



Mill Lane, Whitburn

Design & Access Statement

July 2026





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Introduction

This Design and Access Statement has been prepared by Pod, on behalf of Story Homes, and forms part of a detailed application for land at Mill Lane, Whitburn. The proposal seeks approval for the development of a high-quality and inherently sustainable neighbourhood comprising 205 dwellings.

1.1_Purpose of the Statement

The purpose of this Design and Access Statement is to explain the design rationale and demonstrate how the proposed development responds positively to planning policy, the site context, and the wider area.

The Statement describes the key design principles that have informed the development, including the approach to layout, scale, appearance, landscaping and access, and outlines how these elements combine to deliver a cohesive and high-quality residential environment.

It also illustrates how the proposals seek to create a sustainable, attractive and inclusive neighbourhood, supporting community well-being, encouraging walking and cycling, and ensuring safe and convenient access for all.

The document should be read alongside the accompanying drawings, technical reports and planning documents that collectively form the detailed application submission.

1.2_Structure of the Statement

In line with good practice contained within various recent Government publications, this Design Statement is arranged into key sections as set out below. Each section is designed so as to touch upon or specifically address several key criteria outlined in the CABE document 'Design Statements. How to Write, Read and Use Them'.

- 01 | Introduction
- 02 | Site Analysis + Context
- 03 | Translating Design Requirements
- 04 | Planning Policy Context
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- 11 | Building For Life Assessment
- 12 | Conclusion

Although the main body of this statement is arranged, for ease of use, into the above mentioned sections, many topics and issues are highly interrelated and as a result are sometimes referred to in other sections of the document.

The development site has been brought forward by Story Homes, an award winning housebuilder with an excellent reputation for visionary development within the region. Story Homes are fully confident in their ability to deliver the proposed development, and have a proven track record of creating high-quality, sustainable homes, popular with both prospective and existing residents.



Introduction

1.3_Location

Mill Lane is a planned new neighbourhood situated on the northern edge of Whitburn, forming a natural extension to the existing residential areas within the village and strengthening its connection to the wider coastal community between South Shields and Sunderland.

The site is framed by established housing to the east and south, with agricultural land to the west. The design approach seeks to integrate sensitively with the local context, drawing on the character of Whitburn, including the use of stone elevations and the retention and enhancement of the traditional stone wall that runs along Mill Lane.

Left: Site location relative to nearby towns & villages



Location within Tyne and Wear



Location within the UK

02 Site Analysis & Context

Site Analysis & Context

2.0_Context

The Mill Lane site is located to the north of Whitburn, and south of Marsden on the coast between South Shields and Sunderland. The site's location at the edge of these places make it a suitable location for new residential development. It benefits from proximity to existing neighbourhoods including Cleadon, Marsden, East Boldon and Whitburn, as well as transport connections via Lizard Lane and Mill Lane.

Surrounding Context:

The surrounding area features a mix of established suburban residential neighbourhoods and agricultural land.

SOUTH: the site adjoins the existing residential area of Whitburn, allowing for extension of the existing place and bringing life to the Mill Lane route between Whitburn and nearby Marsden.

WEST: the landscape opens out towards Cleadon where the character becomes more rural with scattered farmsteads and agricultural area.

NORTH: there is a small residential area around Arthur Street, a couple of terraced streets with a church and allotments, beside Marsden Quarry.

EAST: Mill Lane provides a key connection to South Shields and Sunderland and the wider regional transport network. There is a substantial modern housing development with large, detached houses in an informal arrangement.





2.1_Existing Site

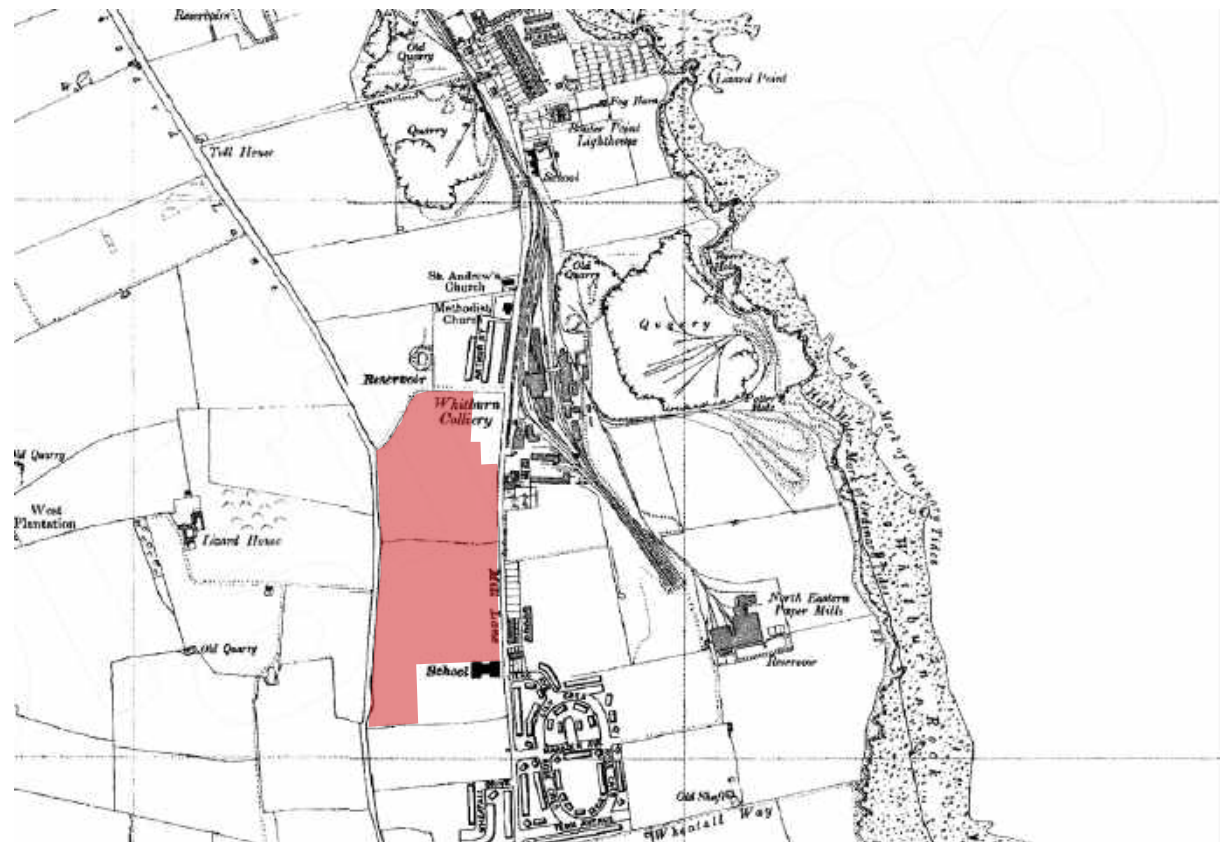
The site comprises of predominantly agricultural land, which has historically been used for arable farming. It is relatively flat in topography, providing ease of development.

The site is bounded by wire fences and a low height stone wall, which define existing field patterns and contribute to the site's rural character. The site is currently grass-covered with little variation, which provides opportunities to enhance biodiversity within the proposed development.

To the north, the site is enclosed by a narrow road, and to east and west it adjoins Lizard Lane and Mill Lane. To the south, the site connects with the local primary school grounds and directly onto housing estates at the edge of Whitburn, providing a community link.

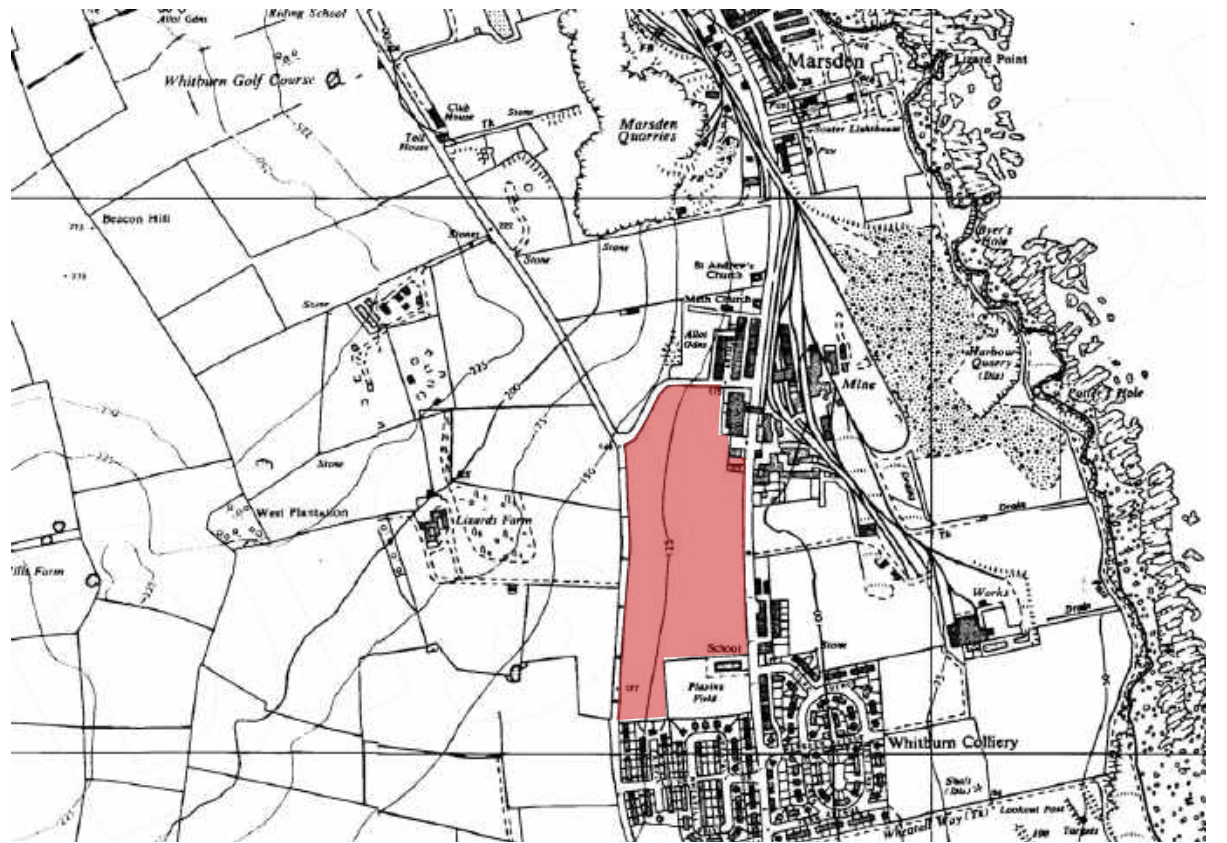
There are no buildings or structures currently within the application boundary, with no existing Public Rights of Way. The layout of the site has been considered in the design process to ensure appropriate connections and accessibility within the future development.

The site benefits from good accessibility, with close proximity to existing road networks and public transport routes, as well as access to nearby local services and amenities in Whitburn and the wider area.



Historic Maps: 1860

Historic Maps: 1930



Historic Maps: 1890

Historic Maps: 1960



Historic mapping and aerial imagery confirm that the application site has remained in agricultural use for well over a century. The field pattern visible today is largely consistent with that shown on historic Ordnance Survey maps dating back to the late 19th century, indicating a longstanding rural landscape character.

There is no evidence of any previous built development within the site boundary, aside from minor field access tracks and boundary features associated with farming. The land has therefore functioned as part of the wider agricultural land near the coast throughout much of its history. Despite the close proximity in the north and east to the quarry, colliery and paper mill sites in the late 19th century, the land appears to have little to do with this industrial area.





Left: Souter Lighthouse
Middle: Souter Hole
Right: Whitburn Golf Club

2.4_Local Context & Surroundings

The Mill Lane site is situated in a convenient setting between South Shields and Sunderland, where the character transitions from established suburban neighbourhoods to open countryside. The area benefits from a number of significant local landmarks, landscape features and destinations that contribute to its identity and accessibility.

To the east, the coastline boasts a number of impressive natural features including sea stacks, rock holes and coves, forming part of the Whitburn Point Nature Reserve. Souter Hole is pictured opposite.

There are other points of historical and cultural interest such as the limekilns and Souter Lighthouse to the north east, where there is a Natural Trust cafe for visitors.

The area is great for golfers, with Whitburn Golf Club, South Shields Golf Club and Sunderland Golf Centre, all within 5km of the site.

02 Site Analysis and Context

2.5_Existing Townscape

The diagram to the right highlights some of the more significant villages and towns in the wider context that will provide further amenity to future residents.

Existing public transport links include a bus service along Mill Lane and Millfield Terrace. The existing road infrastructure includes bus stops, for the number 7, 13 and E1, E2, E6 bus link to Sunderland and South Shields.

The site is located in an ideal position to facilitate local connections into Whitburn and surrounding areas. It is important that the scheme is designed in a way in which pedestrian links to these locations are priority.

The surrounding residential townscapes illustrate a broad range of housing typologies, architectural styles, features and materiality that will be analysed within the following section. This analysis will play a pivotal role in informing a considered and contextual development for proposals.



Marsden



Harton



Boldon



Cleadon



Whitburn



Seaburn

02 Site Analysis and Context

Roof Typologies

- Multiple single pitch roofs deliniate ownership

Building Scale

- Low level terraced bungalows with stepped roof settle into the surrounding greenery

Dwelling Typologies

- Almost-symmetrical semi detached houses show character

Boundary Treatments

- Gated gardens with brick walls and hedges create personal space

Parking Provision

- Space for car parking both in-plot driveway and in an integral garage.

Landscaping

- Small areas of soft landscaping to street frontages and brick front walls.



Hertford Avenue



Lake Avenue



Fullwell Avenue



Dorset Avenue



Beaconside



Norfolk Road

Concepts and Influences				Typologies				Compositional Elements				
Key Concepts	Character Reference / Precedent	Landscape Setting	Formality / Informality	Block Types	Building Types	Building Heights	Parking Strategies	Street Geometry	Frontages	Roof-Line	Corner Buildings	Boundary Treatments
Planned housing developments with access to roads and green space	1950-1970s / Post War	Dwellings with grass front gardens and soft landscaping to front boundaries. Areas of cut grass between boundaries and pedestrian path	Informal Arrangement	Sub-urban housing	Semi-detached, detached and terraced properties	One or two storey	Parking within the front curtilage with integral garages and Driveway parking. On-street Parking.	Informal street geometry	Varied	Stepped, angled or traditional	Larger plots with extra green space. Buildings often the same as others in the street rather than corner-specific	Front garden walls with soft landscaping. Back garden fences and front and back garden private hedges and planting.

2.5_Townscape - Marsden

Marsden is located to the northwest of the site. It is a historic town with some reference to its original character. To the south of Marsden are The Limekilns and Marsden Quarry, which highlight the historical context of the town.

The area is mostly residential, with the Coast Road creating a barrier between the village and the sea in the east. Much of the development has come post 1970 with small scale private houses in spacious suburban street layout. This gives in a modern character and fairly cohesive materiality, featuring red brick and render with tiled or slate roofs. The majority of dwellings in this area are semi-detached, with some detached and terrace

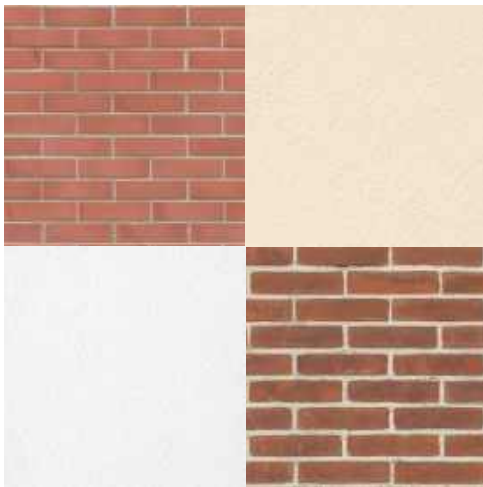
There is space for most houses to have a private garden, and some informal landscaping in the form of tree-lined routes with mown grass.

The south side of the village connects to nature parks and the east leads to Marsden Beach, meaning that there is plenty of opportunity to access green space. Marsden also connects in the west to nearby Harton and a small area known as The Nook.

Marsden is a fairly modern area with a variety of small to medium family homes in a spacious layout and similar material palette creating a fairly consistant townscape.



Red Clay and Red Pan Tile and Grey Slate Roof Tiles.



Mix of Red Brick types and White or Cream Render



Residential street with grass verges, showing some tree planting and semi-detached dwellings.



The area of Harton comprises of a variety of building forms incorporating a mix of building styles, however there are common themes seen throughout.

The majority of dwellings in this area are characterised by semidetached two storey houses with hipped roof construction, although other roof forms are present. Most dwellings also contain either an integral garage or a private driveway for parking. Furthermore, Most dwellings are fronted with soft landscaping and grass areas to separate dwelling entrances and the street. Elsewhere in Harton there are brick terraced streets with large bay windows alongside white and cream rendered bungalows with pantile roofs.

The streets are wide and well planted. There is some on-street tree planting, softening the landscape.

There is a degree of variation in typology and material with some buildings featuring facade features stone quoins (as seen to the right on Sunderland Road). This contrasts with more modern designs such as the buff and weatherboard examples shown at Arthington Way and Bramham Court.

Finally, there is a clear distinction within the area between new and old developments. The formality of the streetscape is much less formal when looking at newer developments and most of the aesthetic differences in the area occur between the new and old developments.

Roof Detailing

- Decorative detailing to roof and symmetrical chimneys

Materiality

- Panels of buff brick contrasting with white sections

Parking

- On-Plot Driveway parking alongside gardens

Covered Porch

- Canopy to porch to stay dry in the rain

Landscaping

- Soft landscaping to the boundaries with brick perimeter walls in some areas.

Facade Features

- Tiles are sometimes used vertically for added interest

Sunderland Road

Arthington Way

Central Gardens

Bramham Court

South Avenue

Mortimer Road

Concepts and Influences				Typologies				Compositional Elements				
Key Concepts	Character Reference / Precedent	Landscape Setting	Formality / Informality	Block Types	Building Types	Building Heights	Parking Strategies	Street Geometry	Frontages	Roof-Line	Corner Buildings	Boundary Treatments
Planned housing developments arranged in long streets	Post 1940 and Modern housing development with a few Georgian examples	Large private gardens. Gardens both front and back result in leafy streets.	Mostly formal streets	Suburban Housing	Semi-detached, and detached with some flats.	Mostly two storey housing with some bungalows	On street or driveway parking	Parallel street formations and more informal arrangements in new build areas.	Varied	Continuous	Examples of corner turning units throughout	Red brick front garden walls or steel railings

02

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02 Site Analysis and Context

Landscaping

- Large front gardens with soft landscaping and hedge boundary treatments.

Form

- Unusual building form with minimal windows onto the street

Roofline

- Gable roof form with slate tiles, projecting gables and chimneys.

Materiality

- Traditional stone and slate roof

Dwelling Typology

- Large dormer windows of various styles give extra space upstairs

On-Plot Parking

Space for on-plot parking as well as integral garage for a car or as storage.



Concepts and Influences				Typologies				Compositional Elements				
Key Concepts	Character Reference / Precedent	Landscape Setting	Formality / Informality	Block Types	Building Types	Building Heights	Parking Strategies	Street Geometry	Frontages	Roof-Line	Corner Buildings	Boundary Treatments
Formal streets with small pockets of green spaces and tree lined streets	Mostly traditional with some post 1940 development	Small pockets of green space with tree lined streets.	Formal streets	Town housing	Mostly detached or terraced building types	Two storey properties, or 1.5 storey terraces with feature dormers	On-street or driveway parking	Informal	Varied	Continuous	Examples of corner dwelling units in more newly developed areas	Mostly low-level front perimeter walls and planting, with some examples of higher sandstone walls. Boundary fences and gardens to the rear

2.5 Townscape - East Boldon

This townscapes long history means that although it is small it is well developed with churches, shops, schools, pubs and transport links.

There is a wide variety of building styles from different time periods, with examples of materials including red brick, local sandstone and some modern styles in white render. The landscaping is defined by small areas of grass, alongside private gardens of various sizes, many of which have mature trees overhanging the street.

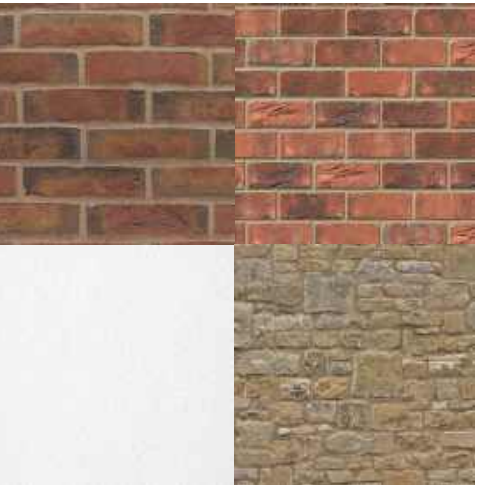
East Boldon has a central Conservation Area due to its rich history and strong sense of place. The central conservation area has a strong character despite containing a wide range of styles from various periods.

Further north in this area there are more modern developments, these are characterised by pantile roofs and white PVC windows. There are more detached and semi-detached dwellings in this area, compared to the older part of the town which has more terraced dwellings. Parking provision is also better here, as each dwelling has dedicated space for on-plot parking.

Despite there being dwellings from a range of time periods in this area, there is common character themes throughout due to the consistent materials palette used.



Grey slate with standard or fishscale pattern and red pantile. Some zinc.



Mixed red bricks with the addition of sandstone and white render in some areas.



A variety of dwelling types shown along one street in this area.



Pemberton Road

A Concrete Pantile

B Angled entrance with large window

C Double height modern bay in render material

A

B

C

Grey concrete pantiles and grey slate.

Mixed red brick types with areas of white render and sandstone features

Cleadon

Dwellings overlooking a central area of green space in this townscape.

2.5_Townscape - Cleadon

Residential streets in this townscape offer varied style and age of development with houses set back from the street behind their garden walls or hedges as boundary treatments. Whilst there are a couple of bungalows at the outskirts, most houses tend to be detached, two storey and of a large scale, they also have private gardens on two or more sides and their own designated parking areas. There is additional on-street parking on some streets.

The village core was designated a conservation area in 1975 due to its probable medieval layout. With a combination of garden trees and on-street planting, the effect is a very green area.

There is a fairly consistent material palette of red brick, white windows and slate roof, with some grey pantile to imitate slate. Similar scale, pitched roofs and matching materials create a clear townscape.

This townscape can be said to have a distinct character due to its consistency in materiality and dwelling typology.

Private Gardens

Wide private gardens with plenty of space. Enclosed by half-height walls

Facade Features

Multi gable flats with half-render detail

Dwelling Height

Low level residential in the form of semi-detached bungalows

Porch Detail

Matching porch with slate roof.

Hipped Roof

Slate hipped roof with tall chimneys

Facade Features

Bow window underneath long porch canopy

B1299

Boldon Lane

East Boldon Road

B1299

Underhill Road

Windermere

Concepts and Influences				Typologies				Compositional Elements				
Key Concepts	Character Reference / Precedent	Landscape Setting	Formality / Informality	Block Types	Building Types	Building Heights	Parking Strategies	Street Geometry	Frontages	Roof-Line	Corner Buildings	Boundary Treatments
Large private dwellings, mostly detached, with large gardens and privacy afforded by trees and hedges.	Post war and modern development mix.	Large private gardens behind brick walls, with trees along boundary. Small areas of grass and shrubs in new developments.	Formal with areas of informality.	Suburban housing	Semi-detached and detached houses.	Mostly one and two storey dwellings, with occasional block of flats.	Driveway and garage parking.	Informal street geometry	Varied	Standard	Infrequent corner turning units	Front and back garden fences, and brick walls. Private hedges and planting

02 Site Analysis and Context

Dwelling Scale

- Large scale single dwelling with similar rhythm and height to smaller houses

Materiality

- Varied brick styles and patterns throughout the street

Facade Detail

- Sandstone arches over upper windows

Dwelling Typology

- Small scale post-1940 bungalow development with pantile roof and brightly coloured doors

Materiality

- Herringbone brick detail and darker material palette of shades of brown

Facade Features

- Double gable design facing the street, with recessed entrance way



Concepts and Influences				Typologies				Compositional Elements				
Key Concepts	Character Reference / Precedent	Landscape Setting	Formality / Informality	Block Types	Building Types	Building Heights	Parking Strategies	Street Geometry	Frontages	Roof-Line	Corner Buildings	Boundary Treatments
Historic and new streets with mix of housing. Some facing directly on to street.	Varied age and style of building, with some older examples	Minimal Landscape. Allotments and proximity to sea	Formal street arrangement	Town housing	Terraced and Semi-detached properties	One or two storeys	Driveway or garage parking in most instances	Formal	Varied	Standard	Corner units do not differ	Fences, and brick walls. Private hedges and planting

2.5 Townscape - Whitburn

Whitburn has retained its village character, with the main Front Street, parish church and sports grounds including bowling green, cricket and tennis facilities. This paired with its proximity to the sea provides plenty of leisure opportunities. This central recreation ground gives the village much of its character, while East Street provides local shops and facilities.

Houses are of varying scale, sometimes with entire streets dedicated to single storey developments.

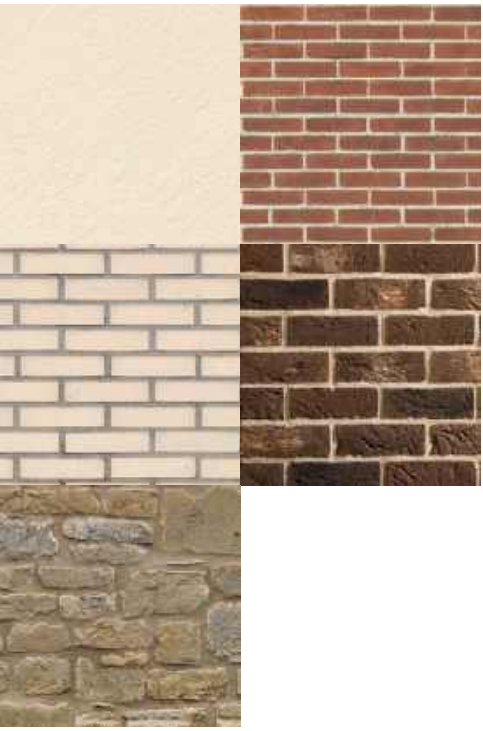
There is variation in materials throughout with a variety of brick styles, colours and patterns as well as render and sandstone. An example on Westcroft uses brown brick in varying patterns to create a unique facade. Where sandstone is used, the material will be used for stone arched lintels over windows. Sometimes bricks are arranged in colour patterns such as the red and buff example at North Guards. Roofs are in pantile or slate, with slate being more traditional.

Front gardens have bushes and shrubs, but fewer trees than surrounding villages, and tend to be smaller in scale. Streets are arranged in a grid pattern, which allows for easy navigation.

This townscape can be described as having a varied style due to the combination of older and more modern dwellings, creating a range in materials and styles.



Red and brown concrete pantiles with grey slate.



Cream dark and red brick with the addition of sandstone and cream render.



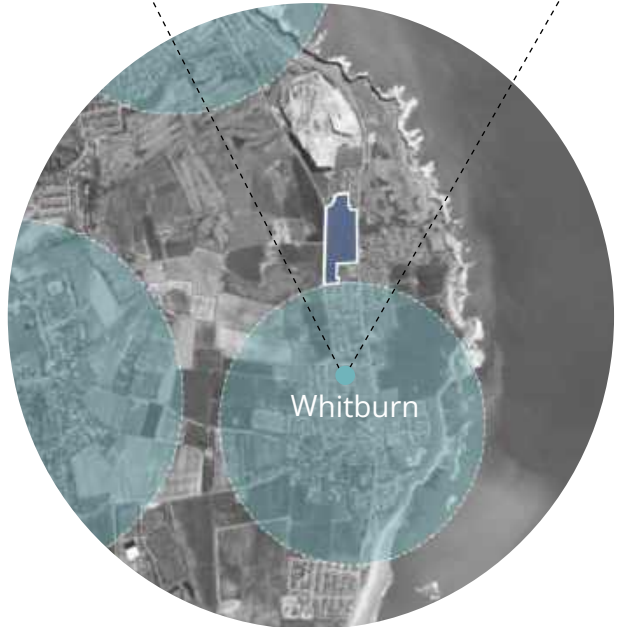
One of the older terraced streets in Whitburn, with street parking for dwellings.



A Bay windows painted white

B Slate roof with red brick chimneys

C Traditional door with window and stone lintel above



01 Marsden



Materiality

- Red Concrete Pantiles
- Grey Slate
- Red Brick Types
- White Render
- Sandstone
- Hanging Tiles

Residential street with grass verges, showing some tree planting and semi-detached dwellings.

Architectural Features

- Chimney and water tabling
- White windows
- Composite front door

02 Harton



Materiality

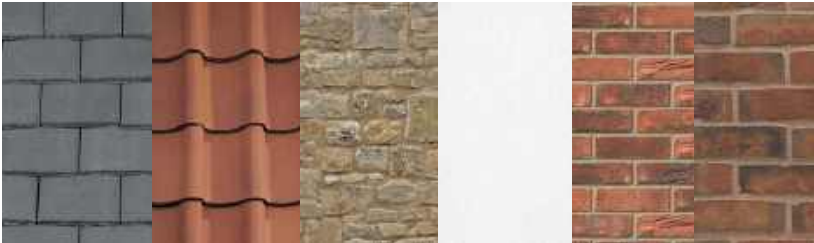
- Grey Slate
- Red and Brown Concrete Pantiles
- White weatherboard
- Red, Multi and Buff Brick Types

Tree-lined streets with change in surface material at key junctions as a traffic calming measure.

Architectural Features

- Pitched tiled roof to porch
- Bow window and white render with black timbers
- Red tiled roof with central chimney

03 East Boldon



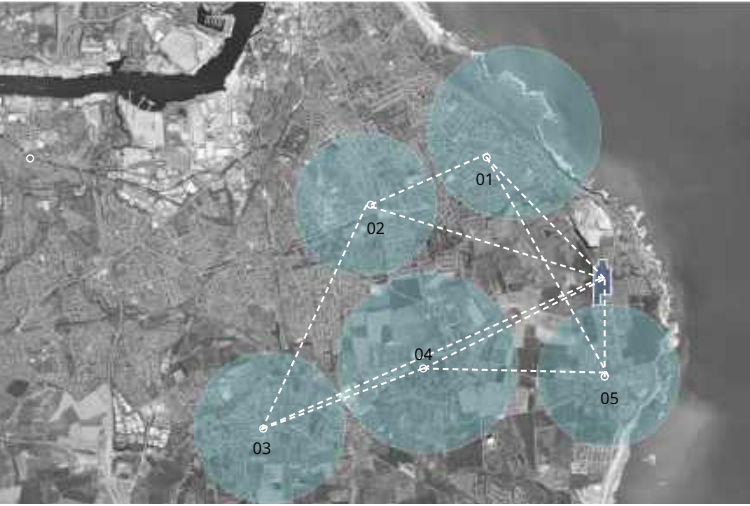
Materiality

- Red Pantiles
- Grey Slate
- Zinc
- Red and Buff Bricks
- Random Sandstone
- White render
- Hanging Tiles

A variety of dwelling types shown along one street in this area.

Housing types and features

- Concrete pantile roof with brick chimney
- Painted stone head and cill window detail
- Small front garden with metal rail boundary treatment and no on-plot parking



04 Cleadon



Materiality

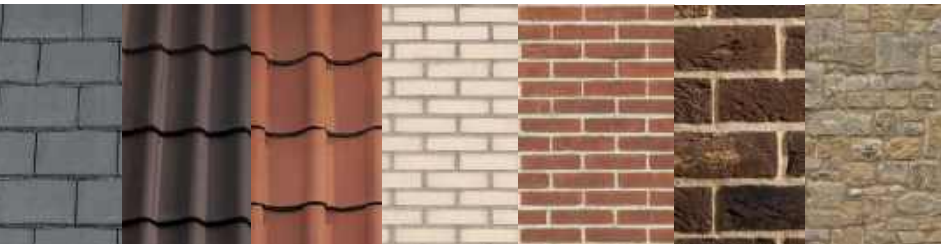
- Red and Grey pantiles
- Red and Grey Slate
- Red and Brown Brick Types
- Sandstone
- White Render

Dwellings overlooking a central area of green space in this townscape.

Architectural Features

- Concrete Pantile
- Angled entrance with large window
- Double height modern bay in render material

05 Whitburn



Materiality

- Red and Brown pantiles
- Grey Slate
- Red, Buff and Brown Bricktypes
- Feature Brick in Herringbone Pattern
- Sandstone

One of the older terraced streets in Whitburn, with street parking for dwellings.

Architectural Features

- Bay windows painted white
- Slate roof with red brick chimneys
- Traditional door with window and stone lintel above



Key

- Pedestrian route to nearby villages
- Existing hedgerows
- ▬▬▬▬▬▬▬▬▬▬ Main access route
- ▬▬▬▬▬▬▬▬▬▬ Potential SuDS
- ⦿⦿⦿⦿⦿ Potential high noise area
- ⦿⦿⦿⦿⦿ Proposed access point
- Existing farm
- ▬▬▬▬▬▬▬▬ Sensitive edges
- Existing trees/woodlands
- Topography
- ▬▬▬▬▬▬▬▬▬▬ Low Voltage Overhead Pylon Route
- Flood Zone

2.6_Constraints + Opportunities

The development site presents a range of site-specific constraints and opportunities which must be considered in relation to the emerging proposal.

New vehicular access points will be required from Mill Lane, where a 30mph speed limit highlights the need for a sensitive access strategy. The site has been designed around an east entrance to connect to the main road and give a clear route into Whitburn.

Current pedestrian and cycling links to Whitburn and Marsden are direct along Mill Lane, however currently the site contains no Public Rights of Way. The Masterplan therefore needs to prioritise an active-travel network, supported by bus routes. Footpaths around points of open space creates aesthetically unique active routes through the development.

There are very few trees or hedgerows in the area, these are important landscape features and will be added and enhanced wherever possible. Topography and drainage also influence the form of development. The site is outside of any flood zones. The natural low point of the site is towards the eastern boundary of the site. The development responds through an integrated sustainable drainage system that delivers water management, ecological enhancement and amenity benefits.

There is potential for noise on the site from the roads and the quarry. This can be mitigated by either setting the development back from the boundary to provide some additional distance.

Sensitive areas have been identified along the southern boundary and in the north east corner. These areas are close to nearby houses and the Primary School. This has therefore been considered in the layout of the masterplan to give space to existing development.

3.1_Translating Design Requirements at Mill Lane, Whitburn

As highlighted throughout the Design And Access Statement development proposals at Mill Lane should aim to realise the creation of a contextual yet distinctive residential environment that will significantly enhance the profile of the local area by providing a new community which attempts to mesh with the landscape and to the surrounding area. Dwellings are to be located within a development site, capitalising upon the described existing site opportunities.

The Design and Client team fully acknowledge that the success of any proposed scheme can be achieved through an appreciation and ultimate delivery of the following key elements:

Mix and Density :
The 10.64 Hectare development platform includes proposals for 205 dwellings at an overall gross density of 19.27 DPH.

Context and Character:
The Design team recognise that the style and architectural language of the proposed dwellings will be a key factor in determining the success of the Mill Lane Masterplan. A number of differing housetype styles have been presented to provide an indication of dwelling styles favoured by the design team. Context and character is described in more detail within the appearance and character section of the DAS.

Sustainability:
All dwellings within the development will incorporate sustainable principles in line with current design legislation. It is the aim of the housetype design to progress a 'fabric first' approach to housetype design, with units incorporating high levels of thermal insulation providing an inherently sustainable building envelope.

Landscape Context:
Proposals should be carefully designed to integrate with the many existing landscape features found to the perimeter of the site. Development should also propose an imaginative public realm design with careful attention paid to the detailing of plot boundary design, roadway detailing, planting within public and private spaces, surface materials, street widths and relationships between dwellings and their surroundings. The project team acknowledge

that it will be essential to provide a 'landscape dominant' character with generous areas of verge planting and multiple areas of open space.

As described in earlier sections of the DAS, Hedgerows and existing vegetation areas to the boundaries of the site are to be mainly retained as a defining feature as the design seeks to increase biodiversity and strengthen links across the site through the creation of new ponds, tree and shrub planting, providing year round interest and colour for the development. A landscaping buffer is to be provided to the North and East of the site to minimise the impact on nearby fields.

Layout and Connectivity:
From a central 'primary route' a legible and hierarchical network of roads should provide access to a series of coherent and interconnected housing clusters. Generally, and picking up on advice contained within 'Manual for Streets', the layout, grain and structure of the development should give priority to the public realm and to the pedestrian environment. The client team acknowledge that the use of first principle 'homezones' and other ways of creating flexible roadscapes will be welcomed.

Car Parking:
Parking provision does follow local authority guidelines which provides detailed information on parking levels for all dwelling sizes.
The design of the public realm should give preference to the quality of the streetscape and car parking should be integrated in a variety of ways. The design team have extensive knowledge of working with STC highways department.

The project team recognise that current national and regional planning policy have approved a range of key standards and benchmarks that must be met in the design and delivery of all residential projects. Key documents are listed below and opposite.

The clients and their consultant team are familiar with all of these publications and use them in the delivery of their day to day business and workload. They have been consistently referred to in the collation of the DAS and the outline planning application package.

- By Design . Urban Design in the Planning
- System: Towards Better Practice (DETR/CABE 2000)
- By Design . Better Places to Live : A Guide to PPG3(DETR/CABE 2000)
- Manual For Streets; Communities and Local Government/DoT/ Welsh Assembly Government, 2007
- BFL12: The sign of a good place to live; CABE 2012 Building For a Healthy Life (2020)

- The Urban Design Compendium; Llewelyn-Davies ,English Partnerships, Housing Corporation, 2000
- Design and Access Statements : How to Write, Read and Use Them(CABE 2006)
- National Planning Policy Framework (Dec) 2024
- National Design Guide (October 2019)
- Neighbourhood Planning: Achieving Well-Designed

Whitburn Neighbourhood Plan 2021-2036
The Neighbourhood Plan includes specific policies on design, which include WNP2 (Whitburn Design Guidelines) and WNP3 (Sustainable Design). This is alongside other policies such as WNP6 (Green Infrastructure Enhancement and Connectivity) that also have an influence on the overall design of development. The policies include requirements that are also found in national policy and guidance, and the other development plan documents.

Whitburn Design Guidelines (April 2019)
The guidelines set out general questions to be asked/ considered when presented with a development proposal. These include elements such as (not exhaustive) layout, local green spaces, rural views and character, boundary treatments, building heights, materials, car parking, architectural design, and sustainability. The following sections of this Design and Access Statement pick up and address these elements, setting out the approach that has been taken, to allow a full consideration of the proposed development. Some elements of the design guidelines have also been considered in some of the other supporting documentation (e.g. Landscape and Visual Impact Assessment).

4.1_National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) sets out the government’s objectives for delivering sustainable development, including the need to significantly boost the supply of homes, promote well-designed and well-connected places, and support patterns of growth that reduce reliance on the private car. The development responds positively to these principles by providing a well-designed, landscape-led neighbourhood with strong pedestrian and cycle connectivity and a mix of housing types.

The NPPF identifies in chapter 5 the need for delivering a sufficient supply of homes. Paragraph 61 states:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

The guidance from the NPPF on promoting healthy and safe communities is clear, with the aim to **“promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages”** (NPPF, paragraph 96)

In chapter 9, the NPPF identifies policies to promote sustainable transport, emphasising the importance of considering transport infrastructure at the earliest stages of development proposals. Paragraph 110 refers specifically to managing patterns of maximising sustainable transport solutions, highlighting that:

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

The NPPF also gives guidance on the assessment of development applications in paragraphs 115 and 117, to ensure that sustainable transport is suitable considered.

Chapter 12 focusses on policies relating to achieving well-designed places and recognises the importance of good, well considered design. Paragraph 131 states:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

4.2_Planning Statement

This document is intended to be read in parallel with the accompanying Planning Statement, which provides a comprehensive review of national, regional and local planning policies relevant to the proposed development, and explains how the scheme aligns with the strategic objectives of Mill Lane.

5.1_Design Proposals

The design proposal for this detailed application ensures that each phase of development contributes to a cohesive, high quality and well-connected new neighbourhood.

The proposal for the development responds directly to these principles, embedding the core components of the masterplan into the layout and housing typologies. Key design objectives include:

- 01- A landscape-led approach**
- 02 - A clear and legible movement hierarchy**
- 03 - Permeable and inclusive street networks**
- 04 - A varied yet coordinated housing mix**
- 05 - Strong building-landscape relationships**

Collectively, these proposals help to ensure that this phase of development contributes positively to the creation of a coherent, distinctive and sustainable neighbourood at Mill Lane.



Detailed Application by Story Homes

5.1_Design Proposals

01 - A landscape-led approach:

The development has been shaped around a landscape-led design philosophy. Areas of open space, SuDS features, existing vegetation and key landscape assets structure the layout, ensuring that open space is not residual but a defining element of the scheme. The arrangement of streets, block forms and housing typologies responds to these landscape cues, creating strong visual connections and a sense of place rooted in the site's natural features. This approach delivers a highly attractive and ecologically rich neighbourhood where landscape and built form are fully integrated.

02 - A clear and legible movement hierarchy:

The movement network ensures that routes are intuitive, connected and easy to navigate. The primary route connects through the Mill Lane development. The gentle curvature of the primary street leads residents through the neighbourhood while contributing to natural traffic calming. Footways run on either side, improving walkability and strengthening connections throughout the site and to the surrounding area. This hierarchy establishes a coherent structure for movement by all modes, further explained within the Access section of this DAS.

03 - Permeable and inclusive street networks:

The layout prioritises permeability and inclusive access, ensuring the neighbourhood is easy to move through on foot, by cycle or by more formal vehicular routes. A network of dedicated footpaths and cycle routes is woven through the development, with the leisure route

designed around the perimeter of the development parcels, away from vehicular traffic and aligned with the landscape areas for a more pleasant and safer journey experience. This active travel route connects to the existing footpath network outside the site boundary, promoting sustainable movement and reducing reliance on cars.

04 - A varied yet coordinated housing mix:

The proposal includes a considered blend of detached, semi-detached and terraced homes, offering options suitable for a range of households — from first-time buyers to growing families. The architectural language, materials and detailing remain coordinated to maintain visual harmony across the development. This balanced mix supports an inclusive community, helping to meet local housing needs and ensuring the development appeals to a diverse market.

05 - Strong building-landscape relationships:

The relationship between built form and landscape is central to the design approach. Homes have been arranged to face outwards onto the SuDS basin and areas of open spaces, ensuring that these features are overlooked, activated and well integrated into daily life. Lower-density areas are positioned along the site edges where they can reinforce the rural setting and take advantage of wider landscape views. Boundary treatments, planting and street alignment have all been carefully considered to enhance the character and create a positive interface between homes and open space. This reinforces the landscape-led identity at the heart of the Mill Lane development.



5.2_Spatial Syntax

To fully explain the design of the scheme and how dwelling formation and design interacts with the landscape, an urban design analysis of the site has been initiated. The analysis of these challenges and opportunities is termed as Spatial Syntax.

Spatial Syntax methodology considers the masterplan as a series of journeys. The journey is interpreted as a sequence of spaces, where architecture and landscape, work together to create an attractive, interesting and unique experience for residents and visitors alike.

Gordon Cullen (1914-1994) believed that if designers could describe a journey through the proposed masterplan, they would necessarily engage with the three dimensional opportunities and challenges offered by the plan.

The Spatial Syntax diagram opposite is divided into a number of key indicator categories which serve to augment and assist in navigation and enjoyment through the development. These categories include:

Vistas and View Corridors

The distance views are termed .Vistas. or .View corridors. The culmination of this long distance view is a significant building.

Corner Turner Unit

As the eye is drawn into a view corridor, a road bends round to create visual interest, in this case corner-turning units will be buildings which have a plan form that carries the eye around the corner.

Significant Buildings

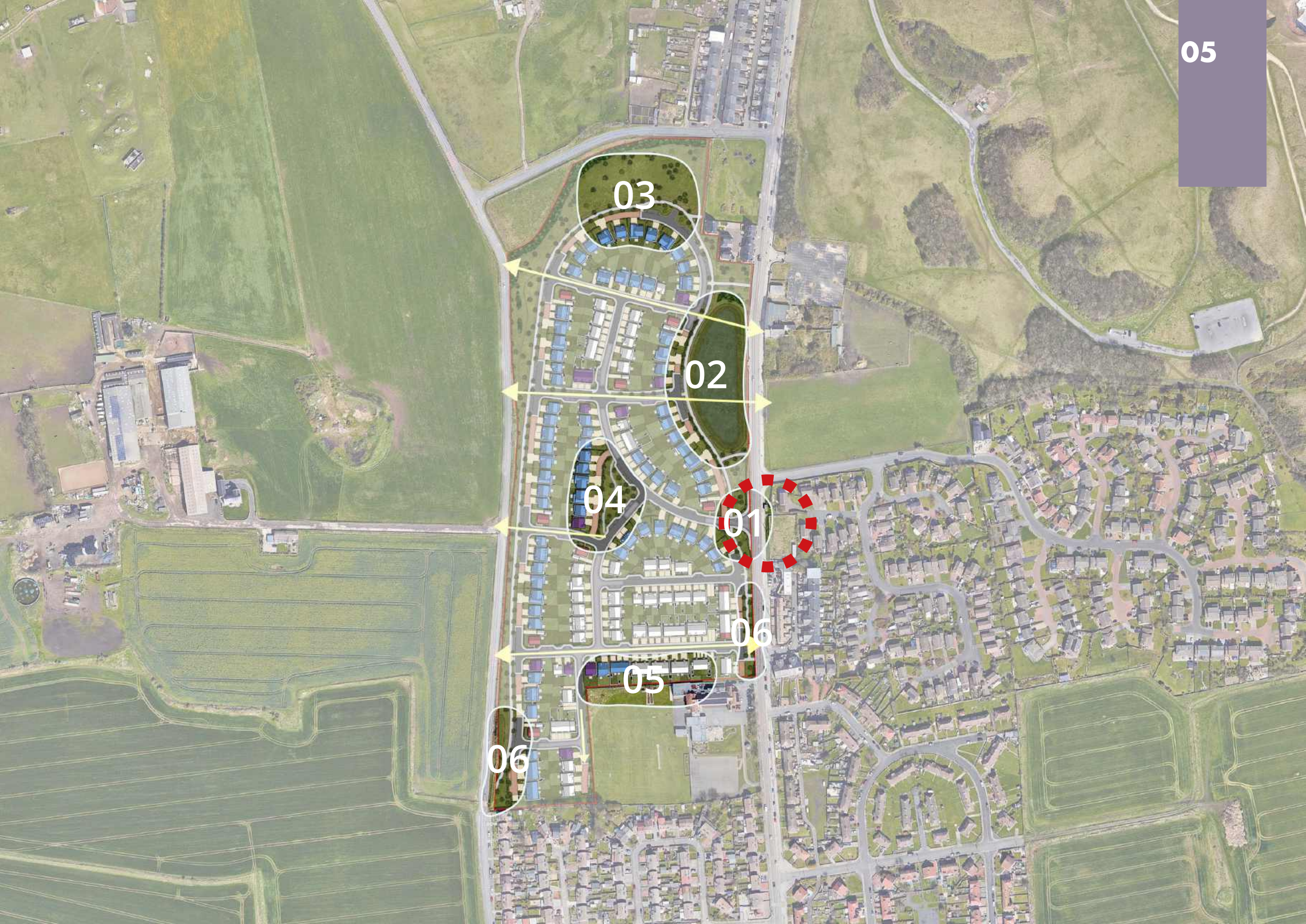
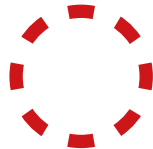
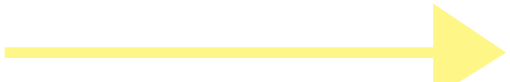
Along main vistas, significant frontages or streetscapes will be created that are arranged to create an overall architectural composition.

Gateway Buildings

Gateway buildings will create legibility and help residents and visitors alike to understand the change in character of the hierarchy of routes, from the primary, secondary to the more informal tertiary road framework.

Entry Points

Entry points will be celebrated by groupings of significant buildings.



5.2_Area 01

Area 01 forms the principal entrance into the development, providing the first impression for both vehicular and pedestrian arrivals approaching from the eastern boundary. It is therefore essential that this area sets the tone for the scheme, reflecting the design aspirations for a landscape-led neighbourhood that is rich in character and identity.

Development in this location has been carefully designed with an outward-facing aspect, creating an inviting and visually engaging streetscene that establishes a strong sense of place upon arrival. Development is set back from the existing road, with all dwellings accessed via a private drive arrangement, giving a softer more informal landscape interface. A curved development line at the entrance to the site guides users into the site. In this location, development has been carefully designed and positioned to provide a framed access, working in conjunction with green verge widths and profile to give an indication and feel for the wider scheme design.



5.2_Area 02

The development has been designed to form a strong and positive relationship with the adjoining areas of open space. The dwellings in this area overlook the site's SUDs feature and enjoy an attractive outlook across this landscaped area. The SUDs help the developments drainage and allow for increased biodiversity.

The positioning of these homes helps to overlook the open space, providing natural surveillance and creating a sense of safety and ownership.

The design helps to establish a softer, more informal streetscape that complements the semi-rural setting of the site and contributes to a distinctive sense of place within the development.

5.2_Area 03

To the north of the site, the layout incorporates a defined area of open space which is intentionally overlooked by surrounding development. The built form curves around this space, creating a strong, legible edge and ensuring continuous natural surveillance. Homes in this area are accessed via shared drives, reducing the dominance of the street network and allowing the open space to remain the visual and functional focus. This arrangement enhances safety, provides an attractive outlook for residents, and delivers a softer, more landscaped transition between the built form and the surrounding environment.

This part of the development features larger detached homes, each with generous front gardens, reinforcing a sense of openness and suburban character.



5.2_Area 04

Area 04 highlights how the scheme is oriented to incorporate open space areas throughout the development, and not just towards the development edge. Dwellings that front onto these internal landscaped areas benefit from attractive outlooks and help to create a series of connected, green focal points within the site. These spaces enhance biodiversity, and offer opportunities for informal recreation and social interaction.

The orientation of homes towards these open spaces ensures active frontages and natural surveillance, promoting a safe environment. This approach places landscape at the heart of the development, creating a distinctive and cohesive character that reinforces the sense of place across the scheme.

5.2_Area 05

Area 05 highlights how the scheme is oriented with new dwellings to back onto the existing primary school helping create a clear, secure and well defined boundary between the two uses. This minimises overlooking while protecting the privacy needs of pupils. Rear gardens provide a softer, landscaped edge to the school grounds, reducing noise and visual impact compared with a frontage or access road.



5.2_Area 06

Area 06 highlights designated points around that site with dedicated pedestrian connection points off the leisure path, providing a safe and more direct footpath route that is separated from vehicular traffic. This enhances walkability throughout the scheme and strengthens links to the existing pedestrian and cycle network.

Collectively, these elements create a welcoming and attractive entrance sequence, reflecting the development's commitment to connectivity and high-quality placemaking.



6.0_Access Statement

This section of the Design and Access Statement outlines the proposed access strategy for the Mill Lane development. It describes how the scheme has been designed to provide safe, legible and efficient movement for all users.

The Access Statement addresses key elements of the development, including:

Route hierarchy and street layout, defining the primary spine road, secondary streets, shared drives and pedestrian/cycle routes.

Parking strategy, including provision for residents, visitors and accessible spaces.

Cycle parking and active travel infrastructure, ensuring safe and convenient routes throughout the development.

Waste management and bin storage, ensuring operational efficiency and integration with the streetscene.

This section demonstrates how the proposed access arrangements contribute to a safe, inclusive and well-connected neighbourhood, supporting both vehicular and sustainable modes of transport.



6.1_Movement

The objective of the design is to establish a connected and legible network of street types that accommodates all modes of transport, disperses traffic flows and creates an attractive and safe pedestrian environment.

There is one vehicular access points into the development from the eastern boundary. This provides vehicular access to all dwellings on site via the primary road. A hierarchy of secondary streets and shared private drives then enables movement throughout the development parcels.

Inclusive design is a way of realising environments so that they are usable and appealing to everyone regardless of age, ability, or circumstance. This principle has been embedded within the proposal through:

- A well-considered development block form.
- An access network which allows easy vehicular and pedestrian travel throughout the site.
- A safe environment with the core principles of secure by design at the heart of the scheme.
- A dwelling mix throughout all parts of the development which encourages a range of different living types.
- Internal to the site, a clear route hierarchy has been established with the use of different surface areas and shared private drives

providing a more secure and pedestrian friendly highway design. The leisure path along the site perimeter provides pedestrian links to the existing footpath network, linking the development with local amenity, public transport and neighbouring residential developments.

- The development provides front or gable aspect to footpath linkages, embracing the core principles of Secured by Design.
- The primary roads through the development has been designed as a 5.5m width with 2-metre footpaths on either side, providing a safe and convenient route for pedestrians. The secondary roads connect off the primary road, with a 4.8m width, followed by 2m footpaths either side or 0.6m service strip.
- Shared drives serving no more than five units and 5.5m in width, will take direct dwelling access away from the adopted route and create a more informal relationship between neighbouring dwellings.

Street Hierarchy Key:

- Primary Road
- Secondary Road
- Leisure Path Along Site Perimeter
- Pedestrian Routes
- Shared Drives
- Vehicular Access
- Pedestrian Access



6.2_Parking and Bin Storage

In general terms, the Client & Design Teams understand that excessive vehicle ownership and car usage should be discouraged, however it is realistic of residents to expect unrestricted parking. We have therefore taken measures to ensure adequate provision is achieved to avoid informal parking along roads through the site.

Parking provision will typically follow guidance from STC as set out within the SPDs. The parking strategy for the development places an emphasis on on-plot parking arrangements.

Responding to the local context, all dwellings on site are proposed to be either 1, 2, 3, 4 or 5 bed units with a mix of driveway and garage parking as appropriate to dwelling types sizes. As a rule, the design team have taken the view that all parking spaces including non-allocated will exceed requirements to achieve a minimum footprint of 2.5x5m to accommodate ever larger family cars with space for pedestrian movement around the vehicle. Where garage parking has been provided the internal dimensions will typically be 3x6m, although some properties will not reach this size. The Design & Client Team believe that this will provide sufficient space to accommodate vehicle parking as well as space for cycle and general storage as garages are typically used for.

A variety of dwelling types are utilised throughout the scheme to remove the appearance and dominance of car parking throughout the development. Detached garages allow parking to the side and rear of housetypes to break up the use of on-plot parking to create a more attractive streetscene.

Concerning bin storage, it is proposed that properties are considered on a case-by-case basis, with designated space for 3 separate bins in the rear gardens of the properties. Within these rear gardens, the bin storage will be located as close as possible to the adoptable highways or, where dwellings are served by a shared private drive, a communal bin collection point. Residents' bins can be gathered in this area for collection by the local authority without obstructing vehicle or pedestrian movement on the highway.

All areas of adoptable highway have been designed to accommodate the movement and turning circle requirements of the appropriate refuse vehicle as specified by STC, ensuring all areas of the development are served for refuse collection.

Parking Key

- Garage Parking
- Private Drive Parking
- Integ. Garages
- Visitor Parking



Parking Strategy Diagram

7.0_Massing, Density & Mix

This section of the Design and Access Statement outlines the massing, density and housing mix proposed for the Mill Lane development. It describes how the scheme has been designed to create a well-proportioned, cohesive and varied neighbourhood.

The section addresses key elements of the development, including:

Building massing and form, including scale, height, and orientation, to create a balanced streetscene and a harmonious relationship with open spaces.

Overall housing density, ensuring efficient land use while responding to the character of each parcel and surrounding context.

Housing mix, providing a range of dwelling types and sizes to meet local housing needs, support inclusivity, and cater to different household types.

This section demonstrates how the proposed approach delivers a legible, attractive and inclusive neighbourhood, contributing to the overall quality, character and sustainability of Whitburn.



7.1_Occupancy

The density, scale and massing of scheme proposals have been carefully considered to provide a layout which is contextual and appropriate for the Mill Lane setting. Through an iterative design process, Story Homes have developed a range of contextual house types, well considered to ensure the scheme proposals are both sensitive to their context whilst avoiding a pastiche recreation of past styles.

A bold use of form and materiality allied with complementary landscaping will create a scheme which forms a positive addition to the local architectural character. It is the intention to create a distinct aesthetic and architecturally cohesive neighbourhood with an open aspect over communal key open spaces and the landscaping beyond the site boundaries.

All dwellings conform with separation distances, ensuring privacy requirements are met, with the mix of 1, 2, 3, 4 & 5 bed dwellings including provision for bungalows, and affordable housing in the form

of Discount Market Value (DMV) plots, plots allocated for first-time buyers (FH) and homes to be managed by a social landlord within scheme proposals. In the preparation of the schedule of accommodation, the local authority SPDs have been used as guidance.

The scheme proposals for the site should enhance the built environment of the surrounding area but be sympathetic to the visual amenity of dwellings in the local context.

Occupancy Key:

- One Bed
- Two Bed
- Three Bed
- Four Bed
- Five Bed



08 Appearance & Character

08



8.2_Elevation Treatment Plan

A key design device that will help to generate a unique design style to the development is to generate a elevation treatment plan at the early design stage informed by the townscape analysis as conducted in the earlier sections of this DAS. This rigorous design exercise takes queues from the local vernacular, and creates a coherent and informed streetscene that will help tie the proposed development into the surrounding area.

Story Homes want to ensure that housetype design is cohesive across the extent of the site. Key transition plots are picked out to ensure coherence between distinct development parcels, to generate successful streetscenes and to help with navigation and orientation in the development.

Materiality Key:

- Stone Feature Elevation
- Render Feature Elevation
- Artstone Gable Feature
- Story Crest



8.2_Site Sections

Site Sections indicative subject to detailed planning requirements



A-A



B-B



Site Sections showing indicative Finished Floor Levels

8.2_Visual 01

This visual provides an eye-level view of one of the proposed streetscenes, illustrating the character and quality of the residential environment within the area of the site overlooking the SUDs. This view captures the relationship between the built form and the adjoining open space, with homes arranged to present an outward-facing aspect across the SuDS pond and the adjacent recreational routes.

The visual also highlights the proposed material palette, featuring a mixture of red brick homes with some feature render and stone elevations. This combination creates a cohesive yet varied appearance, contributing to a high-quality, robust and visually appealing streetscape.

Generous planting, open views and accessible green spaces reinforce the landscape-led character and help create a calm, attractive and pedestrian-friendly environment. Overall, the image demonstrates how built form and landscape come together to define a distinctive and well-considered neighbourhood.



Key Plan



8.2_Visual 02

The CGI view illustrates several of the key design principles set out within this Design and Access Statement. It presents an example of one of the lower-density development areas, where homes are deliberately orientated to front onto a central area of open space and take advantage of the landscape. This outward-facing arrangement provides a positive and active relationship with the adjacent green infrastructure, reinforcing the landscape-led approach that underpins the masterplan.

The combination of soft landscaping, generous spacing between dwellings ensures that the built form sits comfortably within the site.



Key Plan



9.1_Basic Design Proposals

The design proposals for the scheme will seek to address the most cost effective method of improving energy efficiency, reducing energy demand and reducing the long term carbon emissions of any new development through the optimisation of dwelling orientation aided by good passive solar and thermal design.

These thermal performance considerations will affect buildings throughout their entire life and whilst costing very little to implement in capital cost terms, considerable benefits are gained in terms of a reduced carbon footprint.

A key sustainable principle adopted by the Client Team in the delivery of sustainable housing is the usage of a ‘fabric first’ approach. This approach places the greatest emphasis on the thermal performance of the building envelope and is less reliant upon applied renewable technologies. This ensures that thermal performance and sustainability are embedded within the fabric for the lifetime of the building. Some properties will also be installed with solar panels to encourage use of renewable energy.

9.2_Building for a Healthy Life

New design guidance called Building for a Healthy Life, which encourages healthier lifestyles to be planned into new housing developments. The new guidelines are published by Design for Homes and Urban Design Doctor and were officially launched on the 21st July 2020.

The Building for a Healthy Life design tool kit promotes healthier communities, including improved walking, cycling and public transport links, with reduced carbon emissions and better air quality. Master plans should be based on an assessment of local health and care needs, with the creation of integrated neighbourhoods based on ‘tenure neutral’ housing and well-defined public spaces.

9.3_ Fabric First

A key sustainable principle to be adopted by the developer in the delivery of sustainable housing is the usage of a ‘fabric first’ approach. This approach places the greatest emphasis on the thermal performance of the building envelope and is less reliant upon applied renewable technologies. This ensures that thermal performance and sustainability are embedded within the fabric for the lifetime of the building.

9.4_Secured by Design

The development broadly accords with Secured by Design principles. With housing acting as natural surveillance, particularly at street corners and overlooking parking courts. Corner turning units with windows and doors on the gable ends will help mitigate this.

Streets are to be well defined and open spaces to be overlooked by neighbouring properties.

The design criteria can be found at:

www.securedbydesign.com

9.5_Energy Efficiency

Design proposals are to address the most cost-effective method of improving energy efficiency, reducing energy demand and reducing the long-term carbon emissions of a new development through the optimisation of dwelling orientation, aided by good passive solar and thermal design. These thermal performance considerations will affect the building throughout its entire life and whilst costing very little to implement in capital cost terms, considerable benefits are gained in terms of a reduced carbon footprint.

Additional tree planting and landscaping will help to offset carbon emissions.



Right: Examples of SuDs/swales



9.6_Sustainable Urban Drainage Systems

Sustainable Urban Drainage systems (SUDS), are designed to mimic nature and manage rainfall close to where it falls. SUDs are designed to convey surface water and slow runoff before it enters the water course.

SUDS are environmentally beneficial, by efficiently and sustainably draining surface water, minimising pollution and its impact on the quality of local water bodies. SUDS provide an attractive habitat for wildlife in urban watercourses, creating better places to live.

The installation of this system will greatly reduce the risk of flooding due to extreme storm events.

Left: Proposed position of SUDS in the Mill Lane development

10.1_Landscape Design

The design proposal has been designed to ensure strong integration between landscape and built form and supporting the landscape-led vision for Mill Lane. Landscaping has been a fundamental principle of design when planning building framework throughout the site. Working with the existing topography and landscape features of the site the proposal presents a 'landscape dominant' character with generous structural landscaping around the boundaries, and throughout, the development.

Where possible, existing vegetation on the site will be retained, protected and enhanced. As previously discussed, towards the east of the development, there is the inclusion of SuDS features that respond to the site conditions and landscape context. These take advantage of the natural slope in the sites topography. The inclusion of vast open green space integrated along key site boundaries and throughout the site help make for a dynamic and playful landscape.

The creation and enhancement of recreational routes and access will promote more active and healthy journeys. The site and streetscape have been developed mindful of the hierarchy of streets, reinforcing place making principles through varied build form, scale of space

and sense of enclosure. There has been a creation of a site-specific tree hierarchy strategy where a mixture of native/semi native species have been included to maximise the quantum of planting within the site to add to place making, enhance the sites landscape setting and contribute to biodiversity and microclimate improvements.

The proposed landscape proposal is included on the next pages.



10.1_Landscape Design

The landscape proposal establishes a coherent and robust green infrastructure framework for the development, providing a strong landscape structure that integrates SuDS features, green corridors, and public open spaces into a unified network. The design incorporates a series of informal and naturalistic spaces, including attenuation basins, native tree planting, and species-rich meadow areas, which support biodiversity and help create a distinctive sense of place. Hedgerows, shrubs and street trees help to soften the built form and strengthen the landscaped identity of the scheme. The proposals also include well-connected footpath and cycle links, providing safe and attractive off-road routes and facilitating movement across the masterplan. Overall, the landscape strategy forms a key component of the development, delivering ecological value, visual amenity, and a high-quality setting for new homes.

- KEY**
- Site boundary
 - Blue line boundary
- EXISTING LANDSCAPE FEATURES**
- Trees/vegetation to be retained
 - Hedgerow to be retained
 - Root Protection Area (RPA)
 - Existing vegetation to be removed
 - Public Right of Way (PROW)
 - Existing stone walling to be repaired
 - Existing agricultural context views
 - Existing cycle routes
- PROPOSED LANDSCAPE FEATURES**
- POS trees (individual and hedgerow)
 - Feature trees
 - Plot trees
 - Single species native hedgerow
 - Mixed species native hedgerow
 - Ornamental hedgerow mix
 - Native mixed shrubs (5+ woody species)
 - Glades within native shrubs
 - Ornamental/amenity planting to POS
 - Indicative ornamental groundcover, shrubs & herbaceous planting
 - Species rich meadow grass suitable for location (Emorsgate EM3)
 - Species rich amenity/mown grass (Emorsgate EL1)
 - Mown paths and verges/varied sward height
 - Species rich SuDS grass (Emorsgate EM8)
 - Front garden turf (or gravel in areas of unsuitable growth)
 - Development plot rear garden grass seed
 - Bulb planting
 - Footpath – timber edged crushed stone
 - Indicative location of LEAP/LAP
 - Indicative location of trim trail equipment
 - Bow top play railings with 2no. gates TBC
 - Timber knee rail 450mm high
 - Principle circulation routes
 - Green corridor
 - Indicative bench location



Integrating Into The Neighbourhood	01	Connections
	02	Facilities and Services
	03	Public Transport
	04	Meeting Local Housing Requirements
Creating a Place	05	Character
	06	Working With The Site And its Context
	07	Creating Well Defined Streets and Spaces
	08	Easy to Find Your Way Around
Street & Home	09	Streets For All
	10	Car Parking
	11	Public and Private Spaces
	12	External Storage and Amenity Space

11.1_Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

Access to the Mill Lane site will be via a new access points to the eastern edge of the development site. The access point connects to the primary route in the scheme. It is vital that the entrance to the scheme conveys the design aspirations of creating a scheme rich in landscape character with a 'landscape dominant' character.

1b - Should there be pedestrian and cycle only routes into and through the development? If so where should they go?

The development offers the opportunity of delivering dedicated pedestrian and cycle routes. Key pedestrian links include the leisure path along the site perimeter which joins onto the existing footpath network around the site. This allows more of a meandering pedestrian network around the scheme.

1c. - Where should new Streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?

It is driver of design that scheme proposals try to form a positive relationship with the locality. Connectivity is provided to all 'public' edges of the scheme. The arrangement of new routes internal to the development site serves to reinforce public access connectivity.

1d - How should the new development relate to existing development? What should happen at the edges of the development site?

As outlined within both the Site Analysis and Spatial Syntax sections of this DAS, careful consideration has been given to how the new development relates to its surroundings and how each development edge should function in response to its context. The outer edges of the scheme have been designed with an outward-facing aspect, ensuring that homes overlook adjoining open spaces and landscape buffers. This creates attractive and active streetscenes while providing natural surveillance and a positive interface with the surrounding environment.

At key locations, development edges incorporate footpath connections that link seamlessly into the wider movement network, helping to create an inviting and permeable place. These edges support safe pedestrian access, enhance connectivity and reinforce the landscape-led structure established through the design.

Overall, the approach to the development edges ensures that the scheme sits comfortably within its context, provides a well-considered transition between built form and open landscape, and contributes positively to both the character and functionality of Whitburn.

Connections Criteria Met - Yes



Street Hierarchy Key:

- Primary Road
- Secondary Road
- Leisure Path Along Site Perimeter
- Pedestrian Routes
- Shared Drives
- Vehicular Access
- Pedestrian Access



Street Hierarchy Diagram



11.2_Facilities + Services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés?

2a Are there enough facilities and services in the local area to support the development? If not, what is needed?

As demonstrated within the amenities diagram and site analysis, the development is well supported by a broad range of local facilities and services located within close proximity to the site. Existing amenities within Whitburn and the wider area include supermarkets, healthcare facilities, schools, leisure provision and public transport connections, all of which provide a strong foundation for a sustainable new neighbourhood.

The nearby existing services ensure that the development is well supported and able to meet the needs of future residents

Where new facilities are proposed:

2b Are these facilities what the area needs?

There are no new facilities in the proposed development.

Key:

Education

- N Nursery
- P Primary
- F Further/Higher Education

Community and Health

- D Doctor/Healthcare
- C Community Centre
- W Place of Worship
- P Post Office

Food & Leisure

- H Hotel/B&B
- B Bar/Pub/Cafe
- R Restaurant/Takeaway
- G Gym/Health Club

Retail

- R Retail/Other

Connections Criteria Met - Yes



11.3_Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?

The development site incorporates excellent pedestrian routes through the site that connect to the existing paths near the site. These connections create easy access for all residents to the surrounding locality. This will offer residents the ability to use public transport access to both local and regional destinations, with local bus stops located on the adjacent Mill Lane.

Connections Criteria Met - Yes



Street Hierarchy Key:

- Primary Road
- Secondary Road
- Leisure Path Along
- Site Perimeter
- Pedestrian Routes
- Shared Drives
- Vehicular Access
- Pedestrian Access



Street Hierarchy Diagram

11.4_Meeting Local Housing Requirements

Does the development have a mix of housing types and tenures that suit local requirements?

4a What type of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for the downsizing)?

Development at Mill Lane provides for a range of dwelling forms and tenure models. In regard to affordable housing, it is provided in the form of Discount Market Value (DMV) plots, plots allocated for first-time buyers (FH) and homes to be managed by a social landlord within scheme proposals. The scheme will offer predominantly detached family housing, however dwelling variety is provided within the scheme.

4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

As part of the affordable housing provision, it is envisaged that this will include for a variance of tenure models including intermediate or rented models.

4c Are the different types and tenures spatially integrated to create a cohesive community?

The design of the scheme allows for even dispersion of affordable dwellings throughout the scheme. There are also a number of bungalows as part of the housing tenure for the scheme. It is important to avoid large areas of affordable dwellings and to ensure true dwelling integration.

Connections Criteria Met - Yes



Occupancy Key:

- One Bed
- Two Bed
- Three Bed
- Four Bed
- Five Bed



Occupancy Diagram

11.5_Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

5a How can the development be designed to have a local or distinctive identity?

As demonstrated within the townscape section and character and appearance section of the DAS, great emphasis has been placed on ensuring that dwelling design at Mill Lane is a bespoke response which responds positively to existing built form. The Appearance and character section of the DAS highlights how dwelling design achieves an aesthetic with a cohesive limited material palette.

5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

The dwelling design within the development has been informed by a detailed analysis of the surrounding built form. This analysis extends beyond materials and architectural detailing and considers the broader qualities that define the local context. These include prevailing densities, building proportions, roof forms, street patterns, and the overall urban grain established by nearby neighbourhoods. The intention is to ensure the proposed development sits comfortably within its setting, achieving both elevational harmony and proportional consistency with its surroundings.

Connections Criteria Met - Yes



Materiality Key:

- Stone Feature Elevation
- Render Feature Elevation
- Artstone Gable Feature
- Story Crest



11.6_Working with the Site and its Context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

6a Are there any views into or from the site that need to be carefully considered.

The design has been cognisant of the sensitive edges of development. As a consequence, the design and landscaping responds to provide for a pre-dominantly low-density curved edge set back behind a generous landscape buffer with a variance of both structural and screen planting. This allows a development edge which is more fragmented and interspersed by considered landscape screening.

6b Are there any existing trees, hedgerows or other features such as streams that need to be carefully designed into the development.

A key principle of scheme design is the retention and celebration of existing landscape features. The scheme design presents a 'landscape dominant' character, with existing landscaping at the heart of this character. Areas such as existing hedgerows and vegetation have been embraced as a focal feature of design.

6c Should the development keep any existing building(s) on the site? If so, how could they be used.

The development site does not contain any existing buildings.

Connections Criteria Met - Yes



11.7_Creating Well Defined Streets and Spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

7a Are buildings and landscaping schemes used to create enclosed streets and spaces?

The fundamental approach of the scheme design is underpinned by a strong landscape framework which begins with the entry points into the development. The design of the roads and street hierarchy route through the scheme features a varied allows a number of small areas of open space to be created, a key principal of the design is to provide smaller areas of open space surrounded by development. This provides a smaller landscape focal point specific to the development section. The use of landscaping throughout the scheme aids navigation through the site.

7b Do buildings turn corners well?

The Spatial Syntax plan undertaken for the site demonstrates important frontages, Stop views and corner-turning units. The inclusion of 'gateway' buildings through the site demonstrates how buildings aid street character.

7c Do all fronts of buildings, including front doors and habitable rooms, face the street?

As the plan for Mill Lane demonstrates, the issue of wishing to provide a vibrant and active streetscape is extremely important. The majority of homes within the scheme promote an outward aspect over key routes and linkages ensuring footpaths are overlooked by principal habitable windows. It must be stated that aspect onto the street is only one aspect of a successful streetscape which is a combination of highway design, material specification, boundary treatment and landscape approach to private garden areas.

Connections Criteria Met - Yes



Street Hierarchy Key:

- Primary Road
- Secondary Road
- Leisure Path Along
- Site Perimeter
- Pedestrian Routes
- Shared Drives
- Vehicular Access
- Pedestrian Access



Street Hierarchy Diagram



11.8_Easy to Find Your Way

Is the development designed to make it easy to find your way around?

8a Will the development be easy to find your way around? If not what could be done to make it easier to find your way round.

The entrance to the site and the primary route through the scheme is an important element of the indicative plan. The primary allows access to the central point of open space and SUDs features, which provide a key navigation point to the scheme. Beyond this area, the scheme has a clear system of circulation designed to ensure the user is fully aware of place within the development site.

8b Are there any obvious landmarks?

It is envisaged that key landscape features will become important landmarks to aid with character and way-finding. The central point of open space and SUDs feature act a key landmark in the development.

8c Are the routes between places clear and direct?

The arrangement of development which avoids straight runs of carriageway and promotes a softer more sinuous design style, actively aid connection to other areas of the development, The location of open space at each development area also aids in guiding the user through the scheme.

Connections Criteria Met - Yes



Syntax Key:

- Vistas and View Corridors
- Corner Turner Unit
- Significant Buildings
- Gateway Buildings
- Entry Points



11.9_Streets for All

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

Fundamental to the approach of the masterplan is to ensure that a ‘sinuous’ approach to route design and development has been undertaken to provide a highways layout that, by design, discourages traffic speed. Key to the success of the route design is to ensure a creative and structured approach to the materiality of routes and the ability to adopt shared surface principles. The scheme extensively uses private drive areas and other forms of pedestrian priority shared surfacing.

9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?

The main principle of development is to present a ‘landscape dominant’ character. This has afforded the scheme a great amount of informal amenity space dispersed throughout. Inclusion of central areas of space to smaller development sections also foster areas which can support play safely. Secondary routes and shared drives look at how pedestrian priority can be provided through the use of road markings and shared surfacing.

Connections Criteria Met - Yes



Street Hierarchy Key:

- Primary Road
- Secondary Road
- Leisure Path Along
- Site Perimeter
- Pedestrian Routes
- Shared Drives
- Vehicular Access
- Pedestrian Access



11.10_Car Parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

10a Is there enough parking for residents and visitors?

Parking provision is well considered, with the general approach of providing on-plot parking. To minimise the impact of car parking to the front of housing, side parking and rear garage parking have been implemented in areas to allow a variety of parking arrangements. Parking levels are in-line with local authority requirements.

10b Is parking positioned close to people's homes?

Parking is located close to people's houses with an on-plot solution required.

10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

There are no parking courts in the development

10d Are garages well positioned so that they do not dominate the streetscene?

The masterplan uses a combination of integrated and detached garage dwellings, detached garage homes are used in more sensitive and important locations to support a more active streetscape. Larger dwellings which demand more parking spaces have the detached garage located to the rear of the plot, thus avoiding car-dominance to the street frontage.

Connections Criteria Met - Yes



Parking Key

- Garage Parking
- Private Drive Parking
- Integ. Garages
- Visitor Parking



11.11_Public + Private Spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

11a What types of open space should be provided within this development?

The development features a large amount of open space distributed throughout the development site. This amenity space will allow for a range of activities. The site also has the leisure path around the perimeter of the site to support active routes.

Connections Criteria Met - Yes



11.12_External Storage + Amenity Space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

12a Is storage for bins and recycling items fully integrated, so that these are less likely to be left on the street?

Due to the nature of the development, all dwellings benefit from private rear gardens with most also having garages, allowing bin and recycling storage to be accommodated within the plot. Care has been taken to ensure that all bins can be accessed from an adoptable route. Where elongated private drive areas are used, areas of hardstanding have been provided near to an adoptable route for the purpose of bin collection. Cycle storage will be contained within garages, or external storage areas within rear gardens.

12b Is access to cycle and other vehicle storage convenient and secure?

Cycle storage for all dwellings will be provided either within private garages or within secure rear gardens. This ensures secure and easily accessed cycle parking for all residents. Vehicle access and parking is similarly accommodated within individual plots, ensuring convenience and security for residents.

Connections Criteria Met - Yes



Parking Key

- Garage Parking
- Private Drive Parking
- Integ. Garages
- Visitor Parking



Parking Strategy Diagram



13
Conclusion



13.1_Conclusion

Scheme proposals for the land at Mill Lane should aim to realise the creation of a totally new residential environment that will enhance the profile of the local area by providing a distinctive community atmosphere.

The development will have an imaginative and creative route design, with a clear system of primary, secondary and private shared surface links. The primary route through the site will provide connection across the scheme.

There will be an emphasis on pedestrian and cycle movement with carefully considered links throughout the scheme and beyond. These links have been integrated as a key feature of scheme design, with all routes overlooked providing good levels of natural surveillance.

The layout for the scheme will embrace the existing topography and landscape features of the development site through retention and celebration of important landscape positions, including key hedgerow and tree planting areas. The retention of important landscape features will be augmented by the introduction of additional landscape planting and a SUDS attenuation basin promoting greater ecology and biodiversity across the site.

The project team believe the proposed development will become a positive addition to the Whitburn area, forming a positive spatial relationship and a subtle, sensitive and well considered continuation of the area.



Rendered Layout

