

JAGUAR ESTATES | HUDDERSFIELD

Design and Access Statement

13 Contemporary Townhouses and 60 bedroom student accommodation / young professionals' apartment block.



Prepared on behalf of:

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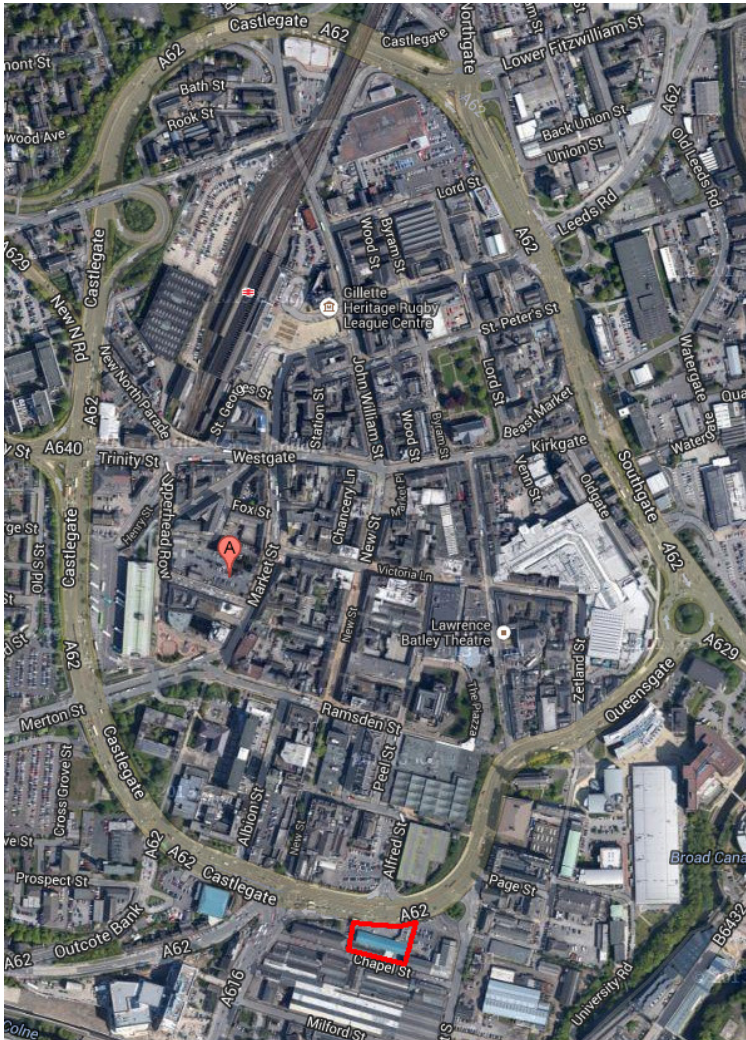
1.0 Introduction

This is a statement submitted in support of the development of Queensgate site in Huddersfield for the erection of 13 contemporary townhouses and 60, 1 bedroom apartment block with a ground floor cluster of retail outlets.

The site and surrounding area have been visited and this statement takes into account the site characteristics, surrounding land uses and characteristics, central government guidance, local planning policy and other material considerations.

2.0 Assessment of the Site's Immediate and Wider Context

In accordance with the requirements of Section 42 of the Planning and Compulsory Purchase Act 2004, the context of the proposed development is appraised below.



2.1 Site Location, Physical Characteristics

Huddersfield is a large market town in the Metropolitan Borough of Kirklees, West Yorkshire, England.

It lies 190 miles north of London, and 10.3 miles south of Bradford, the nearest city.

The site is located in Huddersfield on the edge of the A62 which is the main arterial ring road which provides the physical boundary between town centre and the outer suburbs.

Huddersfield Corporation built the inner ring road, part of the A62, in the 1970s. The area within the ring road now defines the town's central business district. The ring road relieves traffic congestion in the town centre where many roads are pedestrianised.

The main routes into Huddersfield include the A62 Leeds Road, A641 Bradford Road, A629 Halifax Road – Penistone Road, A640 New Hey Road and the A62 Manchester Road.

The site is well served by public transport having the benefit of

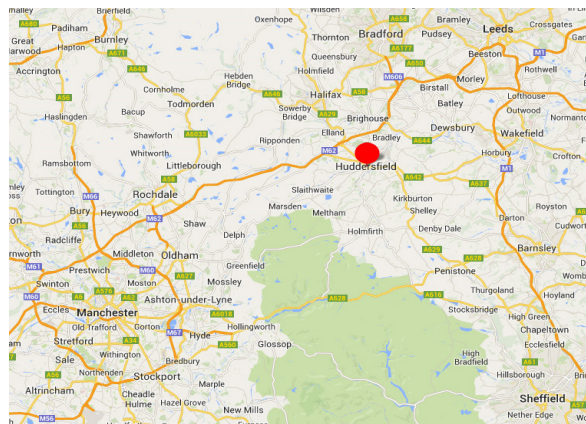
	<p>bus stops dotted around the inside and outside of the A62 ring road that distribute to all the outer suburbs of Huddersfield.</p> <p>Access to the central business district of Huddersfield from the site can be done so on foot or bike. Pedestrian routes are prominent within the Town Centre and the railway station gives direct routes to both Leeds and Manchester.</p>
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2.3 Access Audit

Huddersfield is connected to the national motorway network via the M1 and M62 motorways. The M1 passes about 10 miles (16 km) to the east.

The M62 comes passes about 2.5 miles (4.0 km) to the north and Huddersfield is served by three junctions: Mount (A640, J23 – limited access), Ainley Top (A629, J24) and between Brighouse and Cooper Bridge (A644, J25) and is part of the M62 corridor.

The M62 is a west–east trans-Pennine motorway in Northern England, connecting Liverpool and Hull via Manchester and Leeds. The road is 107 miles (172 km) long and for 7 miles (11 km) shares its route with the M60 orbital motorway around Manchester.



The map above illustrates the location of the site in context to national vehicle travel routes

Huddersfield is near the confluence of the River Colne and the River Holme. Located within the historic county boundaries of the West Riding of Yorkshire, according to the 2001 Census it was the 10th largest town in the UK and with a total resident population of 146,234.

Huddersfield is the largest urban area in the metropolitan borough of Kirklees and the administrative centre of the borough. The town is known for its role in the Industrial Revolution, for being the birthplace of rugby league and birthplace of the British Prime Minister, Harold Wilson.

Huddersfield is a town known for sport, home to the rugby league team, Huddersfield Giants, founded in 1895, who play in the European Super League and Football League Championship football team Huddersfield Town F.C., founded in 1908.

The town is home to the University of Huddersfield and the sixth form colleges Greenhead College, Kirklees College and Huddersfield New College

Huddersfield is town of Victorian architecture. Huddersfield railway station is a Grade I listed building described by John Betjeman as 'the most splendid station façade in England' second only to St Pancras, London. The station in St George's Square was renovated at a cost of £4 million and subsequently won the Europe Nostra award for European architecture.



Huddersfield Railway Station



The University of Huddersfield



Huddersfield Town Football Club



the birthplace of Rugby League. The Huddersfield Giants

2.4 Social Context

There has been a settlement in the area for over 4,000 years. The remains of a Roman fort were unearthed in the mid-18th century at Slack near Outlane, west of the town. Castle Hill, a major landmark, was the site of an Iron Age hill fort. Huddersfield was recorded in the *Domesday Book* of 1086 as *Oderesfelt* and *Odresfeld*

Huddersfield has been a market town since Saxon times. The manor of Huddersfield was owned by the de Lacy family until 1322, at which it reverted to royal ownership. In 1599, William Ramsden bought the manor, and the Ramsden family continued to own the manor, which came to be known as the Ramsden Estate, until 1920. During their ownership they supported the development of the town, building the Cloth Hall in 1766 and the Sir John Ramsden's Canal in 1780, and supporting the arrival of the railway in the 1840s

Huddersfield was a centre of civil unrest during the Industrial Revolution. In a period where Europe was experiencing frequent wars, where trade had slumped and the crops had failed, many local weavers faced losing their livelihood due to the introduction of machinery in factories, which would have condemned them to poverty or starvation.

2.5 Economic Context

Huddersfield has a large and diverse retail shopping area — enclosed within the town's ring road — compared with other towns of its size. There are three shopping areas: Kingsgate, The Packhorse Precinct and The Piazza Centre. The Piazza offers an outdoor shopping mall near the public library, with a grassed area, used for relaxation and events throughout the year such as entertainment, international markets and ice skating in winter.

Through the adjacent Market Arcade is a covered market hall, which has listed building status, due in part to its distinctive roof formed by hyperbolic paraboloids. It is adjacent the town hall and public library. An open market is located next to Tesco, on the opposite side of the town centre

The town centre is home to several national high street retailers and chain stores including Clinton Cards, House of Fraser, JD Sports, Sports Direct, W H Smiths and Wilkinson's; up until January 2008, it also had a Woolworths.

Fast food outlets include KFC, McDonald's, Pizza Hut, Subway, Wimpy and Nando's.

High street clothing and fashion retail outlets such as British Home Stores, Marks & Spencer, River Island, Top man and Next. There are three major supermarket outlets located in the town centre, and alongside the ring road two Sainsbury's and one Tesco.

In October 2013 it was announced that a small Morrison's store would be opening in the town centre located in the building previously occupied by Burger King. There is a variety of small specialist independent shops, many located in the three-storey Byram Arcade.

The Lawrence Batley Theatre, opened in 1994, in what was once the largest Wesleyan Chapel in the world and presents dance, drama, comedy, music and exhibitions and is the base for Full Body & the Voice, a company focusing on the integration of disabled people into mainstream theatre.

The John Smith's Stadium, is a multi-use sports stadium with a gym, swimming pool, spa and offers sporting classes. The stadium is home to Huddersfield Giants and Huddersfield Town football team. Adjacent the stadium is an Odeon cinema.

There are many pubs, restaurants and night clubs, one of which, Tokyo, occupies the former Huddersfield County Court, a 19th-century Grade II listed building. The oldest pub is the Parish, the pub has been trading since 1720.

As well as primary and secondary schools, which cover compulsory and sixth form education for the town's population Huddersfield has two sixth form colleges, Huddersfield New College at Salendine Nook and Greenhead College west of the town centre. Huddersfield Grammar School is the only independent school for secondary education up to age 16. The town has a further education college, Kirklees College formed following the merger of Dewsbury College and Huddersfield Technical College. Its one establishment of higher education is the University of Huddersfield whose chancellor is actor Patrick Stewart from Mirfield.

Huddersfield Royal Infirmary is situated in Lindley. Medical services are split between there and the Calderdale Royal Hospital, near Halifax. Kirkwood Hospice provides care for the terminally ill, and is dependent on donations and charitable gifts. Princess Royal Hospital provided maternity facilities until the risks of not being able to get an ambulance to A&E in the event of complications were judged to outweigh the benefits of specialist service provision.

2.6 Character

Huddersfield is a manufacturing town, despite the university being the largest employer. Historically the town produced textiles. The number of people who work in textiles has declined, but the surviving companies produce large quantities of woollen products with little labour.

The town is home to textile, chemical and engineering companies; including Cummins Turbo Technologies (turbocharger manufacturers), Huddersfield Fine Worsteds, C&J Antich (textiles), Syngenta AG (agro-chemicals), Pennine Radio Limited (electronics transformers and sheet metalworking) and a large number of niche manufacturers, such as Dual Seal Glass (maker of spandrel glass panels) and Ellis Furniture, producer of kitchen and bathroom furniture. Huddersfield is home to Andrew Jones Pies a regional award winning pie-maker, where a worker was killed in a gas explosion on 10 April 2009 and the Mamas and Papas - a manufacturer and retailer of prams, pushchairs and related items.

David Brown Engineering Limited is an English engineering company, principally engaged in the manufacture of gears and gearboxes. Their major gear manufacturing plant is in Swan Lane, Lockwood, Huddersfield, adjacent to Lockwood railway station. It is named after the company's founder, David Brown, though it is more closely associated with his grandson, Sir David Brown.

The company first ventured into tractor production in a joint project with Harry Ferguson in 1936 building the Ferguson-Brown tractor. David Brown became one of the biggest British tractor manufactures in the post war period, with a major manufacturing plant at Meltham, West Yorkshire England.

The company broke new ground which others were only to follow later, but being a pioneering company ultimately led to their downfall. The Ferguson-Brown had a lot of innovative features; including the use of cast alloy for many the components, which was light but prone to damage. The Ferguson-Brown used a Coventry Climax engine for the first 350 tractors. Browns developed their own engine which was fitted to subsequent production. In 1947, tractor manufacturer David Brown Limited bought the company under the leadership of managing director Sir David Brown—its "post-war saviour".

The company also acquired Lagonda that year for its 2.6-litre W. O. Bentley-designed engine. Both companies shared resources and workshops, birthing the classic "DB" series of cars. In 1950, the company announced the DB2, followed by the DB2/4 in 1953, the DB2/4 Mk II in 1955, the DB Mark III in 1957 and the Italian-styled 3.7 L DB4 in 1958.

While these models helped Aston Martin establish a good racing pedigree, the DB4 stood out and yielded the famous DB5 in 1963. The company stayed true to its emerging "grand touring" style with the DB6 (1965–70), and DBS (1967–1972).



The Aston Martin DB5 as made famous by James Bond



The Aston Martin Badge that still retains the David Brown initials today

3.0 Relevant planning policies

The development is consistent with many of the related policies and objectives outlined in the following documents:

- **Kirklees Council – local development framework core strategy (Proposed submission development plan)**

SCS1 – Local development

SCS13 – Improving the environment & pollution control

SCS15 – Design

SCS16 – Heritage

SCS19 – Network management & inclusive transport

SCS20 – Travel plans

SCS25 – Delivering the housing requirement

SCS27 – Housing Mix

- **National Planning Policy Framework**

In addition the development seeks to be consistent with the following documents which outline principles for best practice within the Loxley Valley.

4.0 Relevant planning history

Pre-application advice has taken part on 03-09-2013 and 30-01-2014 with Nick Willock and Steve Hopwood respectively. Pre-application advice has been well received upon more detailed progress drawings

5.0 Involvement of community members and professionals, undertaken / planned

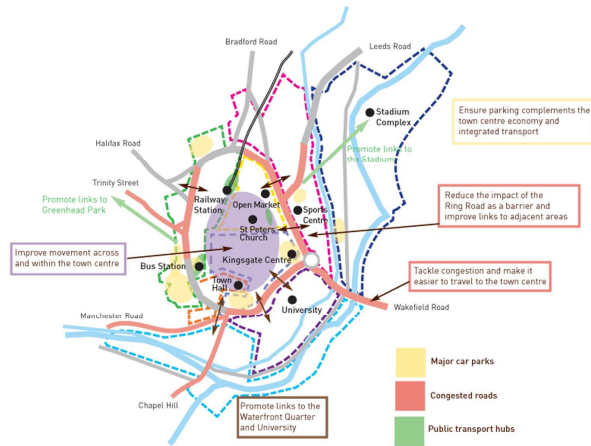
A number of reports have been commissioned to accompany this planning application; these include a Topographical survey, Ecology report, Desktop Study and air quality assessment.

No community involvement has taken place, however there have been pre application discussions with the LPA.

6.0 Evaluation of the context

6.1 Identification of opportunities

- **Access** - As previously stated the site is located adjacent to Huddersfield town centre and has excellent access to local bus routes and amenities in the town centre. Transport links accessing M62 motorway to both Leeds and Manchester by car or train network. Currently the site can be accessed by car and foot. The Queensgate site is within a 30 second walk to the University of Huddersfield – the Queensgate Campus, is south-east of Huddersfield town centre. Over £100m has been invested in the campus and its resources over the last 10 years. The centre enables students to access a range of support services – computing, library, careers, and welfare support – in a single location. A £4m Students' Union building was opened in 2005. Providing accommodation for students in a prominent town centre location will enhance the area with good design principles and create good sustainable networks from the university into the town centre. This proposal is something that young professionals can also take advantage of, the good network links out of Huddersfield makes this an affordable option to the more expensive city centre's of Manchester and Leeds.



- **Sustainable** – Because of the excellent access links, providing sustainable design by foot and cycle fits with SCS13 in improving the environment and pollution control along Queensgate. There is also an opportunity to deliver housing to a prominent area described by *Huddersfield; your town, your ideas, our future*, the site is situated between 2 character areas known as Civic area & University area helping to address section 2 of the National Planning Policy Framework; ***Ensuring the vitality of town centres***
- **Housing** – According to Huddersfield Town Centre Area Action Plan, There is potential within the town centre to create new housing which could attract a wider range of people including families to live in the town centre. This is also backed up by Section 6 of the NPPF; ***delivering a wide choice of high quality homes.***



- **High quality design** – Section 7 of the NPPF, *Requiring good design*. This will also be covered in section 7 of this document.
- **Retail** – the existing site is occupied by retail units and as such the need for this must be retained but within capacity to the town centre and the need of the users both on and off the site. A1 & A3 class use is proposed at ground floor level with housing accommodation on the upper levels which will provide a physical barrier from the busy traffic of Queensgate.



The Queensgate site in relation to the university (in green) and town centre

6.2 Identification of Constraints

Previous discussions with the Local Authority during pre application enquiries have brought to our attention a number of constraints that must be taken into consideration regarding development at this site. These constraints will be addressed within Section 7 but are outlined below:

- **Traffic / highways** – the proposal seeks to develop on Brownfield land; consideration should be made to adhere to the requirements of *NPPF section 4, promoting sustainable development*.
- **Air Quality** – An air quality assessment accompanies this document to show how the main busy Queensgate ring road will impact on residential accommodation block.
- **Height from surrounding buildings & its impact on Queensgate** – The design should be sympathetic and in keeping with the existing screening and maintain the character of the local built environment. Special attention should also be displayed to the local vernacular of the textile heritage and how these details can be incorporated into contemporary design.
- **Building line on the site boundary** – Currently the existing retail buildings are set back from the main road, mainly to ensure vehicular access into the site, however surrounding buildings in the area can be seen within close proximity to the site boundary. Consideration should apply to the height of proposals so close to the building line.
- **Change of level between two site frontages** – Queensgate forms the most prominent frontage to the site but design consideration should be provided to the secondary route on Chapel Street. The change in level across the site is 3 meters and is accessed by Chapel Hill (A616) and Queen Street South. The level difference along Chapel Street is also approximately 3 meters.

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- **Overlooking distances on site between the apartment block and townhouses** – Consideration should be given to the building typology on the site and the overlooking distances between the front of the site (Queensgate) and the rear of the site (Chapel Street) A level difference as described above may also give further prominence to overlooking distances if a higher building is positioned at the front of the site

7.0 Design of the Scheme

The processes by which the client and their consultants have arrived at the current development proposals are set out below. The following passage clearly explains the design processes behind the careful consideration to provide a high quality and attractive environment within the footprint of an existing site in the Queensgate area of Huddersfield.

7.1 Consideration of Local and National Planning Policies

The proposal aims to contribute to land for employment and economic development. The National Planning Policy Framework (NPPF) and the Kirklees Core Strategy proposals have been the main focus of our considerations for the development of this scheme.

Policy SCS1A Core Strategy document states that development should be met

To be the prime focus for new employment and housing, where full use will be made of development opportunities within the built-up area and major urban extensions to meet housing and economic development needs will be appropriate.

The Huddersfield urban renaissance group strategic development framework provided a vision and themes for the long term future of the town. The Huddersfield town centre area action plan developed these themes and suggested a series of character areas for the town

“We are also seeing an increased amount of activity and development outside of the city centre (transformational zone) such as the relocation of Kirklees Collage, expansion of Huddersfield University, new student accommodation and a new sports centre to name a few, but we need to ensure that these and future developments enhance and help to sustain the town centre activities (inner core)

The Government is committed to delivering sustainable development as outlined in the National Planning Policy Framework. It identifies sustainable development as having three key dimensions: economic, social and environmental. Taken in turn we believe this proposal strongly supports all the roles of sustainable development as defined by the NPPF;

(i) an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

The scheme represents a direct investment into Huddersfield and wider area; there are clear benefits of further development use on the edge of one of the country's most prominent and strategically placed towns. This will lead to local jobs and investment whilst the residents who live in the development will continue to support the local and regional economy throughout its life.

(ii) a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being;

(iii) An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

7.2 The Existing Structure

The Queensgate development site is a retail park accommodating medium size commercial units which would typically be accessed by car including a pet superstore, wine warehouse and fireplace showroom on Queensgate and a gym/fitness centre fronting onto Chapel Street to the rear of the site.

The retail units are accessed directly from Queensgate and there is a total of 26 parking spaces, albeit some informally laid out, to accommodate demand from customers and for deliveries/servicing.

The Gross Floor Area (GFA) of the existing and permitted use of the site is some 1077 sq m of retail space and 510 sq m for the fitness centre/gymnasium.

7.3 Amount

The proposed apartment block has a **footprint** size of approximately 330 Square meters on the ground floor and will be used predominantly for retail / commercial A1 and A3 use class. The area above that will serve as student accommodation / young professionals living is approximately 2672 Square meters spread over 4 floors.

The contemporary housing onto Chapel Street is situated on the site boundary and will provide instant connection to the surrounding area and buildings that all have frontage onto the site boundaries. The houses consist of 13, 5 bedroom townhouses that are typically 118 square meters with an external balcony.

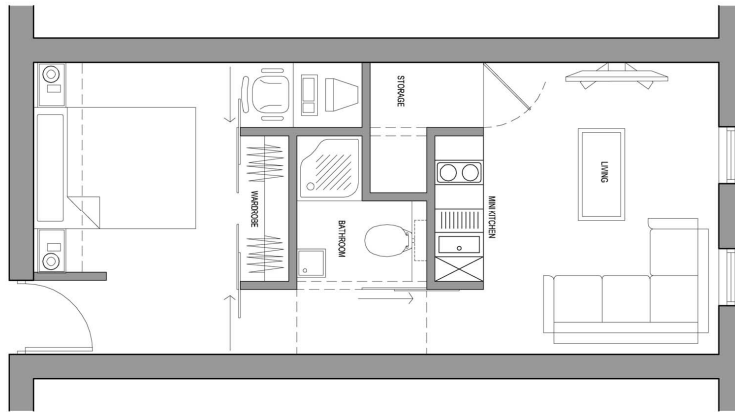
Such is the location of new building on site is the impact it will have on the junction between Queensgate and thus requires a subtle material palette with a contemporary feel that will enhance the character of area and not just a building that just blends in with the local vernacular.

The site has an area of approximately 2721.00 square meters

7.4 Scale and Layout

The scale of the proposed student accommodation / young professionals living has been carefully considered to be prominent building facing Queensgate without being over bearing to the existing government building that is adjacent to the site and the surrounding area. The height of this proposal is around the 16 meter mark over 5 floors (ground floor and 4 floors of accommodation) whereas the government building is around the same height but over less number of floors (3 storeys)

The internal rooms have been carefully designed and incorporate everything within one space, creating spaces within spaces. The idea is to locate all utility / storage areas in the centre of the space (such as the bathroom, kitchen, boiler, wardrobes, study) and create two spaces between this, in this case this is represented by a sleeping and living areas that can be closed off for privacy or opened up to give a feel of a larger space by way of folding sliding doors based on the users requirements.



Typical apartment room layout with the option of closed or open spaces

A covered, secure walkway has been incorporated to the rear of the building that allows circulation from the stair core to each room and keeps the apartments viewing to single aspect onto Queensgate and does not create overlooking issues for the Townhouses. The walkways have no glazing and will allow fresh air into the building but at the same time do not compromise the building from external elements. The same appearance and level of detail as the front elevation has been applied to the rear so the material quality has not been substituted.

The contemporary townhouses are approximately 10 meters in height over 4 floors and incorporate flat roofs to keep the overall height down and add a contemporary feel that may in the future help to build a precedent for the area which may become regenerated over time.

Car parking is situated on the ground floor for each dwelling and all bedrooms have en suite and the living areas are situated on the third floor to take advantage of the views across Huddersfield. The third floor all incorporate a small external balcony area, some are south facing and some are north facing and will provide a good view into the central courtyard without any worry of overlooking distances from the apartments adjacent on the site.

The fourth floor again hosts the living accommodation with a recessed area for the balcony this will in turn help to break up the brickwork elevation.

The proposed car parking layout will provide vehicle access into the site linking up to the existing road layout to provide a through route for retail deliveries.

7.5 Appearance

The external appearance and materiality of the scheme has been designed deliberately low-key with very subtle contemporary details that have been inspired the local vernacular.

Our intentions have been to retain as much of the local details as possible while upgrading with subtle touches to provide a high level of design and internal finishes using high-quality details to meet the requirements of a modern day working environment.

Careful consideration has been made to the proportions of new fenestrations of the townhouses and apartment block and how this will respond to the existing buildings around the site. The windows have been deliberately designed to draw on the characteristics of mill and textile industry – thin, high windows were a typical trait of the mill buildings. This allows both buildings a sense of verticality in elevation whilst the characteristics of the site and design permutations have produced a horizontal building typology.

The materiality of the project supports our intentions to blend the building with the existing context; the building envelope for both buildings is to be natural stone. Different to that of the old textile mills that would typically introduce a 140mm or 300mm stone course over a large expanse we are proposing a coursing of 65mm, to that of a brick to again add a more modern feel. To reduce the possibility of overwhelming the design and site with natural stone and too much detailing we have sought to soften the building façade by using additional contemporary details such as; Locally sourced natural stone with the quality finish of dark aluminium windows and elements of steel and timber will give a highly desirable aesthetic.

Also within the design, recessed elements of the stone work between the window system that helps to break the townhouse elevation up and provide high levels of detailing that is strong feature in contemporary townhouses with precedent studies coming from Architects such as

- Allies and Morrison,
- Maccreeanor and Lavington
- Glenn Howells.

We would like to introduce this high level of design precedent into Huddersfield.



7.6 Landscaping

As the site lies within the Huddersfield outer ring road, it would infer that there is not much in the way of Landscaping, on the contrary Huddersfield town centre have carefully considered public open spaces with green elements dotted all over the town including Greenhead Park that is a 10 minute walk from the site and the Huddersfield Narrow Canal that runs parallel with the university. It runs just under 20 miles at the rear of the University of Huddersfield campus, near Aspley Basin at Huddersfield to the junction with the Ashton Canal at Whitelands Basin in Ashton-under-Lyne. It crosses the Pennines by means of 74locks and the Standedge Tunnel.

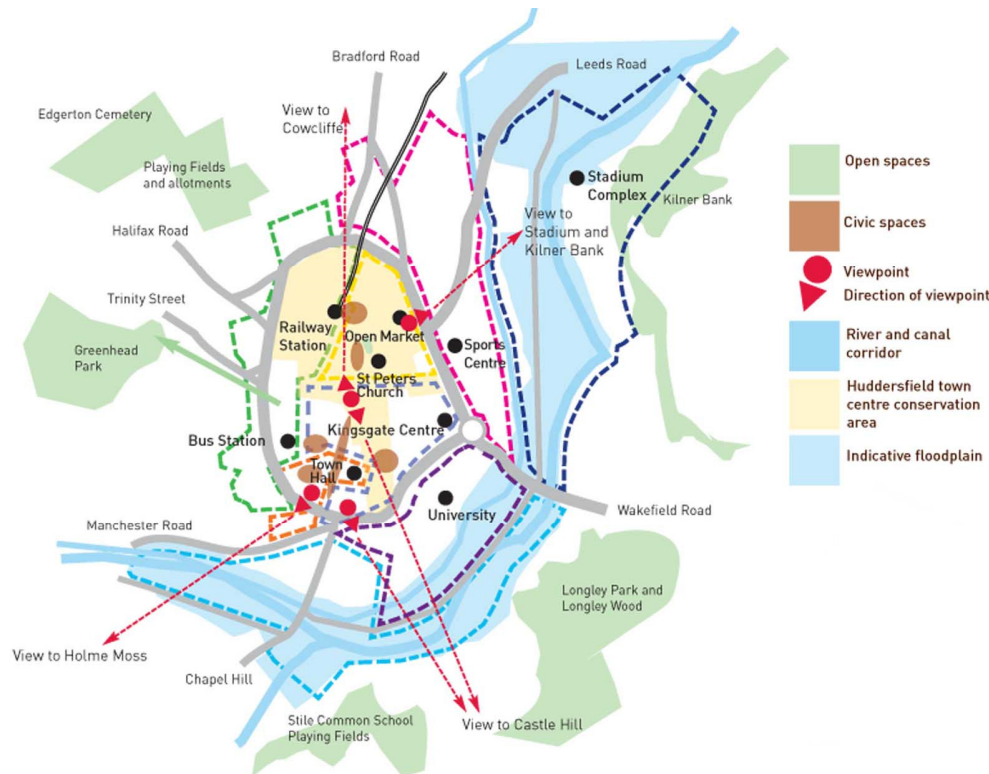


Specific consideration has been made to blend the development with the new landscaping especially as this helps to form physical boundaries within the site and split the work / deliveries from the general public.

Hard standing landscaped areas will border the existing site boundaries to reduce the impact of the hard-standing.

All hard-standing surfaces in the development are to be specified as porous, possibly a Grass Crete type permeable paving system.

This is underlined further review in that the Huddersfield Urban Renaissance strategic development framework



7.7 Sustainability

Reducing the reliance on vehicles and associated transport-related pollution and carbon emissions, through encouraging efficient, effective movement by a wide range of transport modes is a crucial aim of sustainable development. Whilst the nature of the area generally determines that most movement to and from the site will probably be by car, the site nevertheless has good public transport links that are located in the immediate vicinity (a bus stop is only 100m away). The main bus routes to the city centre and other local areas begin relatively close by. The town centre can be reached easily and is well served by excellent public transport links throughout the region and beyond.

With increasingly high demands being placed on land, the scheme enables the development of a brown-field site into a sustainable use. The development will increase the local residential population and demand for local services and facilities, in addition to supporting viable District and Neighbourhood Centre's. Reinforcing and supporting neighborhoods and communities is a fundamental element of sustainability, promoting social cohesion and providing local facilities and services.

8.0 Concluding Statement

This Design and Access Statement has been written in support of this application. The statement clearly demonstrates the four steps required by Section 42 of the Act in that:

- The context of the site has been considered and documented, and includes an accessibility audit, together with references to the relevant planning policy
- Community and professional involvement has been used to inform the development proposals and is documented in this statement
- The context and feedback from the engagement exercises undertaken has been used to formulate design and access principles for the site
- The design of the proposals has been justified in terms of the use, amount, layout, scale, landscaping, appearance and access arrangements.

The scheme has been designed which responds to the constraints and opportunities identified and will provide significant benefits to the community in terms of:

- Provision of an attractive and high quality development
- Sustainable development of a brown field site
- Supporting the objectives of the Core Strategy
- Supporting the three dimensions of sustainable development; social, economic, environmental, as defined in the NPPF
- Preserving and enhancing the character of an industrial area
- Visual amenity

In conclusion, it is considered that the proposal meets the requirements of National, Regional and Local Planning Policy and that the Council should be supportive of the scheme and grant Planning permission.