



4.00 **MENSTON FRAMEWORK PRINCIPLES**

4.01 **Introduction**

The framework principles identified will be used to guide the structure and form of the new Bingley Road and Derry Hill sites. The principles are aimed at promoting sustainable urban growth and creating a distinctive place which complements the qualities of the existing settlement. The development principles have been informed by the following:

- The character of the two sites
- The character of Menston
- National best practice and published guidance for housing
- BMDC policy
- Exemplar housing projects
- The views of local people

4.02 The Framework principles are divided into two sections, generic good practice and more site specific requirement. Where there is a clear spatial aspect of a site specific principle this is supported by a conceptual diagram.

General Framework Principles

4.03 **Type and Mix of Housing**

The two sites must include a wide range of dwelling types with a mixture of unit size, housing types and tenure to suit people of differing incomes and of differing ages. It is important that the mix reflects and meets the needs of the local community: in particular for family housing, smaller units and sheltered accommodation.

4.04 **Affordable Housing/Design**

40% of the total development in each of the two sites will be affordable housing. Affordable housing will be indistinguishable from market housing and will be distributed evenly throughout new development.

4.05 **Access to Education and Amenities**

Both sites are allocated for housing and will not be required to accommodate employment, retail, educational or other uses on site. Access to existing services within Menston will however be important. Safe and direct walking and cycling routes between the sites and the centres of village activity, such as the schools and the shops will be established.

4.06 **Area Wide Integration**

Although both sites are allocated for housing the provision of new high quality amenity space will help to facilitate integration between new and existing communities.

4.07 **Biodiversity**

Existing trees and landscape features will be incorporated into the development. BS5837 will be used to ensure the retention of existing vegetation and its protection during construction. The retained and new vegetation will form part of a network of green spaces allowing the ecology to the surrounding countryside to continue to maintain a presence on both sites.

4.08 **Public Transport**

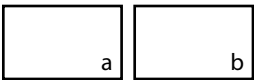
Both sites are within ten to fifteen minutes walk of Menston railway station and walking to and from the station should be encouraged.

4.09 **Access to Countryside**

Both sites will define a new edge; where the countryside meets the village this edge will be 'defined' with the use of sympathetic landscaping and boundary treatments. The existing footpath network that runs through the site should be enhanced to encourage walking from the existing settlement through the new development to the countryside.

4.10 **Legibility**

A legible network of streets and spaces will connect the new developments to the existing settlement. Streets will have a clear hierarchy as will building design and density. This will make navigation around the new developments straight forward.



a Main Street - West
b Menston Village Centre

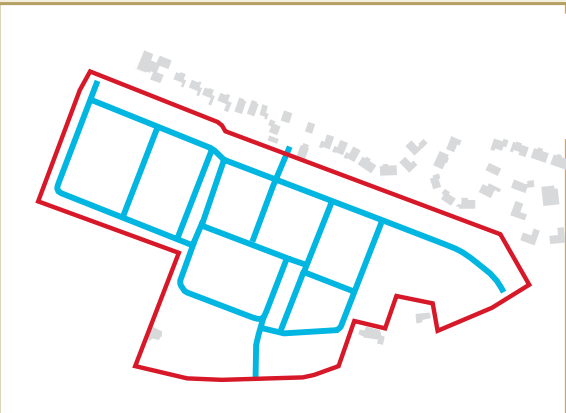
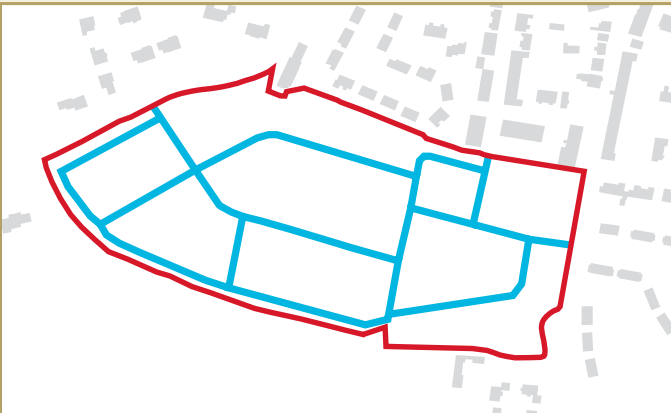


Derry Hill

Bingley Road

4.11
Morphology/Structure

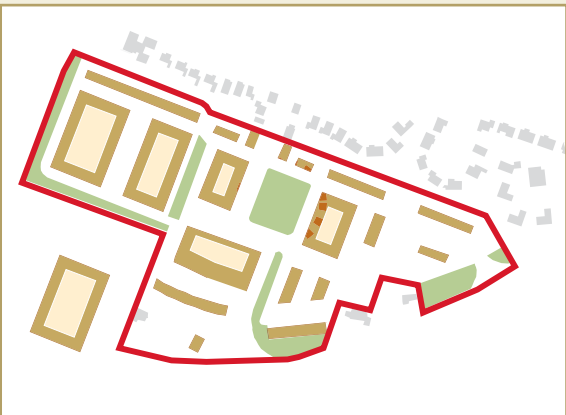
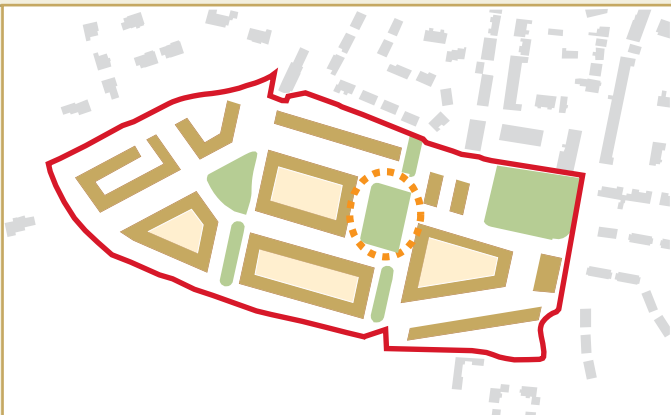
The structure of new development will learn from the successful elements of Menston. Morphology will be based on the well connected distorted grid. The streets and lanes will be straight to facilitate good views in and out and to increase legibility. Freeform winding routes that do not relate to topography or existing site features will be avoided.



Simplified Morphology
— Distorted Grid Layout

4.12
Focus

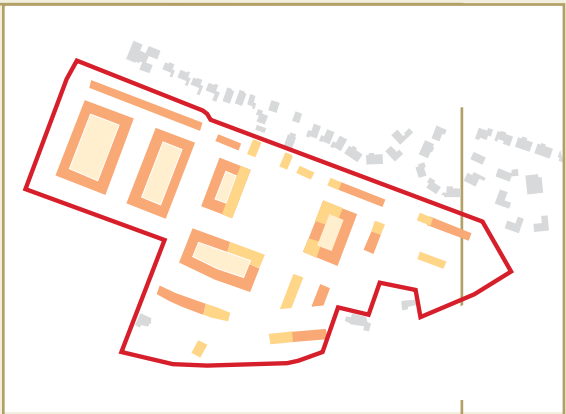
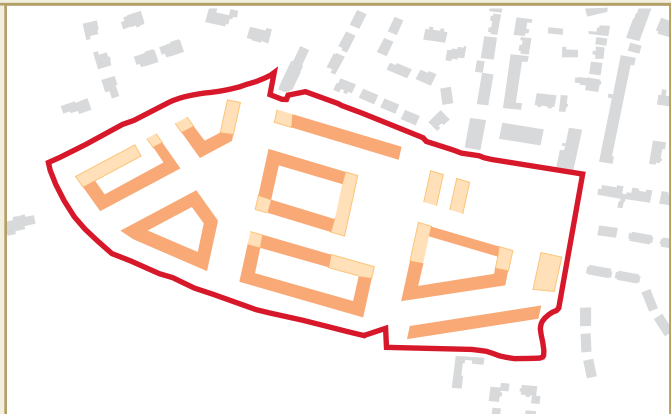
Each development will have a clear centre. This will be expressed by enclosed open space, density of building, building material and landscape. The heart of each development will have a different character although a common design language should be used. The focal point of each development should be accessible to other residents of Menston and welcoming.



Focus Point
--- Focus
— Site Boundary

4.13
Detail/Materials

Housing must be place specific and the use of standard house types used elsewhere will not be acceptable. Fussy non-functional period decoration is not appropriate for new development on these sites. Buildings should learn from their context but avoid imitation. The appropriate approach to design is set out in Building in Context (Cabe/EH).



Materials
— Natural Stone
— Other Materials
— Site Boundary



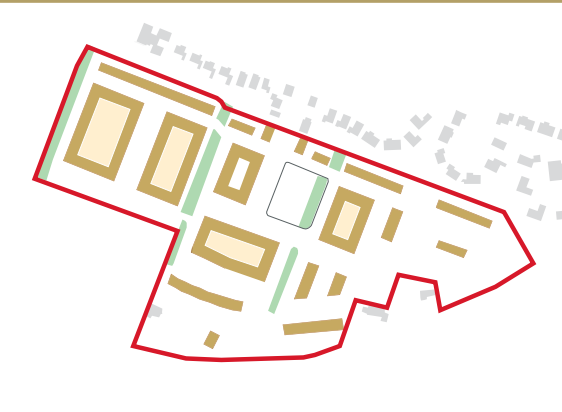
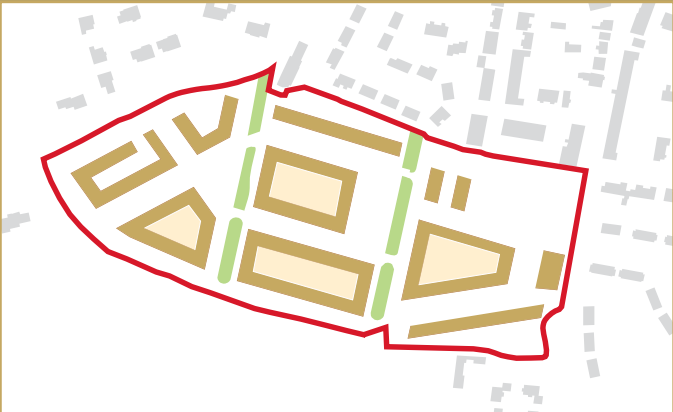
a Albany Row
b Dick's Garth Road



Derry Hill

Bingley Road

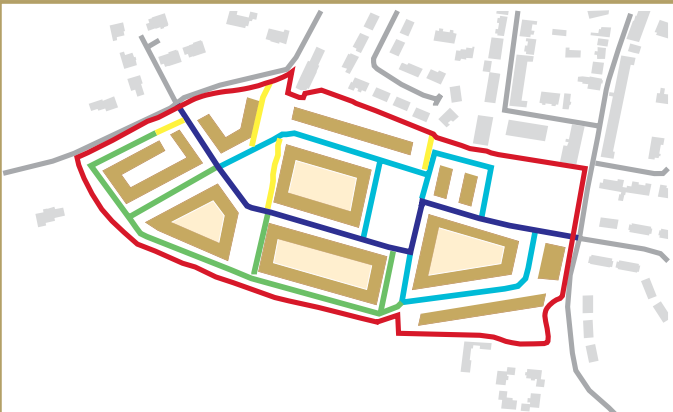
4.14 Sustainable Urban Drainage (SUDS)
A sustainable urban drainage system should be incorporated into the layout of both sites so to reduce the increased levels of runoff caused by the developments. This will be used to manage rain water runoff and will follow the line of existing field boundaries whilst incorporating existing features and vegetation where possible. Detailed surface water treatment and drainage assessments will need to be carried out so to ensure that the proposed developments don't increase flood risk elsewhere and also use appropriate Sustainable Urban Drainage Techniques. Every effort should be made to retain small streams on site. The Wharfe Flood Risk Management Strategy (Environment Agency) should be referred to at application stage.



SUDS Location

- SUDS
- Site Boundary

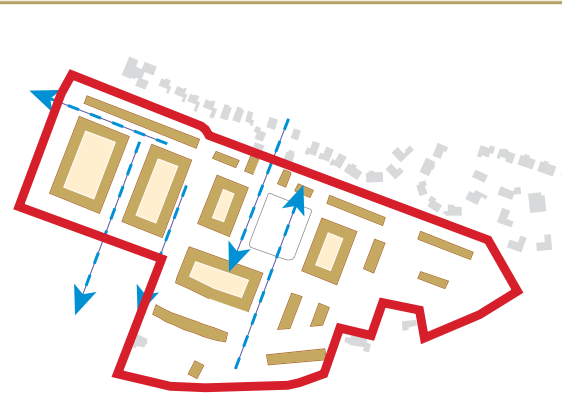
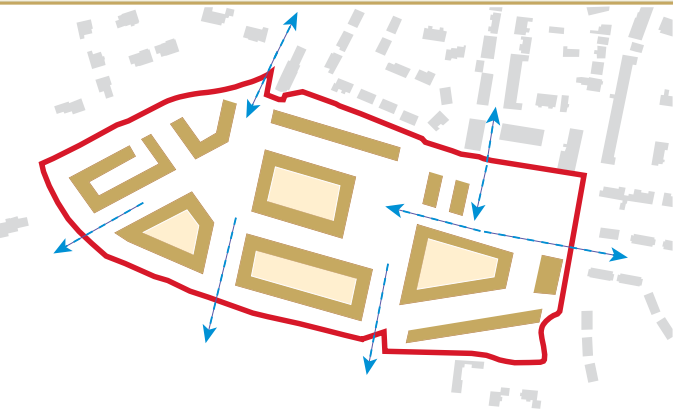
4.15 Route Hierarchy
New routes through the sites will have a clear hierarchy. The principle routes will be wider and generally bounded by higher density development. The secondary routes will be narrower with lower density development adjacent. Routes facing SUDS will have a narrow track on one side with a lane on the other. Routes running along the external edge of new development will be narrow with lower density development and tree planting adjacent.



Route Hierarchy

- Principle Lane
- Secondary Lane
- Lane with SUDS
- Green Lane
- Existing routes
- Site

4.16 Views
Views from the development sites into the village and to the near and distant countryside will be facilitated by the distribution of blocks. Views within the development site will also be encouraged.



Principle External Views

- External Views

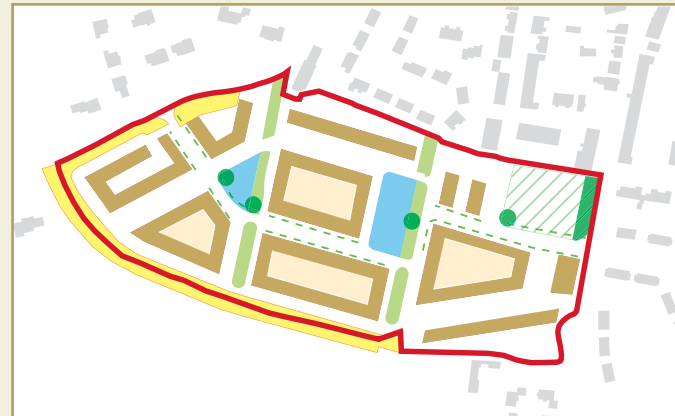
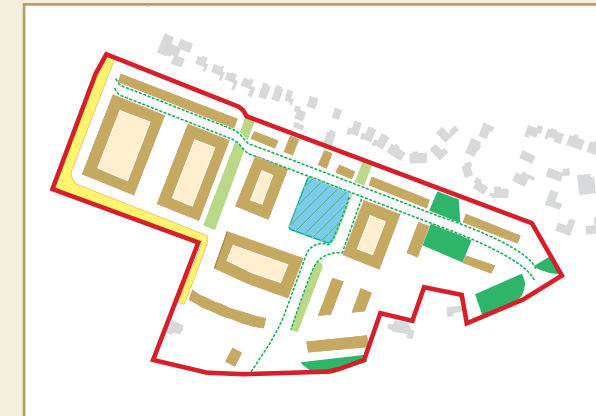


a Menston Lodge
b Reconstituted Stone - St Peter's Court

4.17**Landscape Principles**

There is a clear landscape structure to the framework for the two sites. This aims to create a distinctive place but also one that protects what is valuable about the sites in terms of views, ecology and history. The landscape structure can be summarised as follows:

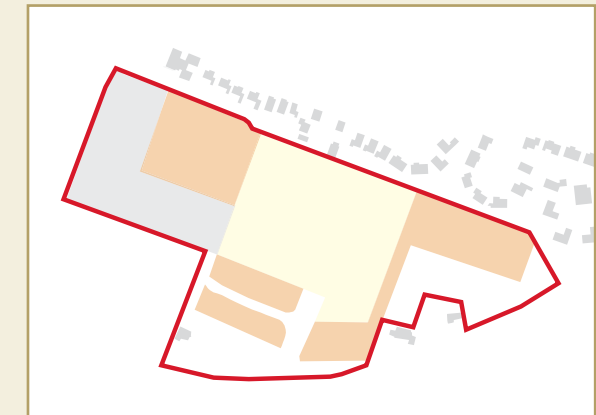
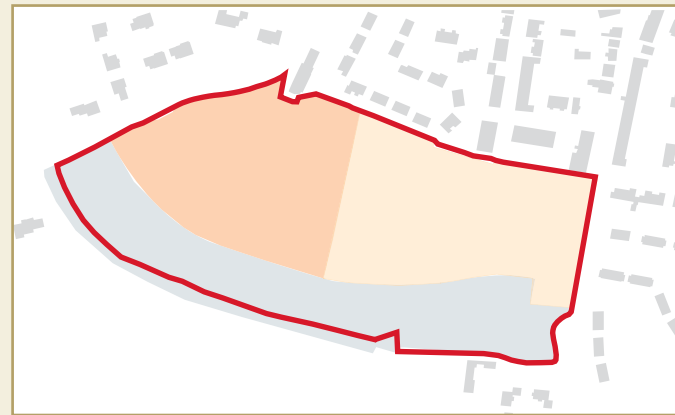
- Focal Square – at heart of the development, with play space
- Lane with SUDS – along existing field boundaries
- Landscape Buffer – softening edge of development
- Street Trees – along Principle Lane
- Copses – used to break up mass of development and connect to established patterns within the village

Derry Hill**Bingley Road****Green Space**

- Play area
- Street Trees
- Buffer
- Plants
- Square
- SUDS
- Copses
- Existing Buildings
- Proposed Buildings
- Site Boundary

4.18**Identity**

The design of the new development will learn from the successful characteristics of architecture and morphology of Menston. Local identity will be expressed through a contemporary interpretation and understanding of the local vernacular, but will not resort to the reworking of historical styles or pastiche. Both sites should be developed using a common architectural language but still somewhat distinct from each other. Character areas reflecting distribution of open space, street type and building density will be applied. These should merge with rather than abut each other.

**Character Areas**

- Core
- Medium
- Lower
- Site Boundary



a Wall - Derry Hill
b Derry Hill



4.19
The Edge

The new development provides an opportunity to redefine the southern edge of Menston. New development should be outward facing overlooking the adjacent countryside. The new edge should be softened with tree planting with the objective of breaking down its mass rather than concealing it.

4.20
Variety/Diversity

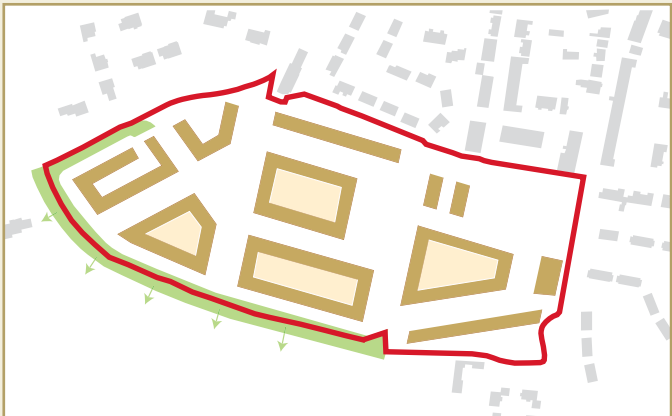
Menston is an affluent and desirable place to live and as a consequence affordable housing for local people is in short supply. It is essential that new development on the two sites incorporates not only an agreed proportion of affordable housing but also that the range of housing within any development can accommodate the needs of a variety of family types and income groups. The Menston Village Design Statement states in its guideline C1 that:

- More priority should be given to providing smaller, more manageable housing suitable for pensioners, and accommodation for young families who want to stay in the village.

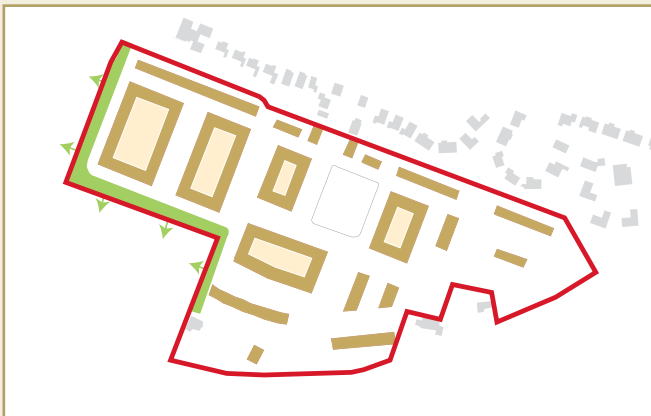
The framework places housing for the elderly as close as possible to the existing village and good walking routes to its services. Housing for the elderly should be located close to open spaces and play areas where overlooking can take place.

New development will incorporate a variety of design but this will be in a manner similar to that found within the historic core of Menston. Semi-detached properties will share a well-defined common language with a limited degree of differentiation. Linked properties will respect the cohesion of the block. Therefore a variety of design will reflect ones location within the development. Buildings addressing long views, corners, or surrounding open space will be more visible and therefore will present an opportunity for contrast. The range of housing within the scheme will be important in ensuring a well balanced and sustainable community. The emphasis should be on relative affordability within the village context.

Derry Hill

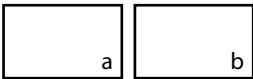


Bingley Road



The Edge

- Edge
- Site
- Boundary



a Cleaseby Road
b Cleaseby Road

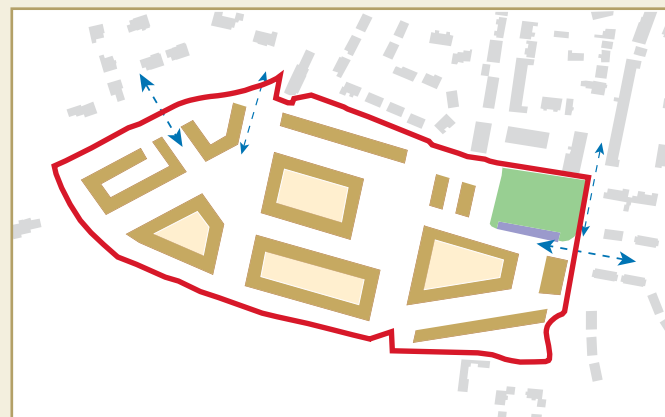
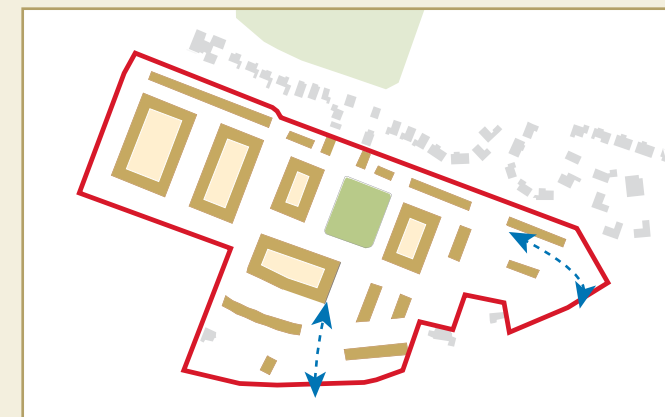


4.21**Connection/Integration**

Both sites have limited potential for comprehensive integration into the existing fabric of Menston. Social and community integration must be supported by physical integration where possible. It is intended that the framework is physically integrated with the existing fabric of the village by the following:

- Highways
- Footpath network
- Landscape
- Open space

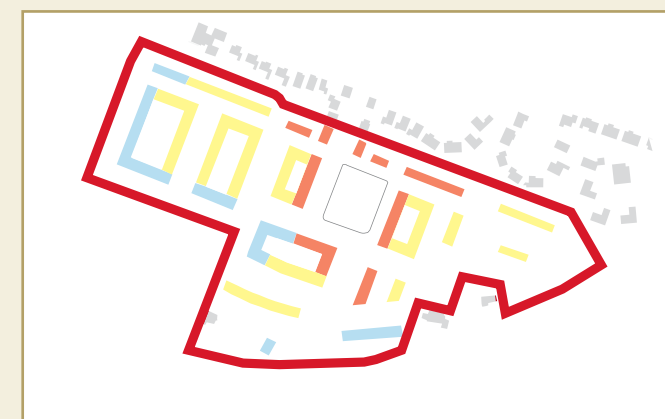
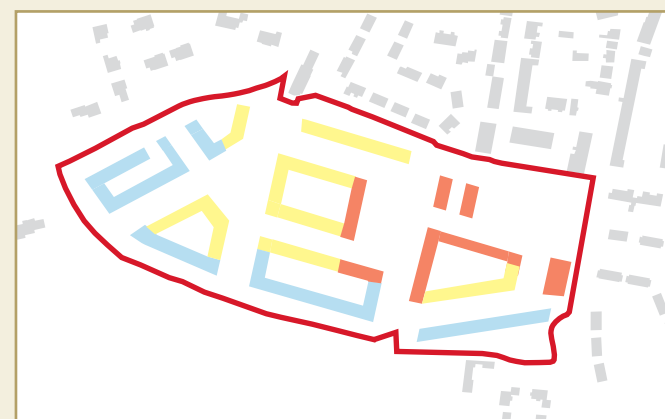
Highways integration although essential must be undertaken in a manner that will prevent the generation of large volumes of additional traffic within the existing village. The framework illustrates a simple legible highway layout for both sites that is set out in order to aid movement but to frustrate speed and 'rat-running'.

Derry Hill**Bingley Road****Integration**

- ↔ Vehicular Integration
- ↔ Potential Future Integration
- Open Space

4.22**Density**

The Derry Hill site should have an average density of 35 units per hectare and the Bingley Road site should have an average density of 30 units per hectare. There should be density gradients within both sites. High density development on these sites would be inappropriate.

**Density**

- Higher
- Medium
- Lower
- Existing Buildings
- Site



a Derry Hill
b Moorfield Avenue



4.23 **Parking**

Much current housing has struggled to successfully integrate the car. Placing the car off street in rear parking courts has found some favour but this is an approach which is not endorsed by the recent English Partnerships – Design for Homes publication ‘Car Parking What Works Where’. This suggests that the street should be rediscovered as a location for car parking and this is the approach that has been taken on board by the framework. Parking will be either on street, where road widths or dedicated bays will make parking on pavements unnecessary. Where on street parking occurs it must be properly designed and demarcated and not interfere with pedestrian crossing points that are being developed as part of the compacted legible layout. Off road parking will be provided at an average of 1.5 spaces per unit. Additional ‘undedicated’ on street spaces will supplement limited off road parking.

4.24 **Safety**

‘Secured by Design’ is generally accepted as the critical guidance of safety and security for residential design and its recommendations should be adhered to. The framework seeks to avoid dead ends, courts and cul-de-sacs which suffer from lack of through pedestrian traffic. Rear parking courts are not to be used, and apart from the properties facing the countryside front doors should overlook other front doors.

All development proposals must conform to the recommendations of the City of Bradford Metropolitan District Council’s ‘Designing Out Crime’ SPD.

4.25 **Movement Principles**

A clear hierarchy of routes has been shown for each of the sites. These will have different characteristics in terms of highway width and configuration, design of adjacent buildings and landscape treatment. The route types are as follows:

- Principle Lane
- Secondary Lane
- Lane with SUDS
- Green Lane

4.26 The differentiation of routes will assist with legibility and help to create a sense of place for the development as a whole.

4.27 **Landscape Principles**

There is a clear landscape structure to the framework for the two sites. This aims to create a distinctive place but also one that protects what is valuable about the sites in terms of views, ecology and history. The landscape structure can be summarised as follows:

- Focal Square – at the heart of the development, with play space
- Lane with SUDS – along existing field boundaries
- Landscape Buffer – softening edge of development
- Street Trees – along Principle Lane
- Copses – used to break up mass of development and connect to established patterns within the village

4.28 **Planning Policy Context**

Within the approved Local Development Scheme, it is proposed that policies used for the determination of applications within the existing RUDP be saved for a period of three years from adoption and will be replaced as the Council bring forward new policies in new Local Development Documents as part of the Local Development Framework. Land at Derry Hill and Bingley Road are allocated as ‘Phase 2’ Housing Allocations in the RUDP. There are an extensive number of policies relevant to the development of both sites and these are listed in Appendix A.



a The Grange
b Bleach Mill Lane

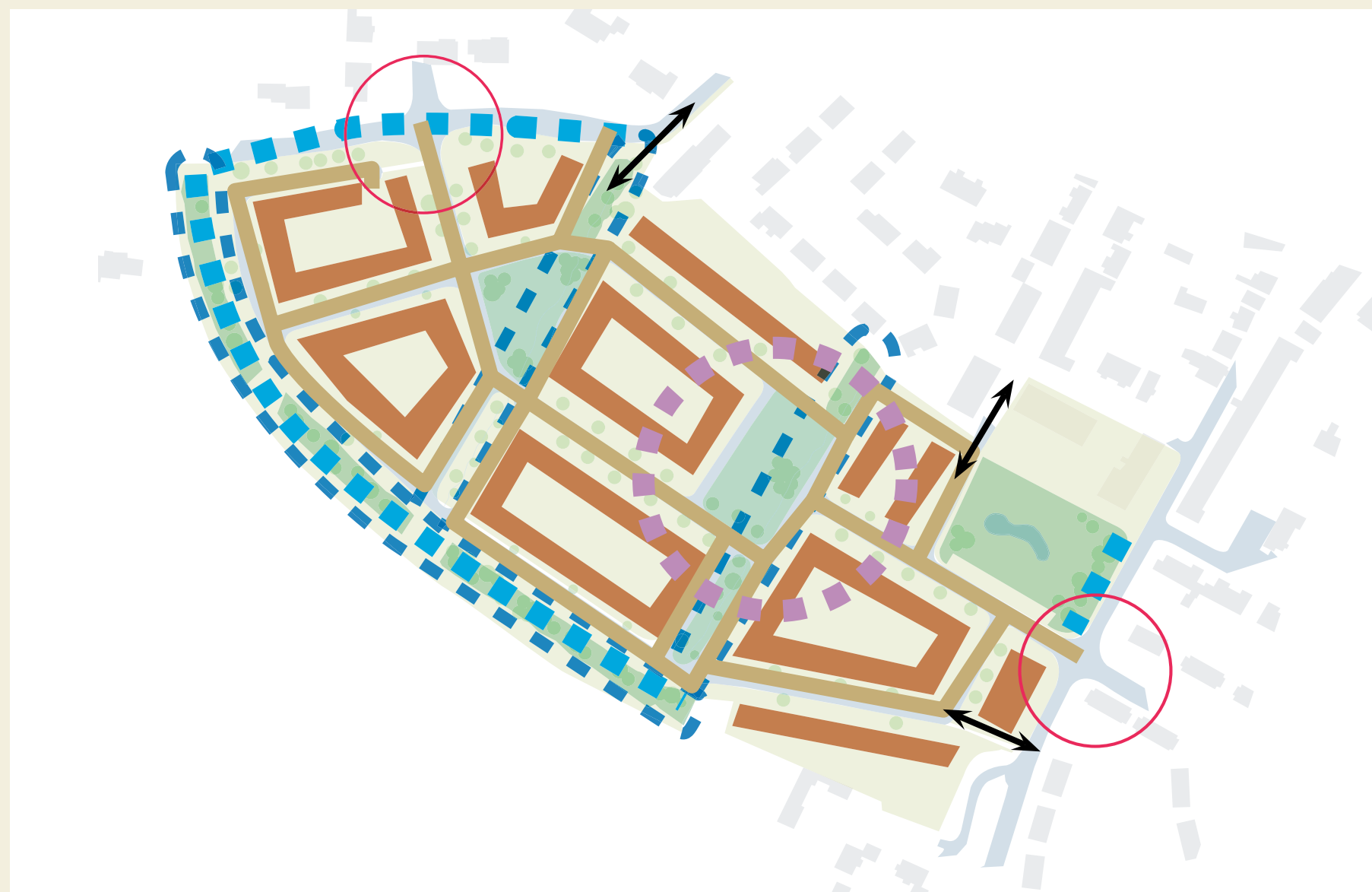
Derry Hill Framework

4.29 The Framework for Derry Hill follows the general and site specific development principles. The principles could however be reinterpreted to achieve an equally valid layout.

4.30 A principle generator of the framework has been the historic field boundaries which have been retained and used to define both the SUDS alignment and as a consequence have influenced the movement system and block distribution. The highway access points to the site from Moor Lane and Derry Hill are positioned to ensure good visual links to the existing system and ensure maximum safety. Their location has determined the alignment of routes entering the site. Possible views into the site have been acknowledged by block distribution where highway connections are not possible (e.g. Dick's Garth Road). Block size and configuration has been determined by the desire to maximise south to south west orientation. The green space structure contains ecological and amenity components but also attempts to reflect aspects of Menston character by placing groups of trees within an urban setting.

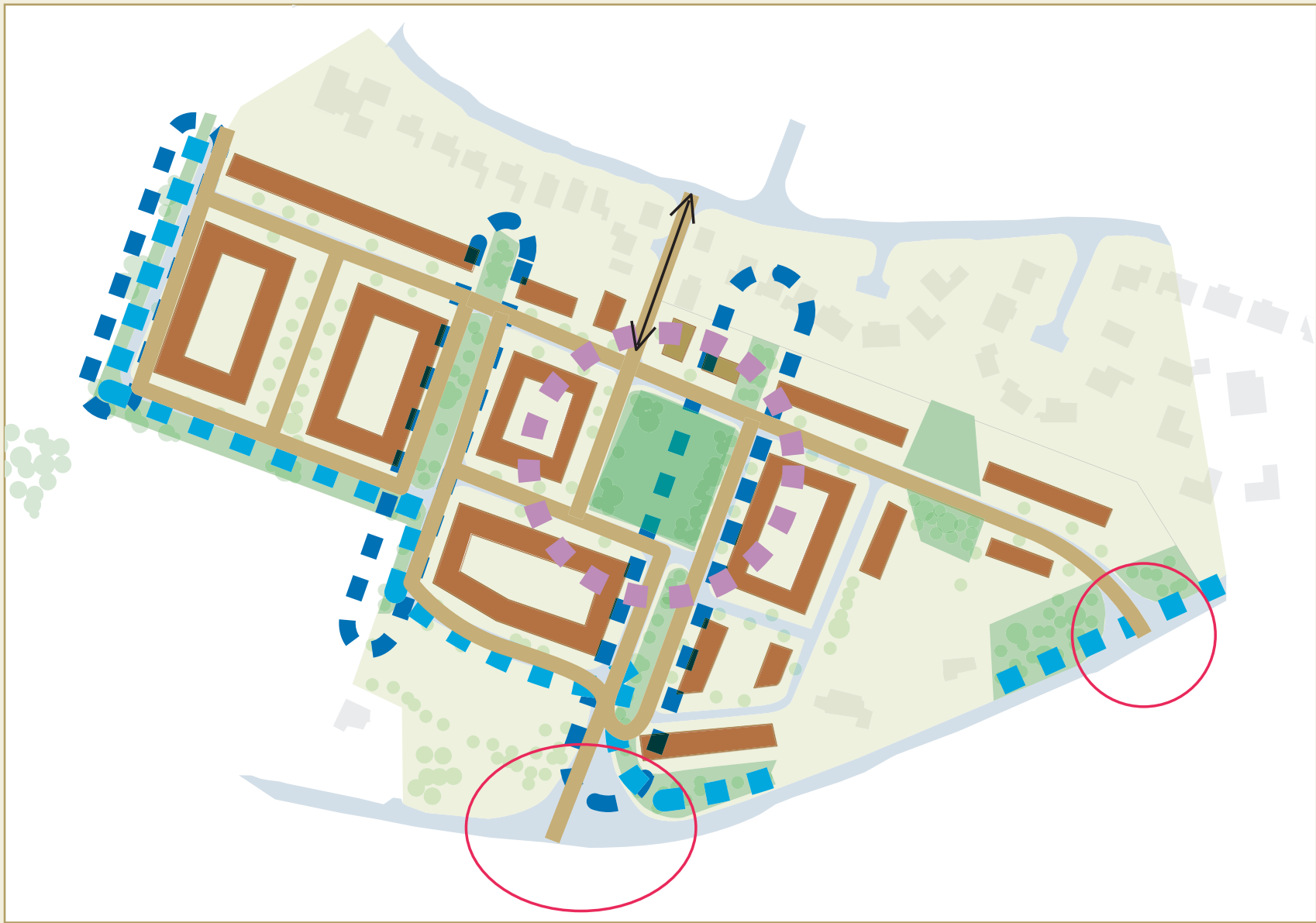
4.31 **The Framework as illustrated can be simply defined as follows:**

- Simple well connected and legible grid movement system
- Simple efficient compact block configuration
- Incorporation of variety and diversity within unit mix
- Integration of existing landscape features
- Provision of public green spaces within the framework
- Integration with existing settlement where possible
- Consideration for existing sensitive landscape and residential areas
- Sustainability to be integral to design and layout



- Simple well connected and legible movement system
- Simple Block configuration incorporating variety and diversity within unit mix
- Incorporation of existing landscape features
- Incorporation of public green spaces

- Landscape buffer surrounding development
- Clear higher density core and focus
- Safe junctions with existing highway system for vehicular access
- Pedestrian integration with existing settlement











Bingley Road Framework

- 4.32 The Framework for Bingley Road follows the general and site specific development principles. The principles could however be reinterpreted to achieve an equally valid layout.
- 4.33 As with the Derry Hill site a principle generator of the framework has been the historic field boundaries which have been retained and used to define both the SUDS alignment and as a consequence have influenced the movement system and block distribution. The highway access points to the site are from Bingley Road and are positioned to ensure good visual links to the existing system and ensure maximum safety. Their location has determined the alignment of routes entering the site. Block size and configuration has been determined by the desire to maximise south to south west orientation in order to benefit from passive solar gain. The green space structure contains ecological and amenity components but also attempts to reflect aspects of Menston character by placing groups of trees within an urban setting.

4.34 **The Framework as illustrated can be simply defined as follows:**

- Simple well connected and legible movement system
- Simple efficient block configuration
- Incorporation of variety and diversity within unit mix
- Integration of existing landscape features
- Provision of public green spaces within the framework
- Integration with existing settlement where possible
- Consideration for existing sensitive landscape and residential areas
- Sustainability to be integral to design and layout

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|  Simple well connected and legible movement system |  Landscape buffer surrounding development |
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|  Incorporation of existing landscape features |  Safe junctions with existing highway system for vehicular access |
|  Incorporation of public green spaces |  Pedestrian integration with existing settlement |

