the car and service vehicles.

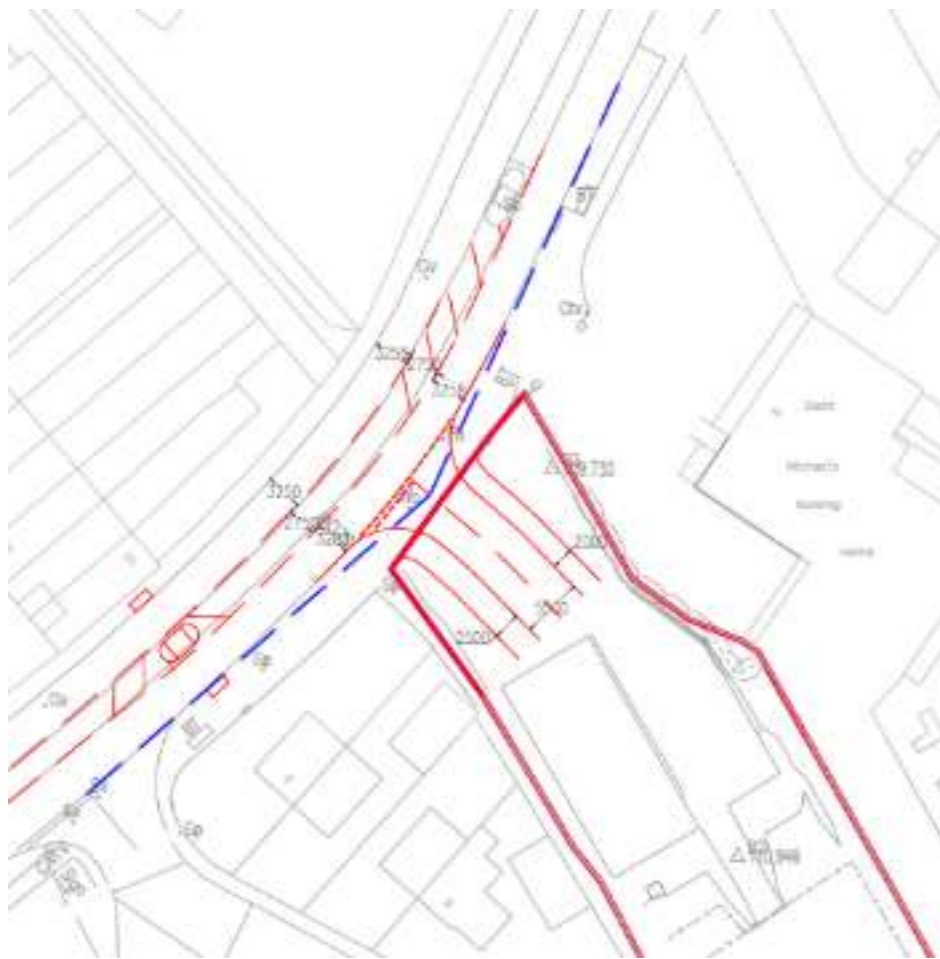
The following pages will provide an overview to the site access, together with a review of the external environment, parking, footpaths and a refuse strategy.

The main vehicular access to the site is to be obtained from the western side of Chesterfield Road.

The approved outline application sought permission for this access point but not the internal highway network.

The blue circle on the adjacent image identifies the proposed site access location.

Refer to the accompanying Transport Assessment for further details on the proposed access.



Site access junction, refer to drawing 20030-GA-01



Approximate location of the proposed site access

# CHESTERFIELD ROAD, BRIMINGTON

## ACCESS AND HIGHWAYS

### ACCESS AND PARKING PROVISION

#### Access

The development is accessed from Chesterfield Road at the point of the current property's access.

A spine street is taken from this and is to be constructed 5.5m wide with a footpath on one side. The main access streets will be designed to adopted standards.

There are further secondary shared surface streets proposed, providing access to each dwelling and the proposed public open space.

#### Parking

The illustrative site layout incorporates private driveways located either to the side or to the front of the properties. Properties have been designed to overlook parking spaces to provide natural surveillance.

#### Pedestrian and Cycle Access

Pedestrian/Cycle access to the Site will remain via the main access onto Chesterfield Road and via the three external connections with the PRow network. The PRow's within the Site will be upgraded. This is consistent with the outline approval.

#### Existing footpath/ cycleway diversion

Two existing PRow's currently cross the Site and are impacted by the proposed development blocks. As such it is necessary to divert the footpaths in order for the development to proceed and a S257 application will be submitted to legally divert the footway when planning is approved. For further details refer to the accompanying Transport Assessment.

#### Refuse

Consideration as been given to the developments refuse and recycling and as a result, each dwelling will be provided with a hard standing area within the rear garden of the property, to site 3no. bins in accordance with the Council's approved waste and recycling strategy.

Additionally, all plots will have a gated access route from the rear garden areas to the highway at the front of the property to enable the bins to be left out on collection day.

#### General Access

Access to and within the public external environment is to be designed to ensure that there are no excessive changes in level between the highway and the private spaces.

Houses are constructed at a minimum of latest Building Regulations ensuring each property has level access for ease of wheelchairs. Where parking is not within curtilage, footpaths and gates are provided to ease access and create direct routes.



Examples of parking arrangements within the development

# CHESTERFIELD ROAD, BRIMINGTON

## CRIME PREVENTION

Ensuring a safe and secure living environment is a fundamental consideration in the design of any residential development. As a result, the proposed development has taken on the principles of Manual for Streets, Designing Out Crime and Secure by Design.

The arrangement of the proposed dwellings and public and private spaces enhance opportunities for natural surveillance.

By way of overview the following sections are provided to illustrate practical examples of crime mitigation measures and the means used to engender both actual and perceived public safety.

### Footpaths and Cycle Routes

Through the design of our block structure, natural surveillance of footpaths and cycle routes are proposed throughout the scheme.

### Front of Buildings

Active frontages face the street to maximise natural surveillance. All dwellings will be fitted with 5 lever mortice locks with lockable double glazed windows at all levels.

### Private Spaces Behind Buildings

Private spaces behind buildings will be fenced and access restricted by the provision for a lockable gate to allow residents access only.

### Building Entrances

All building entrances are highly visible from the street.

### Boundary Treatments

Private boundaries include secure screen walls and boundary fencing at 1.8m high with gated access. Refer to accompanying Boundary Treatment Plan for further details.

### Landscaping

Landscaping will incorporate a choice of trees and shrubs that will contribute to security by means of their density and hostility to climbing.

### Public Open Space

The development proposals have ensured that dwellings are orientated to provide natural surveillance.



*Vistry Typical Streetscene*



# CHESTERFIELD ROAD, BRIMINGTON

## SUSTAINABLE DESIGN AND CONSTRUCTION

---

### **Environmental Standards Statement**

The following statement will outline how the proposed development aims to achieve environmental standards.

### **Environmental Design**

The development will be designed to meet the requirements of the current Building Regulations, specifically the requirements for Approved Document Part L – Conservation of Fuel and Power, and Part F – Ventilation, ensuring good levels of heat retention and ventilation are achieved.

### **Energy Efficiency**

The dwellings will be designed to have high standards of energy efficiency by limiting the heat loss across the building envelope, in order to minimise the overall energy demand in line with the requirements of the Building Regulations Approved Document Part L.

### **Water Management and Weather Resilience**

The site is situated in an area of low probability of annual flooding as detailed on the Environment Agency flood map. The site drainage design will avoid, reduce, and delay the discharge of rainfall to public sewers and watercourses. This will protect the watercourses and reduce the risk of local flooding, pollution, and other environmental damage.

### **Waste Management**

The development will make adequate provision for the internal and external storage of non-recyclable and recyclable household waste.

### **Electrical Vehicle Charging**

All plots will benefit from Electrical Vehicle Charging points.

### **Conclusion**

The development will be designed to meet the current Building Regulation requirements and will therefore achieve national standards of energy efficiency and ventilation.

# CHESTERFIELD ROAD, BRIMINGTON CONCLUSION

The Design team have proposed a sustainable and high-quality living environment which makes efficient use of land in terms of housing mix and density. The proposal is a well-planned sustainable solution with dwellings which will meet high architectural standards alongside the creation of a desirable place to live.

Scheme proposals outlined below:

- 150 new dwellings ranging from 2-5 bedroom
- Single and two storey dwellings
- Provides 30% Affordable Homes
- Landscape led approach to the design
- Clear and defined non-vehicle routes.

