



# De La Salle College

## Design & Access Statement

This Design and Access Statement has been prepared by URBED (Urbanism, Environment and Design) on behalf of De La Salle Trust. It forms part of an outline planning application for the residential development of 54 units on the De La Salle College site on Weaste Lane, Salford.

**May 2013**

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# Contents

1. Introduction	4
2. Site Context	6
3. Design Development	18
4. Consultation	21
5. Illustrative Masterplan	24
6. Regulatory Plan	28
7. Conclusion	32

# 1. Introduction

**This Design and Access Statement provides information for an Outline Planning Application. The proposed development will comprise of 54 residential units on the site of the De La Salle College on Weaste Lane, Salford.**

This application has been submitted to indicate the amount of housing which can be accommodated on the site and describe the design process, which was used to achieve a preferred illustrative layout. This will ensure the future use of the site adheres to Salford's aspirations for sustainable development.

## Best Practice Guidance

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This design and access statement has been prepared in accordance with the guidance set out in Circular 01/2006 and by CABE.

We start by summarising the background work carried out by URBED which describes the context of the site before identifying how the development of a final illustrative plan was achieved.

This document forms part of a wider suite of documentation to support the outline planning application prepared by Gerald Eve. If approved, this will guide a full application for the scheme, once the site is sold.

## Site Location

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The site covers 1.08 hectares and is situated 2 kilometres north west of Salford Quays, close to the junction of Eccles Old Road (A576) and Weaste Lane (B5228).

The site lies within the Weaste and Seedley ward of Salford City Council and is well connected to the centres of Salford and Manchester by tram (Weaste Station), bus and car.

The site lies within a predominantly residential neighbourhood, close to schools and opposite Buile Hill Park, offering many amenities suitable for family living.

## Site Description

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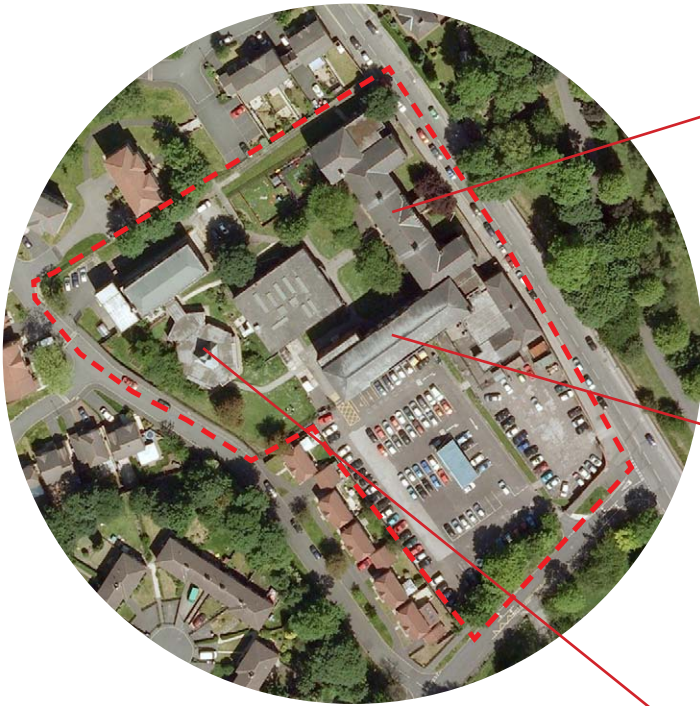
The site housed the former De La Salle Centre and Pendleton 6th form Colleges. In 2009, this college merged with Eccles College and Salford College to form Salford City College.

Following the development of a new campus at Media City, use of the Weaste Lane campus ceased in early 2013. These circumstances have resulted in the requirement for sale and redevelopment of the site.

Due to the sites location within a residential neighbourhood, as well as current market conditions, it has been deemed most viable to sell the site for housing development.

This will involve demolishing the buildings currently on the site. These are identified on the next page along with the sites features.





Main building



School Buildings



Chapel and Hall



Fencing around the site

## Features of the site

The site lies on a sloping level, higher at the north end. There are also a number of trees on the site with vegetation and foliage in between the buildings. There is a large tarmac car park at the south part of the site. The main college building provides a strong frontage on Weaste Lane.



## 2. Site Context

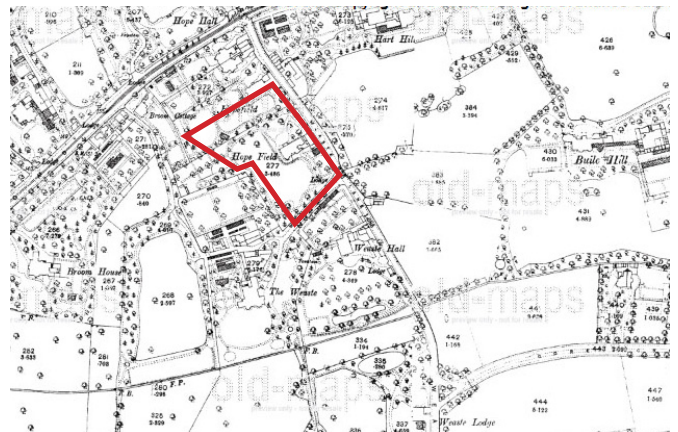
**This section provides an analysis of the site from its past to its present and identifies any constraints and opportunities associated with the site. This information will direct the objectives for the design development of an illustrative masterplan for the site.**

The Weaste and Seedley ward, in which the site lies, has a population of 11,906 (2011 Census). The site lies within a typical suburban setting on the periphery of the business centres of Salford and Manchester. The area offers a number of schools and health and community facilities, but is mainly made up of residential areas.

The following pages detail certain aspects of the site and its setting. A figure ground has been used as a consistent base plan, it shows the buildings and green space within a 800m radius of the site, and is useful in illustrating a number of attributes within the area allowing comparisons to be made between them.

### Historic Development

From the maps below we can see how the area has changed from open fields to residential estates. The most predominant growth can be seen south west of the site, with the introduction of a large housing estate. This would have been inter-war council housing, put up to house the growing populations of Salford and Manchester as well as the displaced populations following slum clearance in the inner city areas. The existing main college building would have been built on the site in the early 20th century as a school. From the historic maps we can see that directly north of this building is a large Victorian villa, probably used as part of the school. This has since been demolished and the modern housing development on Princeton Close lies in its place.



1893 - large villas and fields surround the site



1922-1924 - inter-war estate to the south west



# Urban Form

Urban form describes the qualities of the built environment in and around the site.

## Density

The site is surrounded by mainly two and three storey residential properties, with exception to the blocks of flats adjacent to the site, which are four stories high.

The surrounding residential neighbourhood is built at between 35-40 dwellings per hectare and the design of the new scheme will follow this density as it provides a more efficient use of land with regards to distance from amenities and provision of utilities infrastructure.

## Enclosure of space

A figure ground is useful in determining how well a space is enclosed by buildings. From the plan we can see that the older terraced streets on the periphery of the map are better defined.

It is usually the case that these type of streets are more permeable to pedestrians, which means they are easy to navigate and take less time to walk through on foot. The post-war housing, south west of the site and the early 2000s development abutting the site have a less clearly defined street pattern.

## Grain

The grain describes the pattern of the arrangement of street blocks and plots. From the figure ground we can see that the older terraced streets have a tighter grain, with more modern estates displaying a looser grain. It is also interesting to note the prominence of cul-de-sacs in the more modern housing estates.



# Road Hierarchy

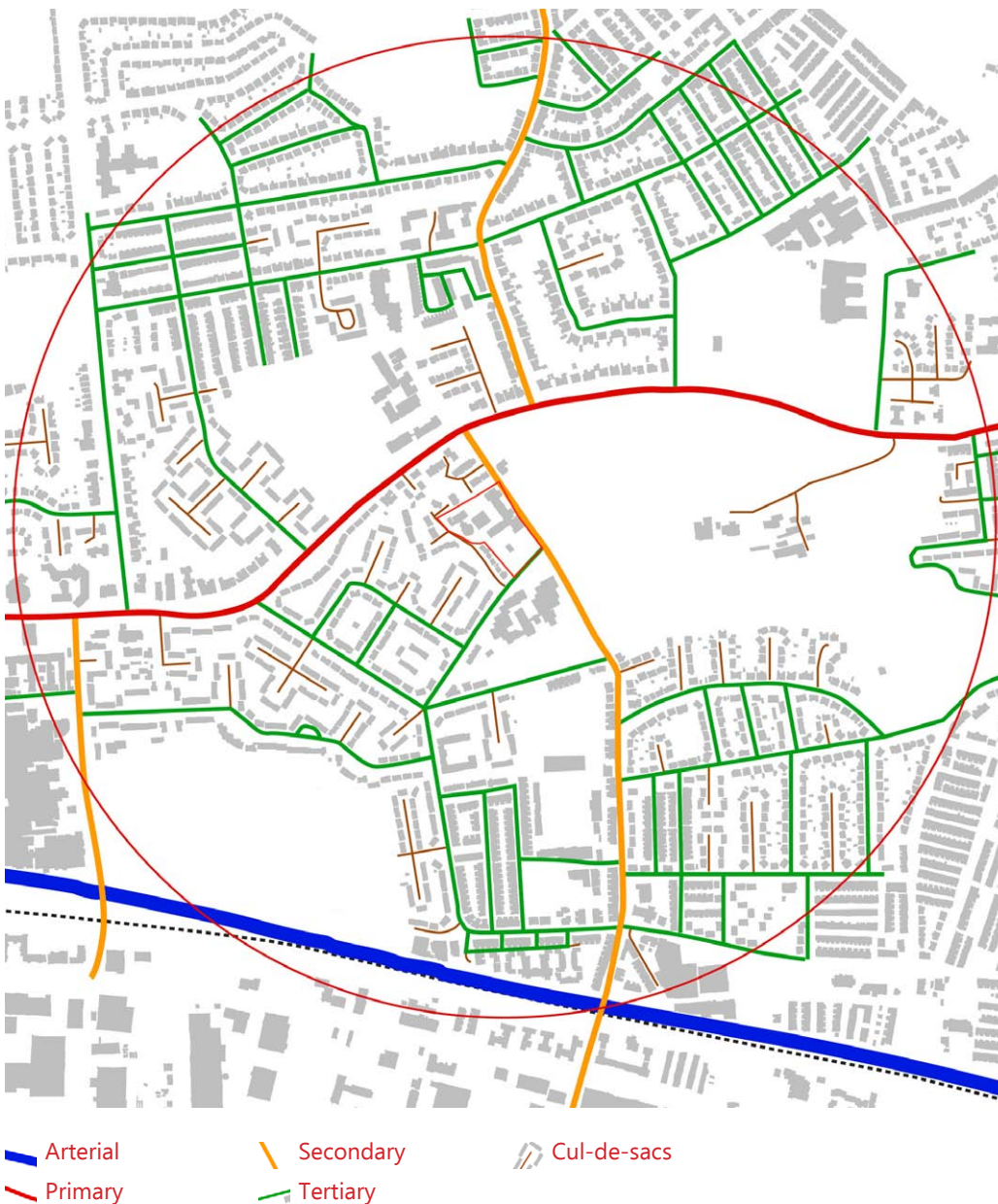
The street network is based on the historic road layout, with Eccles Old Road (shown in red) and Weaste Lane existing before 1848.

The map below shows the hierarchy of roads within the area, secondary and tertiary roads feed traffic into the residential areas, whilst the arterial road, M602, bypasses the area to direct traffic into the centres of Salford and Manchester. The map also emphasises the spread of cul-de-sac developments around the site.

The issue for the scheme is whether the new road layout should continue this pattern of cul-de-sacs or whether it seeks to create a more permeable

pattern. There is an opportunity to link the west side of the site with Buile Hill park on the east side of the site. Creating this linkage will also open up views towards the park.

It is difficult to determine what effect the new housing will have on the existing highways network. Introducing new residents into the area may increase traffic, however as the site used to be a school, trips would have been made everyday by staff and pupils to get to the site. This may result in less traffic being generated if the site is used for residential development.





# Public Transport

The plan below shows the public transport connectivity of the site. There are numerous bus stops within 800m of the site, providing frequent services around Salford and Manchester and out to Wigan and Bolton.

To the south of the site is situated the Weaste Metrolink Tram Stop. This provides services to Media City, Salford Quays and Manchester City within half an hour. This means it is well connected to offices, retail and leisure facilities, in and around the city as well as key destinations in these locations.



Weaste Tram stop



 Bus Stops

 Tram stop

## Green Space

The site is located within a built up area but benefits from a close proximity to open green space. Across the road in Buile Hill Park, this is a large park with a large playground (see image below) and outdoor gym.

Most of the schools close to the site also have large playing fields which is beneficial for children who may live in the new development and attend the local schools.



Buile Hill Park



- Park
- School fields



## Local Amenities

There are a number of facilities within the area which benefit the location of the proposed development.

The site is close to the Salford Royal NHS foundation trust (situated in the west corner of the map), as well as a dentist and the Willows Health centre, which can both be accessed within a 10 minute walk.

There is also a secondary school, All Hallows, next door to the site and a number of colleges and high schools within walking distance.

There is a small shopping high street on Weaste Lane and along Tootal Lane, offering a Post office and pharmacy.

The proximity of services to the site make it a more sustainable location for housing development.



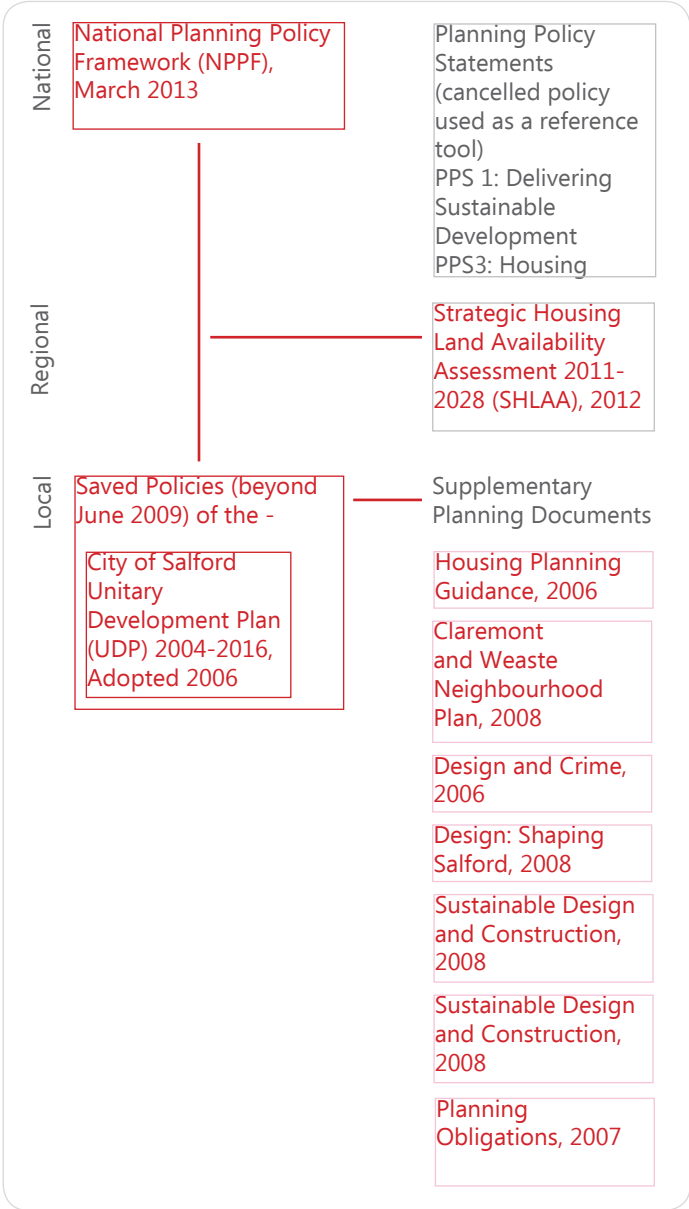
Tootal Lane High street





# Planning Policy Context

Planning policy provides guidelines for the development of the scheme as well as providing evidence to why such development is suitable for the site. The relevant policy and guidance documents which were consulted for this particular development are detailed below:

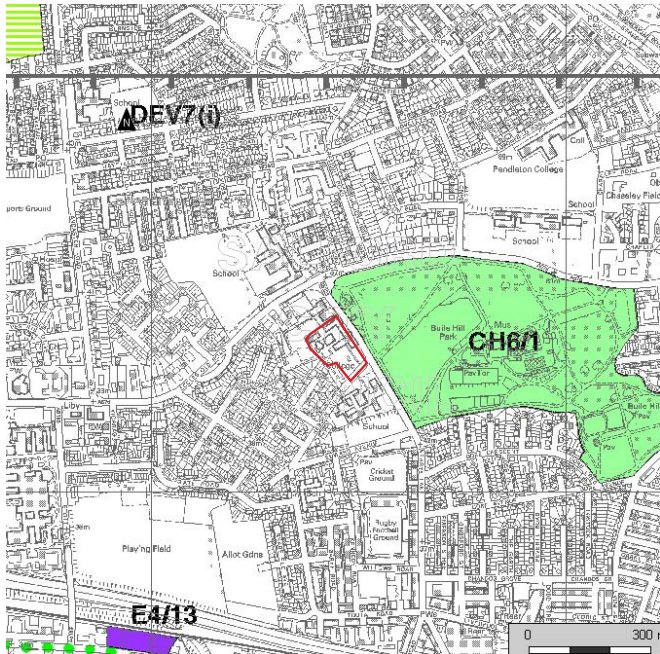


In November 2012, Salford City Council formally withdrew its Core Strategy (which would form part of its Local Development Framework) from the examination process, after it was proven unsound. Therefore for the purpose of this application, the development of the masterplan has been guided by the NPPF, the Saved Policies of the UDP and the Supplementary Planning Documents (SPDs).

## Current Designation

The site is not allocated for any specific land use or designation on the UDP proposals map. The current use of the site comes under Use Class D1: Non-residential Institutions, thus a planning application is required for a change of use to C3: Dwellinghouses.

There are no policies which directly protect the site from re-development or a change of use. The site lies within the settlement boundary, and is located outside of the Buile Hill Park area, which is protected as open space/ recreational uses.



Salford City UDP proposals map showing designations around the site boundary (outlined in red).

## Planning History

The site does not appear to have any recent planning history of relevance. There are a number of small and householder planning permissions surrounding the site, none of which are considered relevant to this current proposal.

### NPPF

The National Planning Policy Framework emphasises the requirement for new development to meet housing needs and promote new development in order to meet local housing targets.

It also directly addresses a statutory requirement for sustainable development.

### Saved UDP Policies

The following policies have been identified in relation to the change of use and redevelopment of the site for residential use:

- ST1 Sustainable Urban Neighbourhoods
- ST5 Transport Networks
- ST10 Recreation Provision
- H1 Provision of New Housing Development
- H4 Affordable Housing
- H8 Open Space Provision associated with New housing Development
- CH8 Local List of Buildings Structures and Features of Architectural, Archaeological or Historic Interest.
- DES1 Respecting Context
- DES2 Circulation and Movement
- DES3 Design of Public Space
- DES4 Relationship of Development to Public Space
- DES7 Amenity of Users and Neighbours
- DES9 Landscaping
- DES10 Design and Crime
- A2 Cyclists, Pedestrians and the Disabled
- A5 Buses
- A8 Impact of Development on the Highway Network
- A10 Provision of Car, Cycle and Motorcycle Parking in New Development
- DEV5 Planning Conditions and Obligations
- EN19 Flood Risk and Surface Water
- CH6 Parks and Gardens of Historic Interest

### Supplementary Planning Documents

The council has adopted a series of supplementary Planning Documents (SPDs)

The following SPDs have been considered as part of the draft development proposals:

- Housing Planning Guidance, 2006
- Claremont and Weaste Neighbourhood plan, 2008
- Design and Crime, 2006
- Design: Shaping Salford, 2008
- Sustainable Design and Construction, 2008
- Planning Obligations, 2007

In order for the proposals to adhere to local policy, a checklist has been created to guide the development of the masterplan:

### Saved UDP Policies

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#### Policy ST1 Sustainable Urban neighbourhoods

This policy states that 'development will be required to contribute towards the creation and maintenance of sustainable urban neighbourhoods'.

#### Policy DES1 Respecting Context

This policy states that 'development will be required to respond to its physical context, respect the positive character of the local area in which it is situated, and contribute towards local identity and distinctiveness'.

#### Policy CH8 Local List of Building Structures and Features of Architectural, Archaeological or Historic Interest

This policy is applicable to the subject site as the De La Salle Centre is listed on Salford's Local List of Buildings. The policy states that,

'Any material impact that the proposed development might have upon the building structure or feature identified on the local list will be taken into account as part of the development control process'.

### **Housing Planning Guidance**

#### **Policy HOU1**

This policy identifies that the majority of new homes in this part of Salford should be houses rather than apartments.

#### **Policy HOU2**

Further adds to the policy above stating that the majority of new houses should have at least 3 bedrooms.

### **Claremont and Weaste Neighbourhood Plan**

This document sets out strategic policy objectives for the ward in line with UDP policies and guidance from SPDs. This document states that the area is predominantly residential in character and is dominated by a mix of semi-detached and terraced housing.

The plan identifies a preference for 3 bedroom family houses to be built to attract and retain new workers.

The plan also highlights the importance of providing good pedestrian and cycle links especially to amenities such as parks.

The plan also mentions the importance of the ward in the growth of Media City, providing housing and facilities for those employed there.

The design principles established in Salford's SPDs have been used to guide the development of the illustrative masterplan, to make sure new housing compliments and enhances the characteristics of Salford's localities.

This application will determine the scope for residential development on the site and set the layout parameters to ensure future development is sustainable. The more detailed aspects of the design will be developed once this application is approved.

These documents will play a significant role during this next stage of this process which will see the detailed designs drawn up for the site. This stage will also consider sustainable construction methods and expectations for the incorporation of energy efficient measures within the proposed buildings to ensure a sustainable and attractive development is created.



## Neighbourhood Architecture

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These images identify different housing types in the neighbourhoods around the site. These offer a guide for the design, scale and massing of new housing, as the proposed development should be in keeping with the surrounding area.

Newer developments in the area are built in a more traditional style, with dormer and gabled roofs, and display mix of render and brick facades.



Semi-detached houses on Harvard Grove - built early 2000s



Semi-detached houses on Princeton Close - built early 2000s



Detached houses on Harvard Grove which back onto the site - built early 2000s



Victorian semi-detached and detached villas on Eccles Old Road facing Buile Hill Park - built late 1800s



Flats off Harvard Grove - built early 2000s

# Constraints and Opportunities

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The conclusion of the analysis work undertaken by URBED identified that the site provides a sustainable location for housing due to its close proximity to schools, public transport, health facilities and green open space. The work also showed that there was a demand for this type and number of houses in the area.

There were, however, a number of constraints to the development of the scheme, these are identified below:

Development of residential properties around the site have been brought forward in a somewhat piecemeal fashion with a series of disconnected cul-de-sacs. The photo below shows the frontage of each property and emphasises the lack of a coherent street pattern.

The design of the scheme will seek to discontinue this trend and instead follow a more traditional Salford street design, which is more permeable and encourages movement through the site. This is in line with the council's Supplementary Planning Document on Design: 'Shaping Salford'.

We will also look to incorporate 'homezones' into our proposal. These are spaces on the street which can provide parking alongside public space. They seek to calm traffic and instead provide spaces which do not restrict where you walk or cycle and encourage children's play. By designing the street in this way, more use-able public space will be available to people, who are at current consigned to the strips of pavement on either side of the road.



## Locally Listed Building

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The main college building (shown above) is included on Salford's local list of buildings and is therefore afforded relative protection by Policy CH8 of the Unitary Development Plan.

Although externally, the building is of good architectural quality, the internal layout and functionality of the building would pose a number of difficulties for refurbishment:

- There are no lifts in the building, which would make delivery of goods to upper floors difficult and access for disabled people almost impossible.
- As the building was designed for use as a school, it would be difficult to alter the layout of the internal rooms within a reasonable budget.
- Although one option could be to keep the facade of the building and re-develop the space behind, there is no demand for flats or apartments in the area, so it may be difficult to provide several separate entrances to houses without altering the sensitive facade.

To remediate the loss of the building, the scheme can be designed to re-create its presence on Weaste Lane. At present the building has a strong frontage onto the park, and this could be maintained with new housing following the existing building line.



Victorian parks are often surrounded by villas, similar to those on Eccles Old Road. Designing houses to face onto the park will make the most of views from new properties and also allow for natural surveillance along Weaste Lane. It is hoped that this will make the road feel safer for pedestrians as they walk along.

A Heritage Appraisal was scheduled for the main building to determine the viability of the retaining the main building within the scheme.

### Current Access

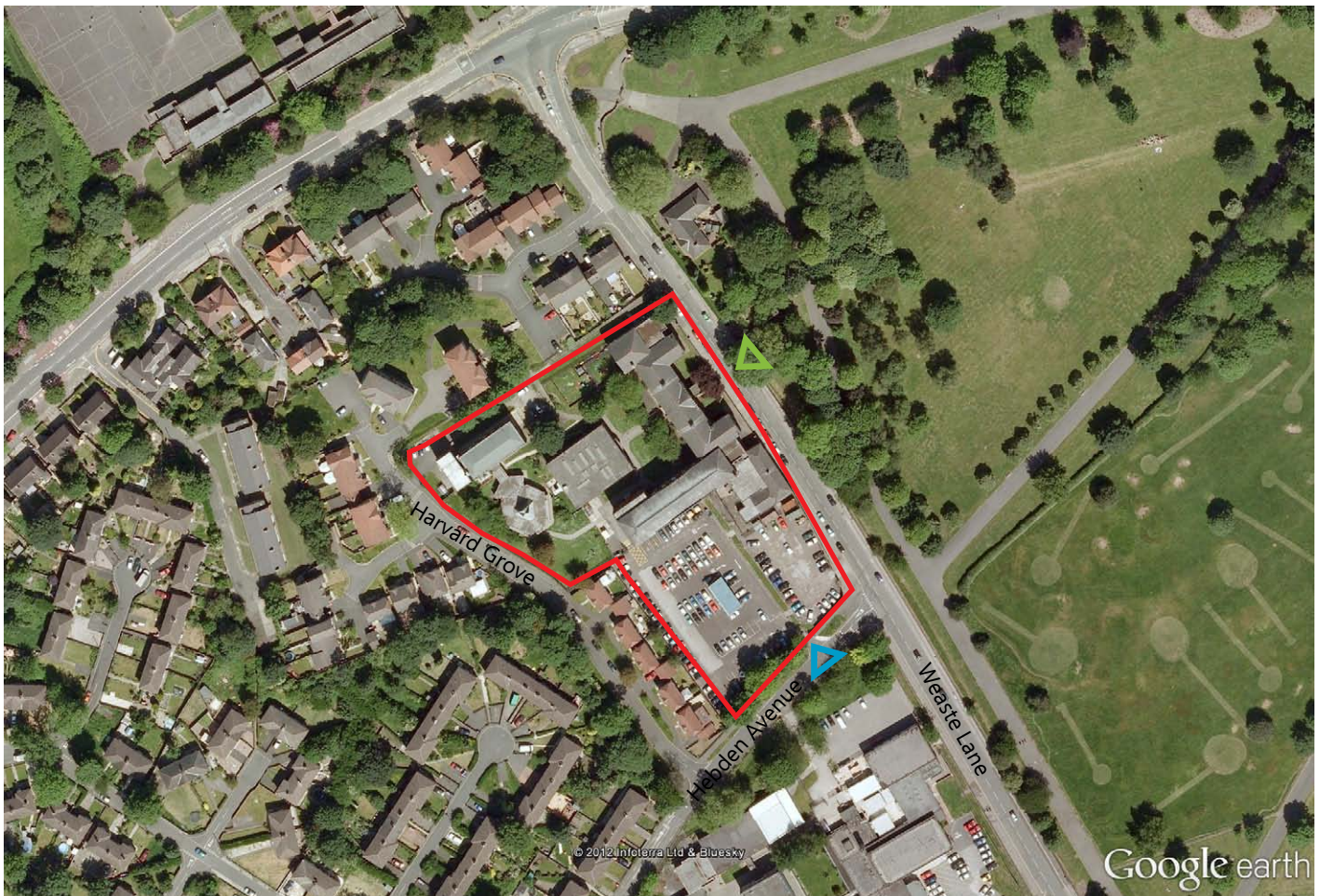
▶ At present, pedestrian access into the site is at the entrance to the main building.

▶ Vehicles enter the site off Hebden Avenue.

The high traffic volumes on Weaste Lane mean that it may be unsafe to provide an access road into the site from this side. Instead access could be provided off Hebden Avenue or Harvard Grove.

### Opportunity Checklist

- Create more traditional streets to encompass a more permeable layout and open up access into the park.
- Incorporate homezones to make better use of the road and pavement space for pedestrians and cyclists, which calm vehicular traffic and provide more innovative solutions for parking.
- Design the new scheme to incorporate an active frontage along Weaste lane. This will echo housing on Eccles Old Road which face onto the park but are set back from the road.
- Open up views to the park from streets to the east of the site. This may encourage people to walk to the park through the site.





# 3. Design Development

## College Legacy

Although retention of the main college building may not be possible, the footprint of the building provides the opportunity to recreate its strong frontage onto Weaste Lane.

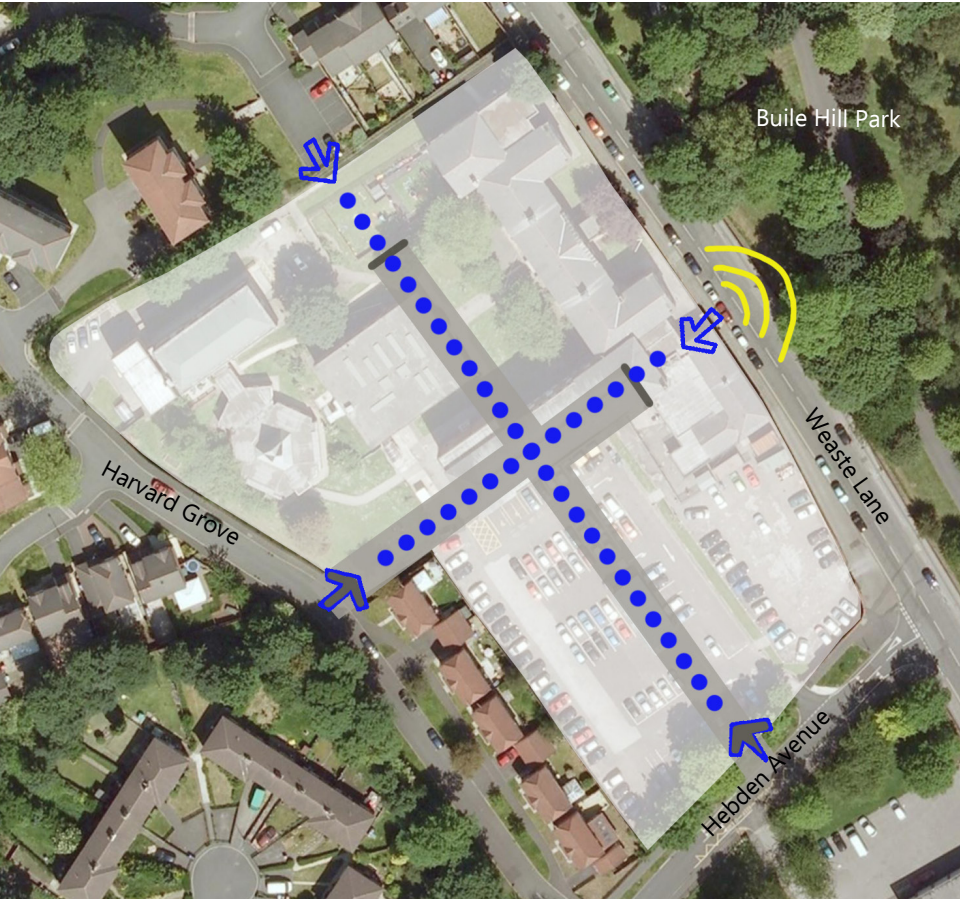
Buile Hill park is a great asset to the site, the arrangement of streets can take advantage of this. By creating linear streets, this can open up views of the park by creating vistas. Providing housing along Weaste Lane will also allow properties to make the most of the view.

## Connectivity

The proposal seeks to avoid a piece-meal cul-de-sac development but aims to create one that is connected to the park and surrounding streets.

This will provide the opportunity to create a housing development that is easy to navigate, feels safe and gives priority to pedestrians and cyclists. This is in line with Local planning policy. It will also relieve some of the pressures on the local authority as less road-space is required per house-unit, which mean money is saved on utility and road infrastructure.

The main vehicle access could be taken from Hebden Avenue and Harvard Grove, allowing easy access into the site. The dead-ends (for vehicles) should calm traffic and make the area safer for pedestrians and cyclists.



This plan shows possible connection through the site. This layout gives priority to pedestrians and cyclists as well as opening up views to the park.

	Pedestrian/ Cyclist access into the site
	Pedestrian/ Cyclist and vehicle access into the site
	Pedestrian route
	Vehicular route
	Views to the park

## Streets and Homezones

The scheme will be designed around a cross-roads to offer maximum pedestrian access, connecting Hebden Avenue with Princeton Close and Weaste Lane with Harvard Grove.

Designing the scheme in this way will allow 'homezone' areas to be created. A concept pioneered in the Netherlands which seek to reclaim space from vehicles. Shared surfaces will be created with no pavements or kerb lines. This seeks to calm traffic and transfer priority to pedestrians who will feel confident and safe in using the space as a shared public area.

A more traditional street scene will also be created, with properties facing onto linear streets. Examples of such streets in the area include Claremont Road, situated north of the site and along Weaste Lane south of the site.

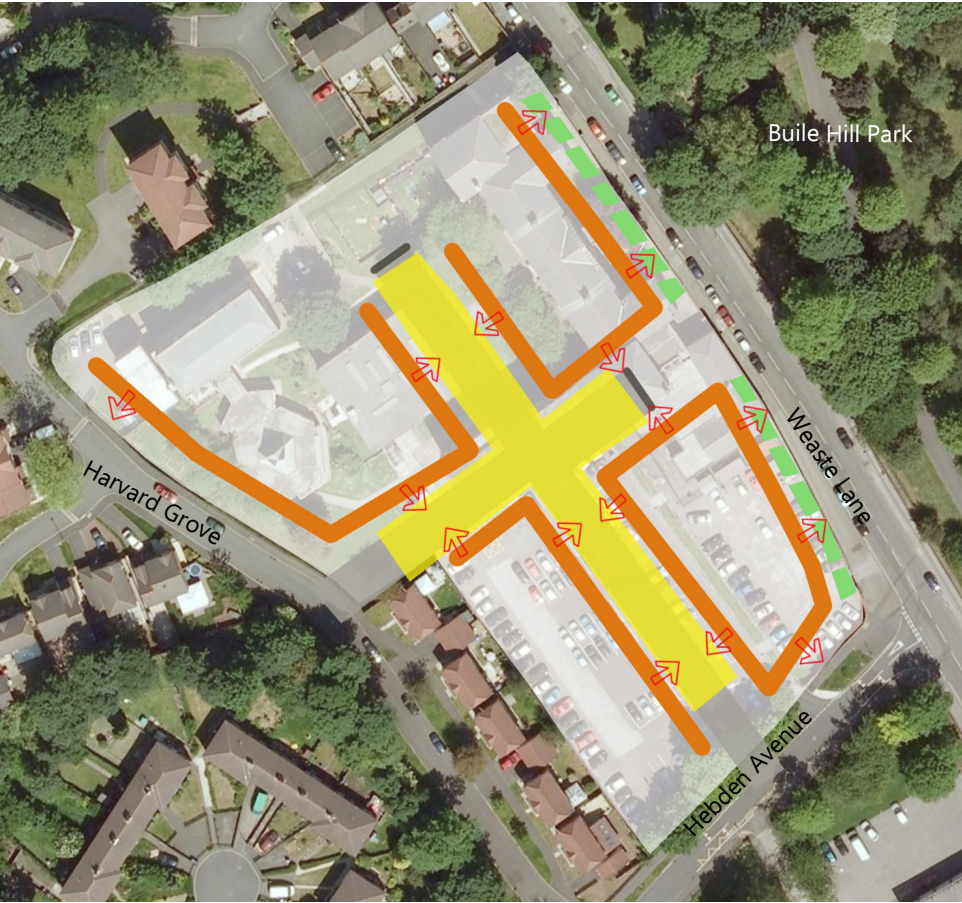
On the section of the site which lies on Weaste Lane, properties will face onto the park but also be set back slightly echoing the style of the Victorian properties facing the park on Eccles Old Road.

## Parking

The design of the scheme will look to provide 1 parking space in the curtilage of each house which allows for 100% parking for the scheme. An on-street parking space will also be available for the larger properties.

All of the larger houses will have an in-curtilage parking space, normally in a garage which potentially accommodates 2 spaces because of the hard-standing in front. On-street parking will be available for visitors.

The proposals will seek to make sure parking does not dominate the scheme. Incorporating homezones into the scheme will also mean space is used more efficiently as it provides parking space alongside public areas.



This plan shows a possible layout for the scheme. This layout provides a consistent building line with houses facing onto the road to create a more traditional street feel. Homezone areas have been incorporated along the cross-roads.

Housing on Weaste Lane are set back from the road with front gardens.

	Building Line
	Frontage/ facing direction
	Homezones
	Front gardens on Weaste Lane



## Housing Mix and Form

The scheme has been tested to achieve 54 units. All the units will be two and three storey family houses, which are in demand in the area.

The majority will be private housing for sale, but a certain percentage will be affordable. This is to be determined by the local planning authority.

Most of the illustrative masterplans show 54 units on the site. This provides a sustainable density of approximately 54 units per hectare, whilst also providing adequate space for parking, gardens and public space (pavements and roads).

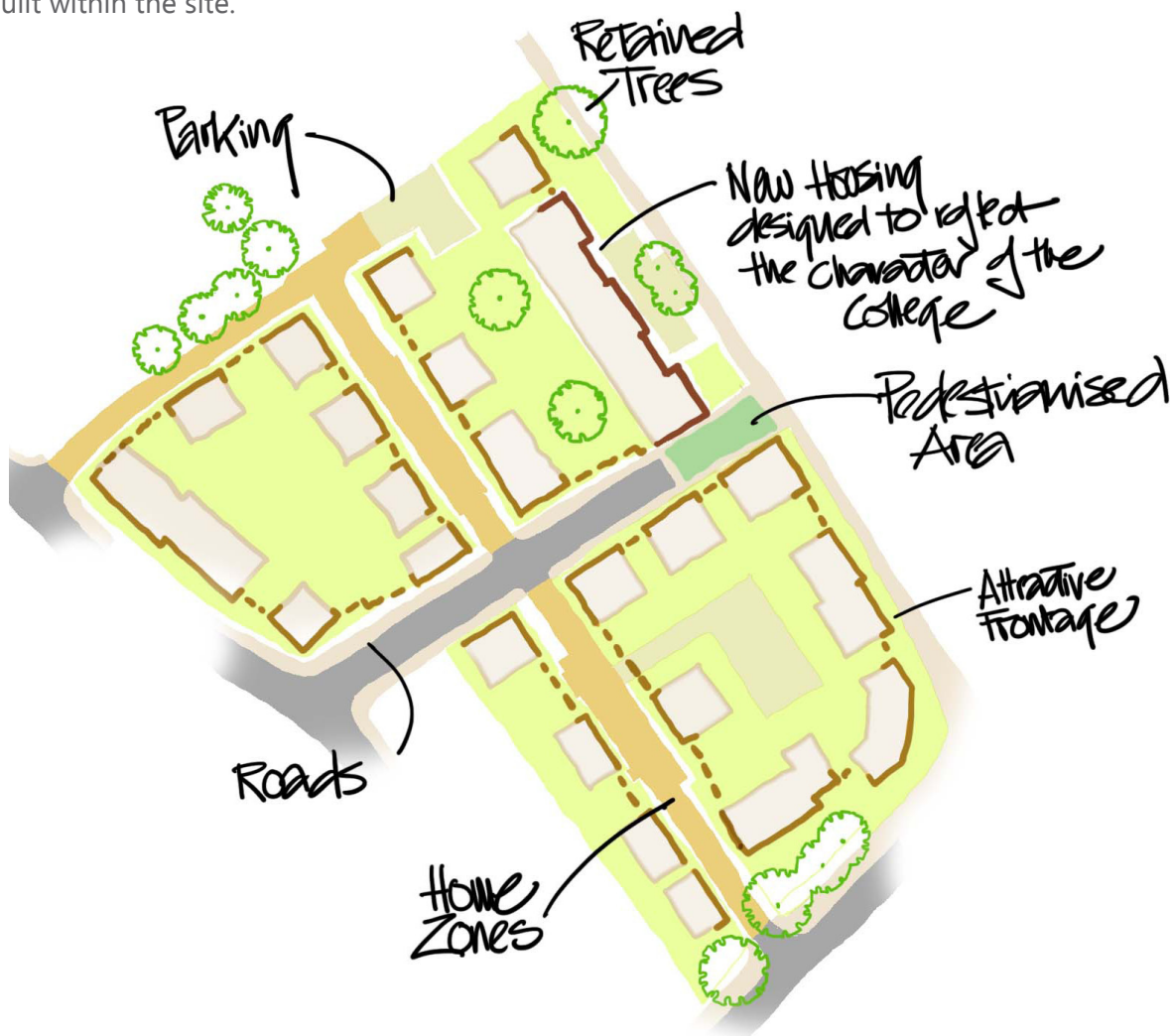
For the purpose of this application, examples of housing designs are based on the standard house types of one of the main house-builders and the variety of heights is intended to create variety and interest.

The final details on housing design, mix and tenure will be subject to the full planning application which will be submitted following approval of this outline application. The full application will also determine where the three and four bedroom properties are built within the site.

## Trees

The site has a number of large trees and some younger varieties. All protected trees on the site will be retained, to embrace the green setting of the area and make the streets feel more pleasant.

The diagram below was shown at the first consultation event. It identifies different qualities of the scheme which have been established through the development of the design proposals.





## 4. Consultation

### Consultation Strategy

URBED have extensive experience in community consultation. A strategy was set up to make sure the design of the masterplan was in line with local people's aspirations for the site.

#### Pre-application Meeting

This meeting was set up with Planners from Salford City Council's planning department to determine the scope for developing the site as housing. It was suggested that development of this scale would be suitable, but issues concerning re-development of main college building, which was locally listed, needed to be assessed.

#### Public Consultation

An open-evening, to display the proposals, was held on Wednesday 24th April. 500 homes in the local area were leafleted, inviting local residents and businesses to view proposals for the site. Feedback and comments were gathered through a questionnaire. Those that could not attend the evening were able to provide feedback through an online version of the questionnaire or over the phone.

Overall, participants were positive about the site being developed for housing but had concerns regarding the layout, especially in terms of access off Harvard Grove and the amount of parking.

#### Alleviation Measures

In response to the feedback, the masterplan was altered to take out one of the vehicular access points into the site from Harvard Grove. It came to light that two access points from Harvard Grove might disrupt the setting of the cul-de-sac by causing too much traffic. It was however decided that pedestrian access here would be retained to achieve the design development principles.

Another concern was regarding parking. Neighbours suggested that not enough parking was being provided for the new residents. This

was based on the experience of a lack of space for parking on Harvard Grove and Princeton Close. These neighbours were concerned that this could result in new residents parking outside of the site, disrupting neighbouring areas.

After some deliberation it was decided that the parking provided was generous for the scale of development, and providing any more would not comply with sustainability principles to encourage walking and cycling over car-use.

Participants of the consultation suggested that at least 2 parking spaces should be provided per house, given their experience off residents in the area having at up to 2 cars. However, it was later identified that achieving parking at 200% would not only restrict the amount of housing that could be provided on the site (making it less viable for a developer) but it was also contrary to the Saved Policy A10 of the Unitary Development Plan which suggested that 'Development with more than 1.5 off-street parking spaces per dwelling or unit of accommodation, averaged over the city area, is unlikely to be regarded as sustainable.' (pg 77).

#### The consultation process:

Stage of application:	Consultation:	Masterplan reference:
• Pre-application meeting	consultation with Planners from the city council	(A)
• Analysis work/ Preparation of proposals		(B)
• Public Consultation	consultation with local resident and businesses	(C)
• Outline Planning Application submitted to council	council to further consult local people	(D)

# Masterplan Development

## Option 1



A

This masterplan was designed following the analysis of the site.

The scheme incorporates two streets which pass through the site connecting the surrounding roads.

This masterplan was provided for the pre-application meeting between Gerald Eve and the Planner's at Salford Council. Feedback from the meeting identified the preference of retaining the building or facade of the main college for refurbishment as flats or housing. ☆

## Option 2



B

This option was designed following the pre-application meeting. It creates a new layout for the scheme, retaining the footprint of the main college building. This provides the option for retaining the building or facade and refurbishing it into residential use.

A Heritage Assessment was carried out during the pre-application stage. On completion, it determined that refurbishment of the main building would not be viable for this particular scheme. ☆

Problems were also identified in providing an access point off Weaste Lane, due to a heavy traffic flow along the road. ☆



### Option 3 - Preferred



C

The previous option was altered to provide a block of housing which re-created the frontage of the main college building on Weaste Lane. This would offer terraced housing, which was deemed more viable than refurbishing the building as flats. ○

This design is based on the principles established earlier in this document; two new streets along a cross roads has been created and this provides excellent access into the site. Homezones have been incorporated on the new street parallel to Weaste Lane. ○

The street running from Weaste Lane to Harvard Grove is pedestrianised at the Weaste Lane end to alleviate any problems with traffic and vehicular access, whilst still providing permeability for those walking or cycling. ○

Feedback from the public consultation highlighted neighbours concerns about the vehicular access point off Harvard Grove, as it might disrupt the quiet cul-de-sac setting of the road. ☆

All feedback from the public consultation and our response can be read in the Statement of Community Involvement, which makes up part of this outline planning application.

### Option 3 - Preferred/ Altered



D

The previous masterplan was altered to take on board neighbours comments and concerns. It was decided that one vehicular access point off Harvard Grove would be removed, with a view of reducing traffic along this road. By doing this it was envisioned that most traffic would now enter the site from Hebden Avenue, relieving pressure on Harvard Grove. ○

Vehicles would still however be able to enter the site near the end of Harvard Grove, to ensure a through road was retained within the scheme and to avoid the creation of a cul de sac. ○

It was also decided that a pedestrian pathway would be retained on Harvard Grove where vehicular access had been removed. This would mean the cross-roads layout was maintained to adhere to the design principles established earlier in this document. It would improve access through the site for those on foot, calm traffic by restricting where cars could go and open up views to the park. ○



## 5. Illustrative Masterplan

The principles brought together on the previous pages and feedback gathered during consultation has been used to create the final illustrative masterplan on the following page.





The sketch below is an aerial perspective of the site. It shows what the development might look like, following the illustrative masterplan.





## Illustrative Elevations

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The elevations below are based on the house-types used by one of the volume house-builders. These house types were used to determine the amount and size of houses which could be accommodated on the site .

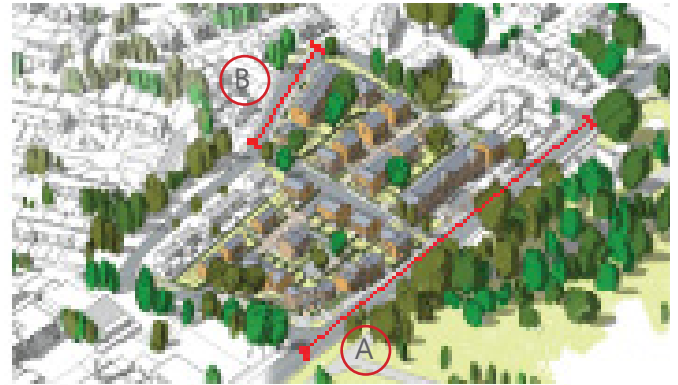
The elevations provide an idea of how the scheme could look, following the illustrative masterplan. These houses have been rendered in a traditional design, the same types could be rendered in contemporary styles, although this will be a decision for the developer.



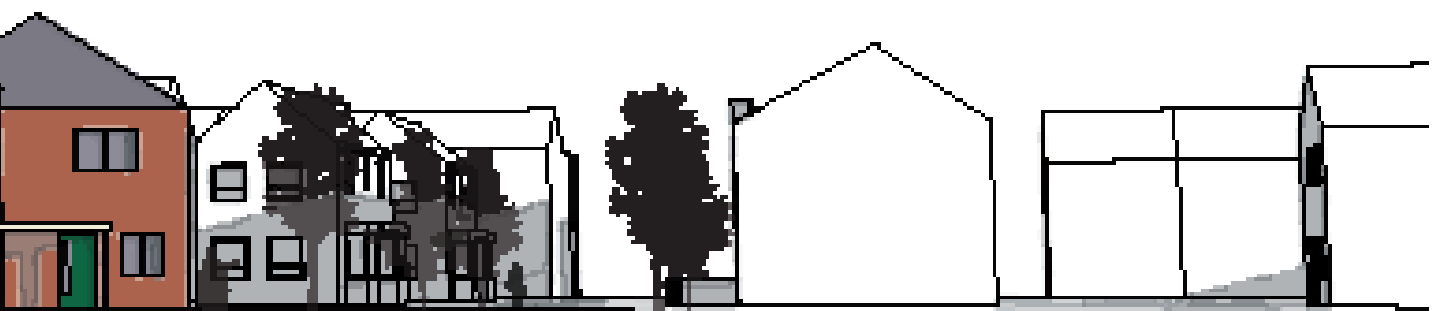
(A) Weaste Lane



(B) Harvard Grove



This illustration shows 6 terraced houses in the position of the old college building facing onto Buile Hill Park. It re-creates the frontage and setting of the original building, maintaining its presence on Weaste Lane .





## 6. Regulatory Plan

For the purpose of this outline planning application, most of the information in this document is illustrative. It shows the potential of the site and the implications of accommodating the housing mix and numbers in a way that creates an acceptable scheme.

The illustrative masterplan has within it a series of principles that form the core of the planning application. These have been translated into the regulatory plan opposite. This is intended to provide a set of parameters for a developer purchasing the site and a degree of certainty about what is acceptable in terms of access, siting, public realm and massing. This is explained in the table on the following pages.

### Masterplan Yields






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Using the above house types, the scheme could achieve 54 units. These would be a mix of 3 and 4 bedroom properties, with a range of detached, semi-detached and terraced properties.



	Building frontage		Vehicle Access
	Key frontages		Pedestrian Access
	Pedestrianised area		Trees to be retained
	Home Zone		
	Traditional Streets		



Category	Description	Regulatory Plan Reference
Vehicle Access	<p>The main point of vehicle access will be from Hebden Avenue to the south of the site where the access to the current college car park is located. Local residents are concerned that there should be no additional traffic on Harvard Grove and so it is anticipated that the majority of traffic will enter and leave the site via this access. To this end either end of the main east west pedestrian route has been pedestrianised to prevent vehicle access.</p> <p>There is however a secondary vehicle access to the at the northern end of the site to archive a level of permeability and to prevent the creation of a cul-de-sac.</p> <p>The regulatory plan also makes provision for a shared driveway in the location of the current pedestrian access to the college. This will allow a small shared parking area for the units in this part of the site if required by the developer.</p>	  <b>1</b>  <b>2</b>  <b>3</b>
Pedestrian Access	<p>In addition to the vehicle access (which would also be pedestrian access points) there are three pedestrian only access points to the site. The east/west access provides a clear pedestrian route from Harvard Grove to the Park and will be pedestrianised at either end (the pedestrianisation at the Harvard Grove end of this route has been done in response to the comments received through the consultation process).</p> <p>A further pedestrian access is created off Princeton Close to the North. The surrounding area currently lacks permeability and these access routes are designed to improve the situation and to create safe routes that are used by local people as well as the residents of the scheme.</p>	  <b>4</b>
Public Realm	<p>These routes are designated in three ways as indicated on the regulatory plan:</p> <ul style="list-style-type: none"> <li>• Traditional streets (grey): The sections of street shown in grey are to be designed as traditional streets with a carriageway, kerbs and pavements.</li> <li>• Home zones (light brown): These areas are to be designed as shared surfaces with a 5 mph speed limit, no kerbs and a continuous surface between the houses.</li> <li>• Pedestrian areas (dark brown): The two sections of street that are to be blocked to cars with bollards and made entirely pedestrian.</li> </ul>	    

Category	Description	Regulatory Plan Reference
Siting	<p>The public realm areas are to be enclosed by the new housing to create an attractive street section. The black lines on the plan show the building line. This is defined as the primary front face of the new houses (excluding porches and projecting bays). The aim of the scheme is that the all the new units will broadly relate to the designated building line (within 1m) to create a coherent character and streetscape for the scheme. All houses should face onto this building line and take their main access from it. This creates three perimeter blocks with secure interiors.</p> <p>The position of the row of houses to the rear of Harvard Grove is based on the dimensions of the block fronting onto Weaste lane. The building line for this block does not allow for a full privacy distance between the new and existing housing. The housing shown on the illustrative plan is therefore based on special double-fronted units with side gardens and limited windows to the rear.</p> <p>Two parts of the building line are shown in dark red. These are the most prominent part of the scheme and need to be treated appropriately. The new housing on the site of the former main college building is intended to echo the scale and presence of the college as shown on the illustrative elevations. How this is done will be up to the developers.</p> <p>The corner of Weaste Lane and Hebden Avenue is also a prominent corner and it is intended that the housing in this location create a minor landmark.</p>	 <b>5</b>   <b>6</b>  <b>7</b>
Massing	<p>The massing of the college and some of the surrounding buildings suggests that the site could be predominantly three storey in character. However there is unlikely to be market demand for a great deal of three storey housing and the predominant height of the scheme will be two residential storeys. Developers are encouraged to include some three storey elements particularly on the two dark red sections of the building line.</p>	
Retained Trees	<p>The quality of the tree stock on site is variable and some of the trees are not capable of retention. The scheme has however been designed to retain the trees to the rear of the college building, on the Weaste Lane Frontage and on Hebden Avenue (where the building line has been set back accordingly). The retention of trees will always be difficult because of the need to grade the levels on the site and to build new roads and foundations. The developer will therefore be asked to use their best endeavours to retain the trees on the regulatory plan.</p>	

# 7. Conclusion

The illustrative masterplan for the scheme has been based on a robust analysis of the site and consultation with planners and local people.

It has been designed to yield the most suitable amount of housing for the site, whilst promoting sustainability values such as pedestrian priority, streets which feel safe, the re-use of brownfield land and access to open space.

## Sustainability

### Efficient use of Land

The proposal would result in the more efficient use of brownfield land, achieving a density of 54 units per hectare. This is in line with national, and local planning policy guidance which seeks to promote development of brownfield sites in preference to greenfield locations.

### Sustainable Location

The site lies opposite a great park, offering excellent opportunities for out-door recreation. It also lies within a 10 minute walk of a tram stop and several bus stops, providing regular and reliable public transport services to key destinations in the city centre, meaning residents shouldn't be dependent on a car.

### Reducing Car Use

Although the scheme provides the choice for residents to use their car and access the road network, the streets have been designed to give priority to pedestrians and cyclists to encourage people to walk or cycle to their local services. This can in turn make public spaces feel safer as more people use the street and houses face onto the street to provide natural surveillance.

Incorporating homezones into the scheme encourages shared ownership of the road space. This provides the opportunity for people to use the road space as a public area which is not dominated by vehicles in which they feel safe.





