

December 2022



Gleeson Homes

A Design & Access Statement For A Planning Application
Land to East of Jacktrees Road. Cleator Moor.

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Clients: **Gleeson Homes**



Knapton & Knapton Ltd

Architectural Consultancy: **Knapton & Knapton**

1.0 - Introduction

1.0 Introduction

What is the planning application for?

This Design and Access Statement has been prepared on behalf of Gleeson Homes to accompany planning application for the Jacktrees Road, Cleator Moor development site.

The planning application is for a Residential Development of 64 new dwellings.

This document has been prepared to ensure design is integral to the creation of new developments and responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

Guidance contained within the NPPF which states:

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people." (Paragraph 124)

The aim of this Design & Access statement is to provide a structure and also to explain how the proposed development responds in a suitable way to the site setting and demonstrates that the application site can be accessed by prospective users with ease.

The design and access statement seeks to explain the design principles and concepts that have been applied to the development. It also aims to demonstrate how the proposed development's context has influenced the design.

The Statement also explains the approach to access and how relevant Local Planning policies have been taken into account.

Gleeson Homes have collaborated with other consultants to prepare an appropriate design solution which responds to planning policy and site context whilst working to alleviate constraints and maximise the opportunities provided.

This document is submitted in support of the planning application and sets out to achieve the following:

- Identify the existing context of the site
- Identify the key development principles and framework which have informed the detailed design of the scheme
- Provide a detailed design analysis and design solution.

The ethos of the design is to:

- Create a high quality residential development
- Create a legible and attractive place with a sense of identity
- Create a sustainable and high quality living environment
- Make efficient use of land in terms of ecological enhancement and density



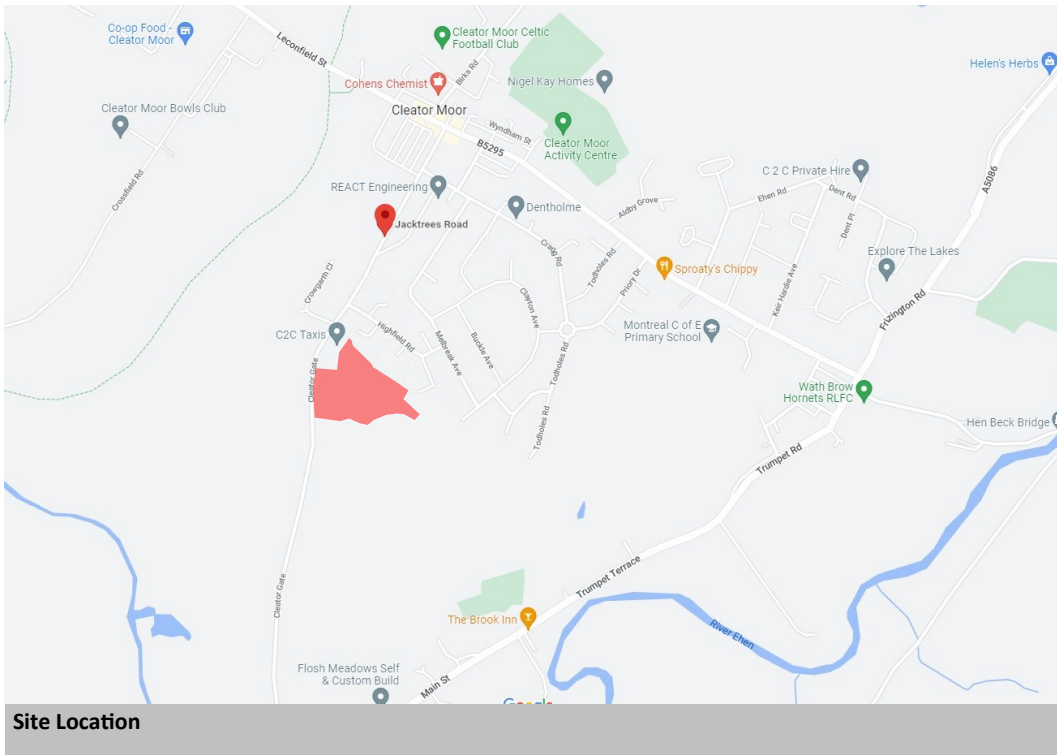
View from Jacktrees Road to application site

2.0 - Site Location

2.0 Site Location

The site is located in Cleator Moor is a small village to the south east of Whitehaven affording easy access to the A595 main road.

- The application site is currently fields in the village of Cleator Moor.
- To the North of the site is the existing housing fronting Highfield Road.
- To the South of the site there are a vast amount of farmers fields.
- To the East of the site is the existing housing fronting Calder Crescent.
- To the West is the site access from Jacktrees Road and beyond that farmers fields.
- The boundaries of the site are defined by a mix of treatments including mature, native species hedgerows, trees and a variety of fencing.



3.0 - Site Analysis

3.0 Site Analysis



Survey with numbers & direction of photograph



1



2



3



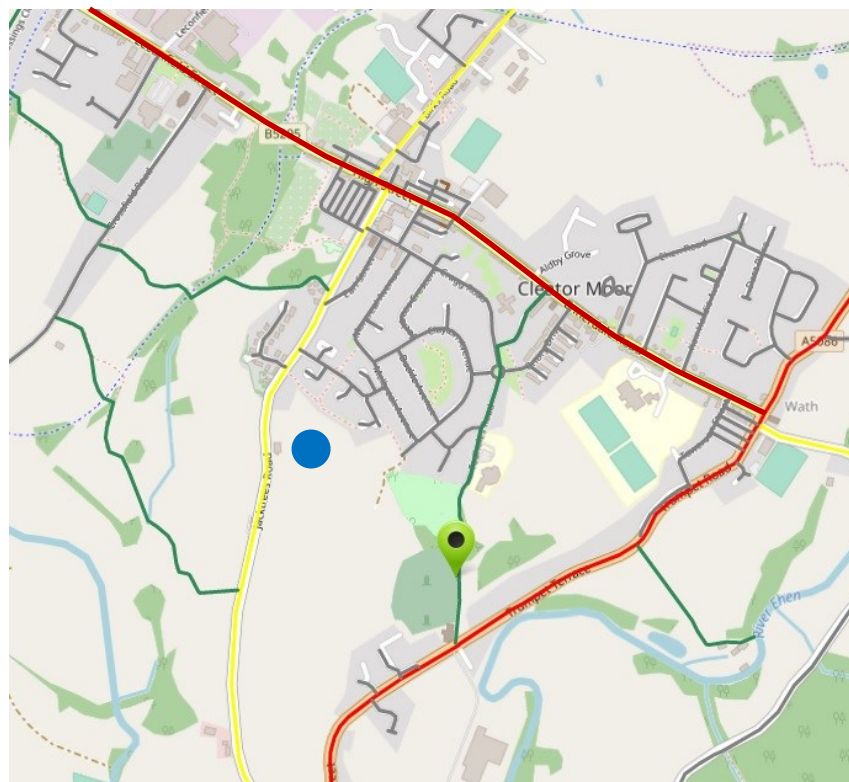
4

3.0 Sustainability

Local amenities within a 1 mile radius of site



- Site Location
- Shops
- Food/Drink
- Church
- Community Facilities
- Schools



- Site Location
- Bus Routes
- Bridalway
- PROW
- Adopted Roads

Transport Links

There are good public transport links within the area that make accessing local facilities from the application site very convenient for people using modes of transport other than private cars.

There is an active pedestrian footpath running along the side of Jacktrees Road that is to the west of the site giving only a short walk to reach local amenities.

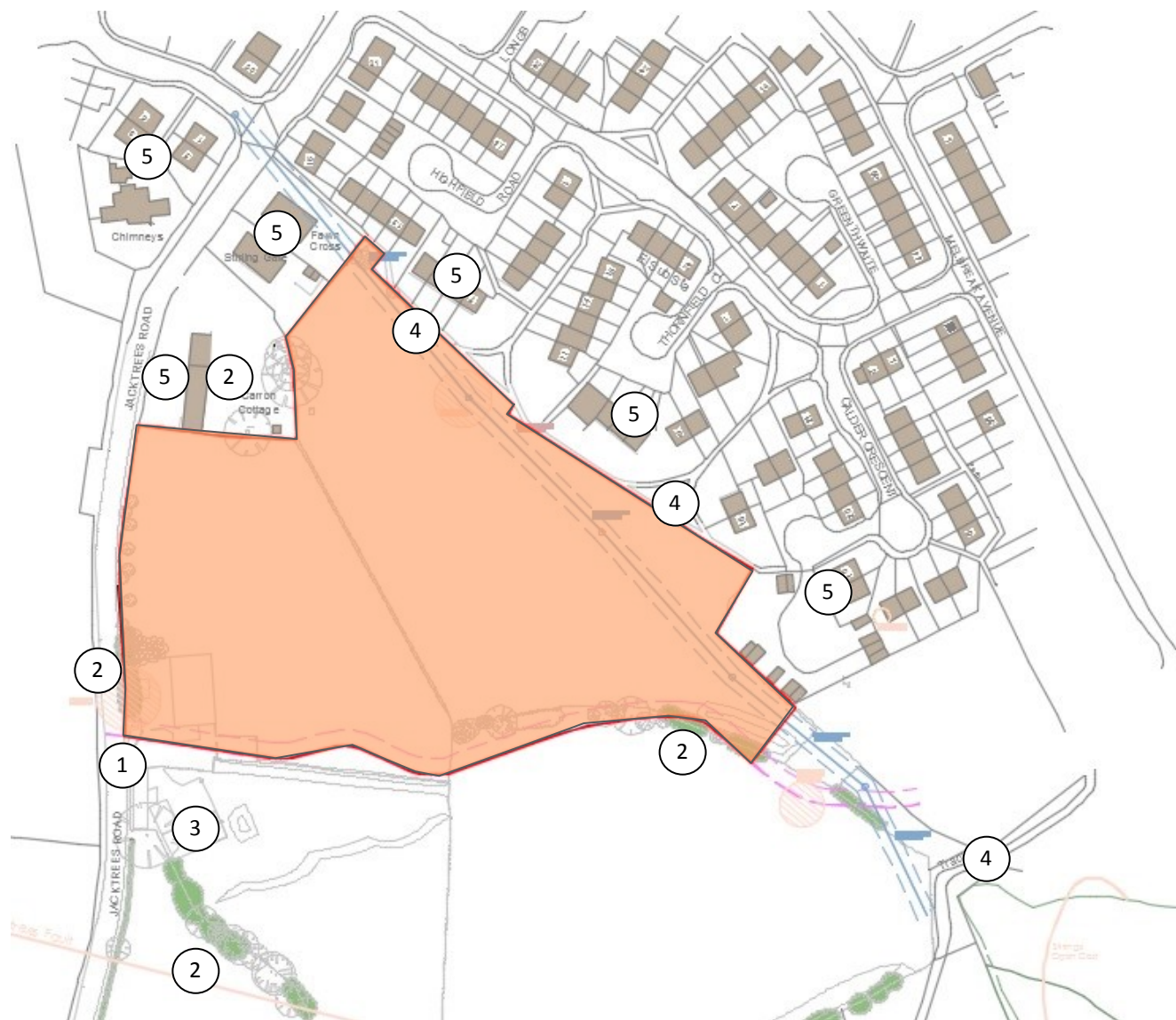
There is a bus route serving the site running along Ennerdale Road that runs into Whitehaven. Main road access include: A5086 links to the A595 to Whitehaven.

3.0 Site Analysis

When developing a site, it is important to assess the existing situation and identify potential opportunities for improvement. Likewise, any constraints need to be fully understood from the start.

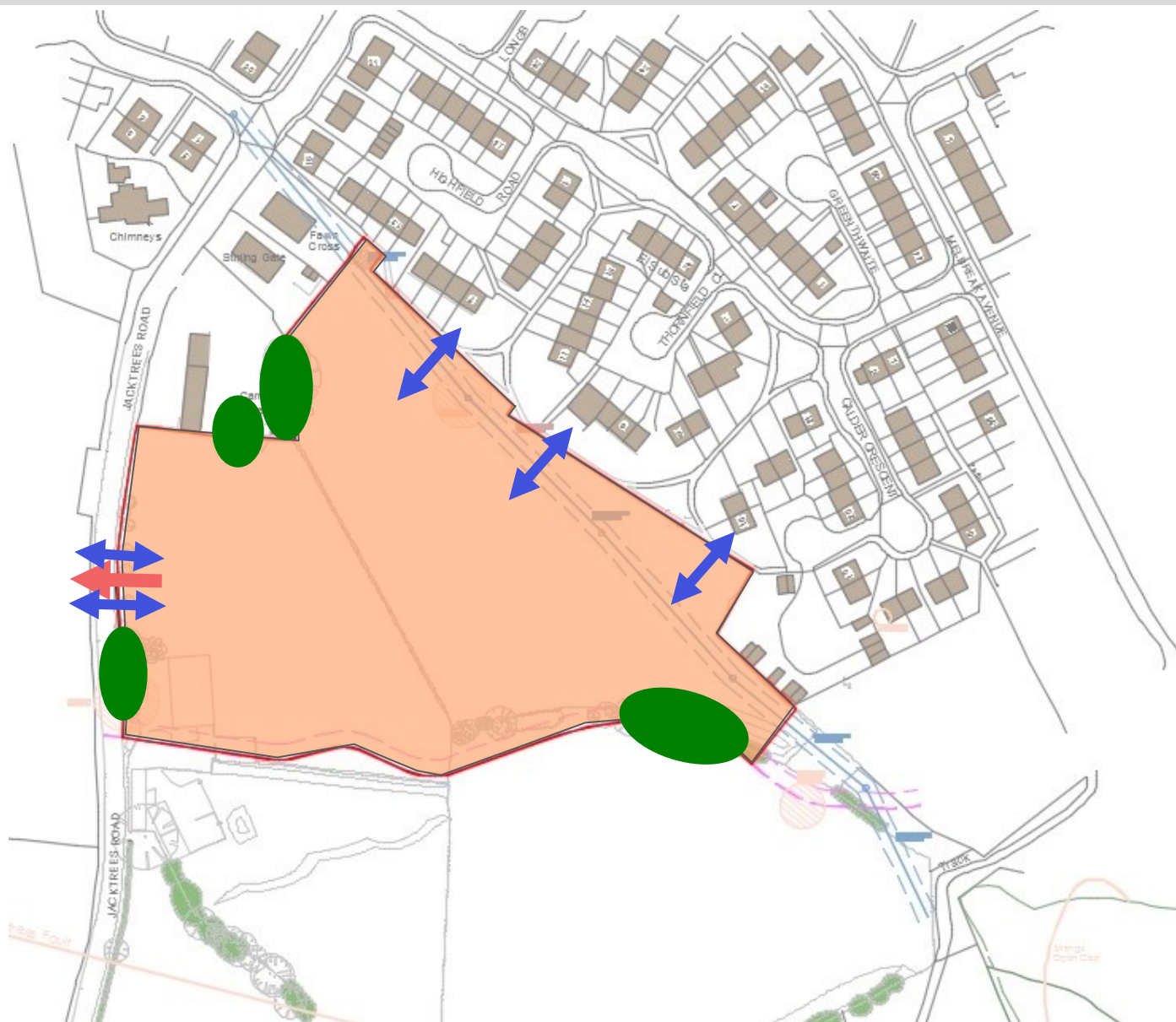
The plan opposite therefore provides a visual impression of that assessment which has been undertaken. The findings of this exercise will help to create a framework for the development.

- 1– Existing vehicular access point
- 2– Existing trees and hedges
- 3– Existing buildings
- 4– Existing public footpath
- 5– Existing houses



4.0 - Opportunities & Constraints

4.0 Opportunities & Constraints



-  Potential new vehicular access point
-  Creation of new pedestrian links into site
-  We can seek to retain existing good quality trees

It is imperative that the pertinent features of any site are responded to in a positive way when initiating and evolving a plan for development. These features may be positive or negative, for example, ensuring that a positive feature is exploited to its potential and the site's benefit ensuring that a negative feature is mitigated. A positive feature can be a view into or from the site and negative one a utility service that cannot be re-located. This plan gives a visual assessment of such features on the site and has been used to develop the design process.

5.0 - Design Development

MJGleeson
the urban regeneration specialist



Original sketch was developed further with more detailed technical aspects.

Scale • 1:500 @ A0
Date: 06/09/2016

A diagram of Earth showing its rotation. A vertical line represents the axis, with the top labeled 'North'. A curved arrow indicates the direction of rotation, showing the Earth spinning counter-clockwise when viewed from the North Pole.

Client: Gleason Homes Ltd.
Site: Chester & More

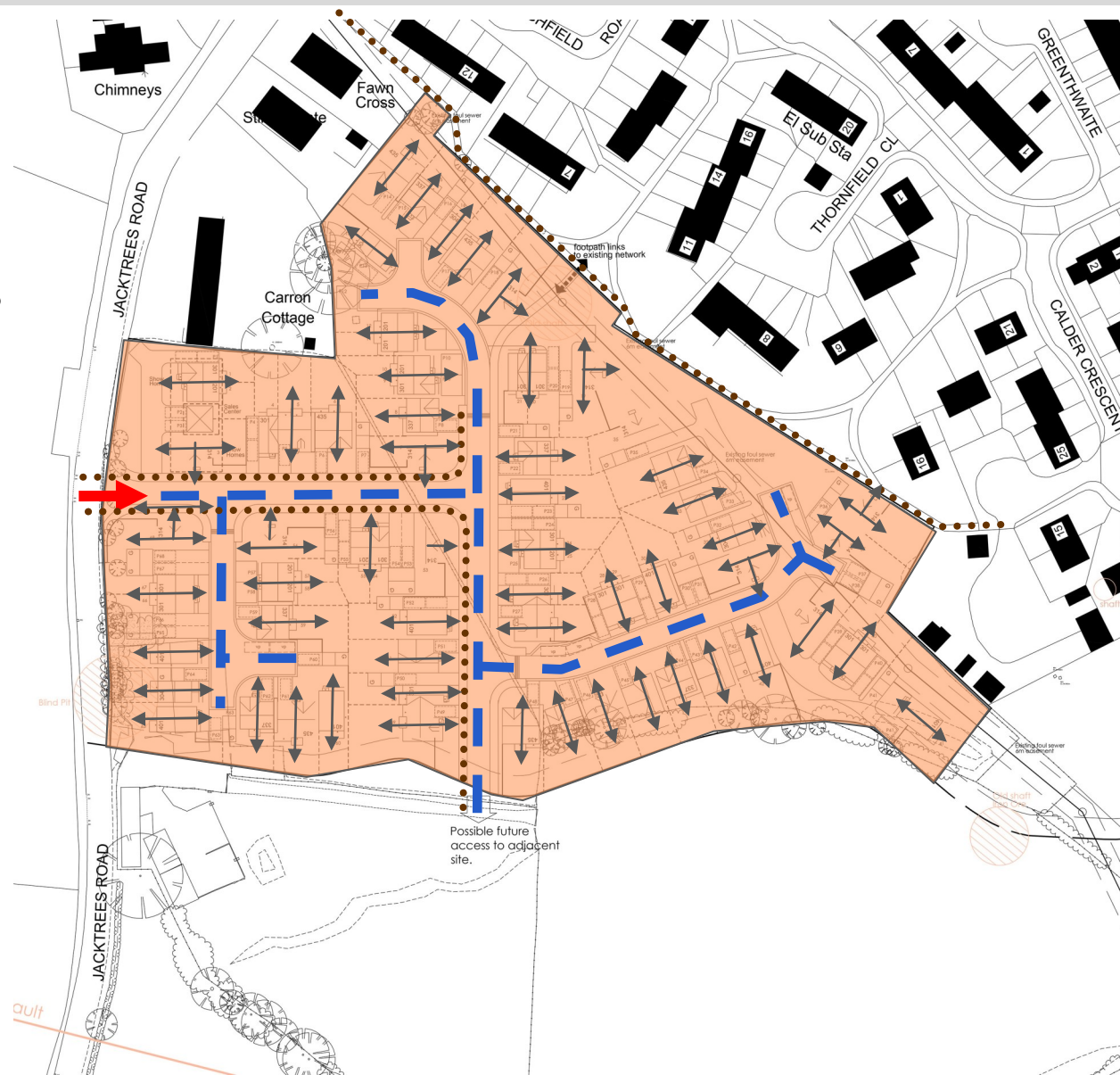
5.0 Design Development

Following on from the site analysis and identification of the opportunities & constraints initial concept sketches were produced to try and establish the best approach to the design and layout of the site.

This initial concept sketch looked at a potential internal road pattern within the site and how the layout relates to existing site features.

Layout Development

-  Arrows denote orientation of new dwellings
-  Existing footpaths adapted and introduced into proposed
-  Primary vehicle route
-  Dwellings



5.0 Design Development

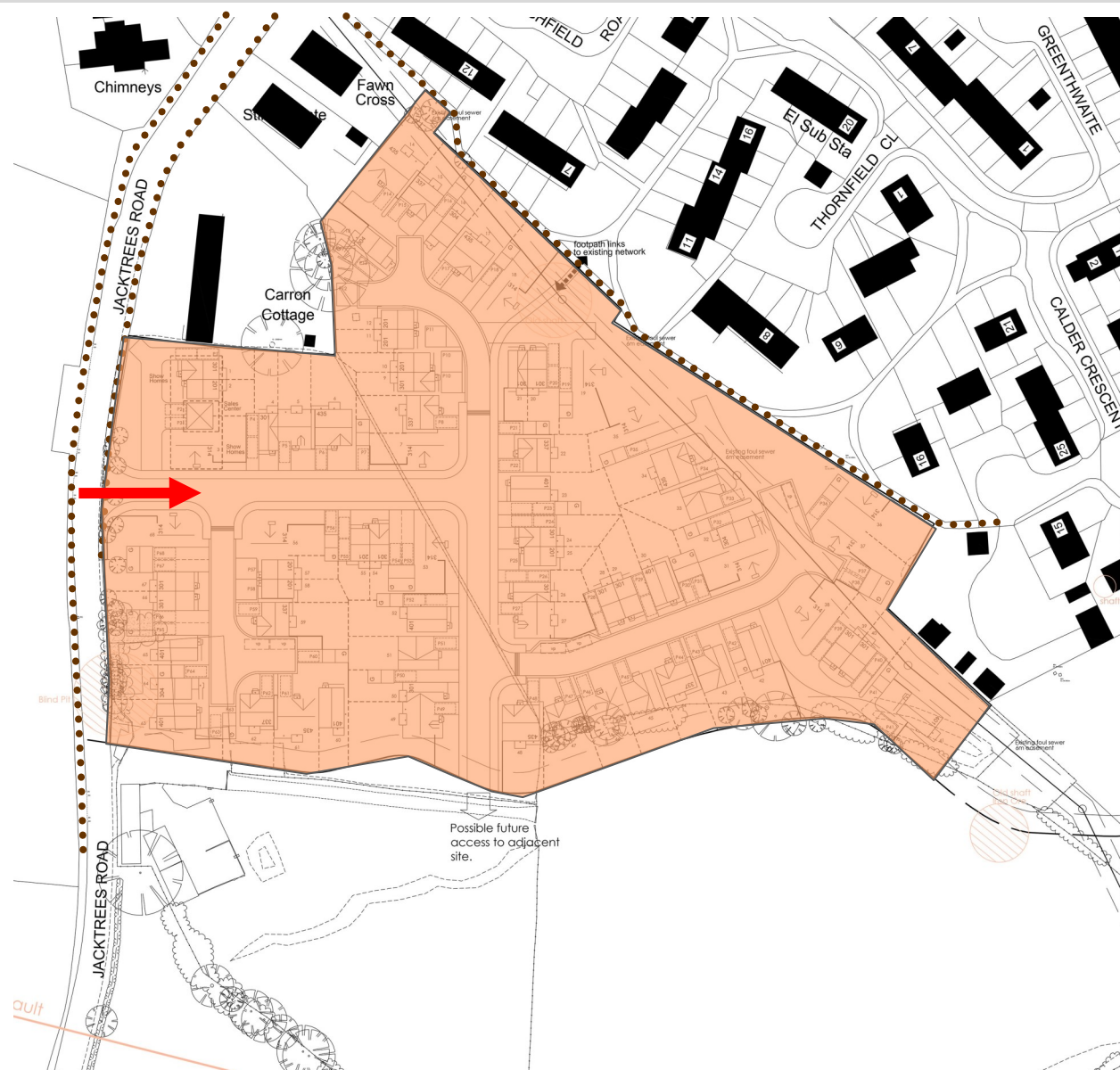
Layout Development

 Existing footpaths adapted and introduced seamlessly into proposal

 New dwellings

Following on from the initial concept sketch the scheme was developed in greater detail looking at how the new dwellings can be arranged and laid out on site.

It also presented the opportunity to plan how the existing footpaths can be adapted and linked into a new footpath network within the site.



6.0 - Design Solution & Evaluation

6.0 Design Solution & Evaluation

Introduction

The site constraints, considerations and strategies discussed in the previous sections have all been borne with the final scheme incorporating refinements from earlier sketches where deemed appropriate in order to address and improve certain aspects following the consultation process.

The following text clarifies the specific detail of the submitted scheme.

Development Proposals

The proposed development comprises of 64 new residential units (with vehicle access from Main Street).

The list below provides a summary of the development parameters for the proposals:

- 68 New build houses
- Range of car parking solutions on site from parking spaces for smaller dwellings, driveways alongside dwellings and garages to the larger detached plots.

Use and Amount & Scale

It is considered that the proposed residential use is entirely suitable in the context of the site. The site is located within a predominantly residential area and therefore the proposed use is the most suitable for the site.

In total, 68 residential dwellings are proposed on a site that has a gross area of 5.12 acres.

The proposed development consists of two storey dwellings. All of the dwellings are to be a mix of semi detached and detached houses.

Access & Accessibility

- Vehicular access to the site will be via a new roadway which will enter the site from the west off Jacktrees Road.
- The size, shape and scale of the site lend itself to a simple yet logical highway hierarchy.
- A 5.5m wide road with a 2m wide footpath to both sides brings you into the site, leading east into a series of adopted and private cul-de-sacs and driveways.

6.0 Design Solution & Evaluation

Inclusive access within the layout provides for ease of movement by all social groupings and seeks certain minimum standards for disabled access for such items as steps, ramps, door widths, etc.

The 'approach' to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will include 'accessible' paths and drives wherever possible, taking into account the topography of the site. The use of various surface materials, dropped kerbs, parking and drop off points will be used to facilitate ease of movement by all.

Layout

The location and orientation of the new dwellings respect the surrounding properties and relate well to one another. The proposed houses are orientated to either be back to back or side to back with their neighbours, this avoids any front to existing rear aspect and respects privacy giving secure amenity to the existing and proposed properties. The layout follows a fairly linear strategy, particularly in a North to South direction where the built form follows the respective streets.

Dwellings have been positioned so that they provide an attractive outlook and good natural surveillance.

Certain buildings are located to create focal ends and vista stops. There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages and sides on corner plots, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as hedges and shrub beds. Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment.

All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain. This will aid security, but still allowing easy access. This also enables waste and recycling provisions to be located at the rear of the properties out of sight from the street.

Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800 high vertically boarded fences, with rails inboard to reduce climbing potential.

Parking

All dwellings have car parking in curtilage. Detached dwellings either have a drive to the side leading to a garage or a drive to the front with an integral garage. Visitor car parking is provided throughout the layout in the form of incidental parking on the roads and designated visitor parking spaces on the shared surfaces.

Appearance

All the house types have been carefully designed with traditional proportions, simple yet effective detailing that will not date. We have ensured the vernacular features of Mareham Le Fenn are represented, with white UPVC windows consistently used on all house types. A robust material palette is proposed consisting of Forterra Leicestershire Russet Mix as the main brick contrasted with Forterra Kimbolton Red Multi.

The second finish to be used is Forterra Kimbolton Red Multi as the main brick contrasted with Forterra Leicestershire Russet Mix. Both the roof and the tiles will be flat profile Concrete Tile in Dark Grey. White UPVC French windows, white UPVC fascia/barge boards, black rainwater goods and White Composite or Steel Faced for both Front and Rear Doors.

This material palette will ensure the longevity and sustainability of the dwellings.

6.0 Design Solution & Evaluation

Designing out Crime

All new developments should create pleasant environments for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. To this end, opportunities for criminal activity should be recognised and designed out where possible. The following considerations have been taken into account when planning the scheme layout;

- Well defined routes for cars and pedestrians which are well overlooked.
- Car parking overlooked, no rear courtyards.
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked.
- Well defined defensible spaces and the use of suitable planting.
- Management scheme to ensure landscaped areas are well maintained.
- Layout designed to minimise vulnerable rear and side boundaries
- Robust 1.8m high fences and lockable gates provided.
- All proposed houses front the new road network to ensure positive frontage security.

Landscape Design

OBJECTIVES

The landscape design for the development has been led by the following objectives:

- To create an attractive and safe environment for the users of this development.
- To satisfy circulation requirements without allowing vehicles to dominate the character of the site.
- To develop a bold planting scheme that compliments the building form.
- To retain the existing boundary vegetation where possible.
- To develop a valuable area for local wildlife.
- Planting to both sides of the entrance road and visitor parking spaces.

6.0 Design Solution & Evaluation

Schedule of Accommodation

TYPE	OCCUPANCY	ARRANGEMENT	No	GROSS INTERNAL FLOOR AREA (GIA)		GIA TOTALS PER TYPE		Mix %	Mix%	Brief Mix	Spaces Req	Spaces Del
				SQFT	SQM	SQFT	SQM					
201	2B	semi/town	7	651	60.48	4,557	423.35	11%	11%		14.0	14.0
254	2B	det	4	656	60.94	2,624	243.77	6%	6%		8.0	8.0
301	3B	semi/town	9	759	70.51	6,831	634.60	14%	33%		22.5	44.0
303	3B	semi/town	8	772	71.72	6,176	573.75	13%			20.0	29.0
340	3B	semi/town	4	839	77.94	3,356	311.77	6%			10.0	12.0
304	3B	detached	4	772	71.72	3,088	286.88	6%	28%		10.0	12.0
354	3B	detached	4	904	83.98	3,616	335.93	6%			10.0	12.0
359	3B	detached	10	984	91.41	9,840	914.14	16%			25.0	28.0
435	4B	detached	5	1221	113.43	6,105	567.15	8%	22%		12.5	15.0
401	4B	detached	6	1066	99.03	6,396	594.19	9%			15.0	18.0
454	4B	detached	3	1149	106.74	3,447	320.23	5%			7.5	9.0
			64			56,036	5205.74	100%	100%	0%	154.5	201.0

Gross Site Area	5.12	acres	Red Line Boundary	2,288.13	sqm	ADOPTED VISITOR PARKING SPACES	16.0
POS Area	0.00	acres				TOTAL PARKING SPACES	217.0
Tree Belt	0.00						
Nett Site Area	5.12	acres	Nett Site Area	2,288.13	sqm		
Density	10,944.53	sqft/acre					
Density	1,016.75	sqm/acre					
Density	12.50	units/acre					

Mix of house types

The final layout consists of a mix of dwelling types.

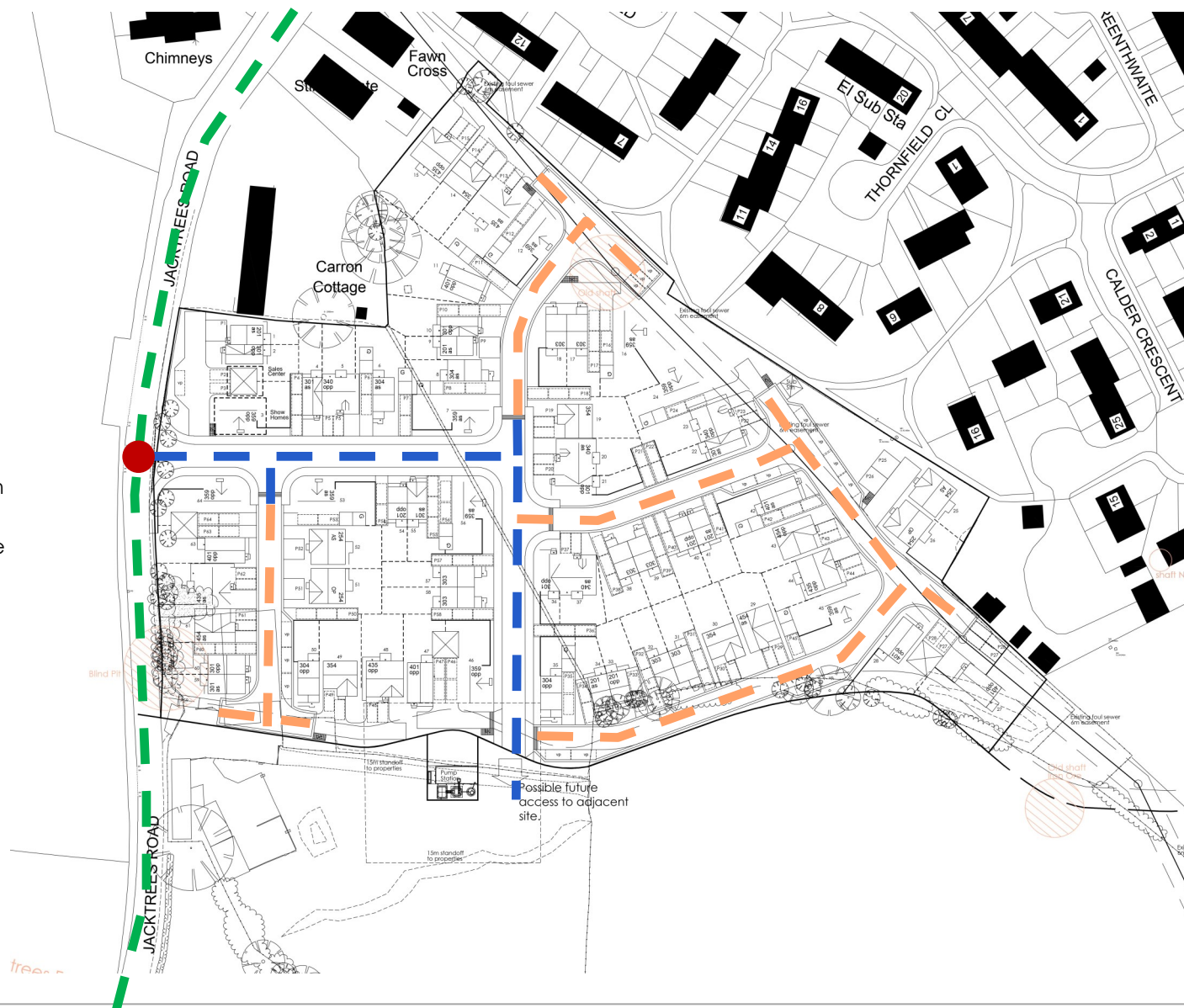
There is a total of 64 proposed dwellings comprising of 2,3 and 4 bedroom townhouses, semi detached and detached properties.

6.0 Design Solution & Evaluation

Road Hierarchy / Access

-  Proposed vehicular access point
-  Existing road network
-  Primary vehicle route
-  Private Drives / Private Areas of Parking

The main access point will be taken from Main Street, with the primary vehicle route running north through the site. The layout has been designed in such a way that there is not a 'rat-run' through the site.



6.0 Design Solution & Evaluation

Active Frontages

Footpaths and walkways

Through the design of the layout, natural surveillance of footpaths and walkways are proposed throughout the scheme. Footpaths should be well lit and where applicable provide provision for cyclists.

Frontages

As mentioned the natural surveillance benefits will also assist in enhancing the security for fronts of dwellings. In addition to this, improvements to structure security are also proposed and are to include such measures as access doors to all properties to be fitted with multi point locking systems and euro cylinders and lockable double glazed windows at all levels.

Private Space to Rear of Dwellings

Gardens will be fenced (details below). No areas within the site provide for visual refuges where intruders could remain unobserved.

Boundary Treatments

Boundary treatments to rear facing gardens are to be timber domestic grade fencing 1.8m high, which, whilst providing a degree of physical security is most effective as a psychological deterrent to opportunistic crime.



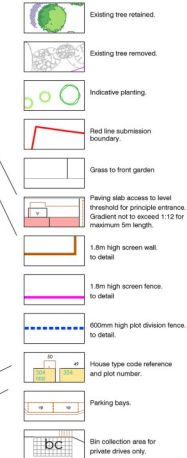
6.0



Proposed Residential Development @ Jacktrees Road.

MJGleeson
the urban regeneration specialist

Notes.



Elevation style.



Division of the Built Environment

Scale • 1:500 @ A1
Date • 15/11/22
Drg No • PL-02

A diagram of a compass rose. It consists of a circle with four points. The top point is labeled 'North' in blue text. The bottom point is labeled 'South' in blue text. The left point is labeled 'West' in blue text. The right point is labeled 'East' in blue text. A thick black vertical line points towards the 'North' label.

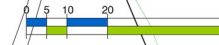
Client • Gleeson Homes Ltd.
Site • Jacktrees Road
Plan • Planning Layout 1:500.



Schedule.

LINE	OCCUPANCY	ASSESSMENT	NO.	RENT	RENT PER MONTH	RENT PER YEAR	NO. MONTHS	NO. DAYS	RENTAL	RENTAL PER DAY
101	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
102	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
103	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
104	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
105	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
106	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
107	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
108	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
109	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
110	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
111	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
112	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
113	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
114	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
115	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
116	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
117	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
118	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
119	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
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121	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
122	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
123	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
124	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
125	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
126	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
127	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
128	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
129	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
130	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
131	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
132	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
133	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
134	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
135	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
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140	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
141	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
142	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
143	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
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145	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
146	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
147	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
148	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
149	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
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156	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
157	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
158	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
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171	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
172	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
173	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
174	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
175	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
176	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
177	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
178	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
179	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
180	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
181	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
182	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
183	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
184	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
185	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
186	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
187	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
188	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
189	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
190	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
191	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
192	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
193	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
194	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
195	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
196	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
197	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
198	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
199	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
200	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
201	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
202	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
203	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
204	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
205	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
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207	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
208	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
209	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
210	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
211	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
212	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
213	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
214	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
215	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
216	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
217	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
218	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
219	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
220	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
221	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
222	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
223	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
224	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
225	20	operational	2	100	10.00	120.00	12	365	100.00	100.00
226	20	operational	2	100						

Scale:



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6.0 Design Solution & Evaluation

2 Bed dwellings.



201 Type



254 Type

Proposed New Dwellings

A range of 11 dwellings types are proposed for this site and these have been proposed as a response to the local vernacular.

The range starts from 2 bed to 4 bed properties.

A robust material palette is proposed consisting of Forterra Leicestershire Russet Mix as the main brick contrasted with Forterra Kimbolton Red Multi.

The second finish to be used is Forterra Kimbolton Red Multi. as the main brick contrasted with Forterra Leicestershire Russet Mix. Both the roof and the tiles will be flat profile Concrete Tile in Dark Grey. White UPVC French windows, white UPVC fascia/barge boards, black rainwater goods and White Composite or Steel Faced for both Front and Rear Doors.

6.0 Design Solution & Evaluation

3 Bed semi detached dwellings.



301 Type



340 Type

6.0 Design Solution & Evaluation

3 Bed detached dwellings.



354 Type



359 Type



304 Type

6.0 Design Solution & Evaluation

4 Bed detached dwellings.



454 Type



453 Type



401 Type

6.0 Design Solution & Evaluation

Typical Street Scenes



All the house types have been carefully designed with traditional proportions, simple yet effective detailing that will not date. We have ensured the vernacular features of Mareham Le Fenn are represented, with white UPVC windows consistently used on all house types. A robust material palette is proposed consisting of Forterra Leicestershire Russet Mix as the main brick contrasted with Forterra Kimbolton Red Multi.

The second finish to be used is Forterra Kimbolton Red Multi. as the main brick contrasted with Forterra Leicestershire Russet Mix. Both the roof and the tiles will be flat profile Concrete Tile in Dark Grey. White UPVC French windows, white UPVC fascia/barge boards, black rainwater goods and White Composite or Steel Faced for both Front and Rear Doors.

This material palette will ensure the longevity and sustainability of the dwellings.

7.0 - Summary

7.0 Summary

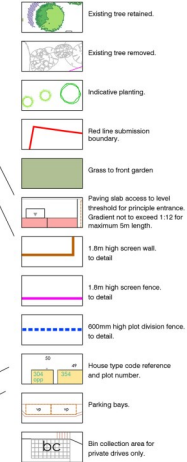


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Proposed Residential Development @ Jacktrees Road.

MJGleeson
the urban regeneration specialist

Notes.



Elevation style.



Designers of the Built Environment

Scale • 1:500 @ A1
Date • 15/11/22
Drg No • PL-02

Client • Gleeson Homes Ltd.
Site • Jacktrees Road
Plan • Planning Layout 1:500.



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Schedule.

[illegible]

Scale:



7.0 Summary

This statement seeks to establish the most suitable design solution for the development of the site.

The development proposals have also considered key policy guidance in relation to design.

The design has evolved through a number of options, with overriding design principles in place to guide the development. It is considered that the approach to the development of the scheme provides a robust design and it can be demonstrated that the final plans and proposals are those most suitable for the site within the context of the development and use proposed.

Below is a summary of the scheme proposals:

- 64 new build houses consisting of 2,3 and 4 bedroom properties.
- Range of car parking solutions on site are proposed from parking spaces, driveways alongside dwellings and garages.



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