

DESIGN & ACCESS STATEMENT Rev A :

Planning Application for Demolition of Factory and Replacement with New Residential Development
At Hardy & Hanson Site, Longlands Road, Dewsbury, WF13 4AB



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Client : Abco Developments Ltd
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DESIGN AND ACCESS STATEMENT Rev A

Planning Application for
Demolition of Factory and Replacement with New Residential Development
At Hardy & Hanson Site, Longlands Road, Dewsbury, WF13 4AB

On Behalf Of :

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Prepared By :

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April 2017

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1.0 Introduction

- 1.1 This report has been prepared in accordance with Section 42 of the Planning and Compulsory Purchase Act 2004 and guidance set out within circular 01 / 2006, 'Guidance on Changes to the Development Control System', prepared by the Department for Communities and Local Government.
- 1.2 This Design and Access Statement relates to a Planning Application for "Demolition of Factory and Replacement with New Residential Development". The statement has been submitted to Kirklees Council.
- 1.3 The purpose of this statement is to illustrate the processes which have been undertaken in the development of the proposals, in terms of design and access. The document has been prepared in accordance with the recommendations of the CABE guidance "Design + Access Statements".

2.0 Planning History, Pre-application advice and Negotiations

- 2.1 A pre-planning application was submitted to Kirklees Council in September 2014 to determine the feasibility of the site. The scheme was to create an apartment building which would look like a traditional mill.
- 2.2 Pre-application advice was received in November 2014, Reference 2012/20286. The summary of the advice was that there were concerns with the density and height of the proposed development and that the design wasn't contextual within its setting.

The advice given was as follows :

- 2.21 "In light of the aforementioned local and national policies / policy guidance, it is considered that the proposals are difficult in a number of respects.

Whilst the intended design appears to be reasonably high quality, the predominant character of the area in question is now essentially a low to medium density residential suburb, characterised by predominantly two storey properties built of stone and slate.

The proposals would not respond to this local character mainly because the Council would question whether it is reasonable to recreate a building that looks like a traditional mill where none now exist: it would now look out of context and as such would not serve to promote or reinforce any sense of local identity.

2.0 Planning History, Pre-application advice and Negotiations

The advice given was as follows :

2.21 In terms of visual amenity (and connected with the comments in 3.3) the density, height and massing of the proposed apartment block would be incongruous and would in the Council's view outweigh any design merits of the building.

For residential amenity, there are even greater problems. The proposals, due to their height, massing and close proximity to existing two storey dwellings, would result in significant losses of light and privacy, and would appear oppressive in outlook to those living immediately adjacent.

UDP Policy BE12 which sets out the normal minimum acceptable distances (21m between habitable room windows; and 12 m between a habitable room window and a blank wall/non-habitable room window etc). Policy states that distances less than these will be acceptable if it can be shown that, by reason of permanent screening, changes in level, or innovative design, no detriment would be caused to existing or future occupiers. The proposals would fail to comply with this policy.

For these reasons, any application based on the submitted plans would fail to accord with local and national design policies / guidance, and I'm afraid would be highly unlikely to be supported."

"Should an appropriate case be made for the release of this employment site, the principle of purely residential development is likely to be acceptable. It is however our view that considerably more thought needs to be given to the scale, density and design of the development, taking into account the detailed material planning considerations outlined above."

2.3 Following the pre-application advice, a site meeting was held with Jonathan Ainley on 28th January 2015. It was suggested that a smaller development of town houses would be appropriate on the site and that 2-3 storeys would be an acceptable height within this context. A proposed layout was discussed with the Planning Officer, who agreed that the proposed scheme would be a good solution for the site.

2.0 Planning History, Pre-application advice and Negotiations

2.4 Following this, the scheme was reconsidered and submitted to the Local Authority for planning approval in October 2016.

2.5 The assigned Planning Officer, Louise Bearcroft, responded via email on 26/10/2016, raising the following concerns :

Principle of Development

The site is unallocated and located within a sustainable location, and the principle of housing development is considered to be acceptable. This is subject however, to consideration of the loss of the employment site, which is assessed against policy B4 of the UDP. This states that proposals involving the change of use of sites last used for business and industry will be considered having regard to :

The suitability of the land and premises for continued business and industrial use;

The availability of business and industrial premises of equivalent quality

The number of jobs likely to be created or maintained

The compatibility of the future operational flexibility of any neighbouring businesses

The effect on any buildings of architectural or historic interest

The effect on local amenity

The effect on the local highway network.

You have set out a comprehensive policy framework within the supporting D&A but this doesn't include reference to policy B4. I note the comments in the D&A Statement regarding the constraints of the site, and I would ask that this evidence is presented as a response to policy B4 of the UDP. Has the property been marketed at all for employment use, and what interest if any has been received?

2.0 Planning History, Pre-application advice and Negotiations

2.5 *Layout*

The proposal is for an inward facing development which fails to respond to, or provide an active frontage along Longlands Road. I also have concerns about how the proposed scale and massing of the two blocks and their design relate satisfactorily to neighbouring properties which are predominantly two storey. The location of the northern block is also too close to the protected trees, and the arboricultural officer is unable to support the application. The amount of usable private amenity space to serve some of the dwellings would be extremely limited, and the dwellings would overshadow the proposed amenity spaces which may lead to future pressure to fell the trees to resolve this matter.

Highway Safety

Highway officers have raised concern about any additional traffic using Longlands Road. With respect to layout they note the access road should be designed to adoptable standards and be a shared surface designed to achieve a maximum speed of 15mph. Parking should be provided in accordance with Appendix 2 of the UDP, including visitor spaces (1 space per 4 dwellings) and cycle parking. If integral garages are to be considered as contributing towards parking provision they must provide internal dimensions of 3m x 6m. Highways go on to say that turning heads should be designed to accommodate an 11.6m long waste collection vehicle which should be demonstrated using swept path analysis. The access road should be 5.5m in width and 600mm hard margins are needed to all sections of any shared surface carriageways. It is noted the driveways to plots 7 to 10 scale only 4.7 metres in length which is sub-standard (5.6 metres is recommended). Additionally a 2.0 metre wide footway should be shown to Longlands Road site frontage of the development site, and the proposed sight lines should be shown on the layout drawings.

2.0 Planning History, Pre-application advice and Negotiations

2.5 *Drainage Issues*

The proposal does not include a SUDS submission in line with the West Yorkshire Combined Authority Guides for SUDS. Flood Management advise that the drainage details be used to inform the proposed layout. Infiltration testing will be required and a provisional scheme for soakaways for both property and highway should be promoted. BGS data suggests soakaways might work on this site, and if so space for soakaways with 5m offsets from buildings is required, and highways are likely to require soakaways in soft landscaping areas. If soakaways prove problematic an assessment of how the site currently drains is required to ascertain where a connection can be made for surface water disposal and at what rate.

A watercourse is shown in Longlands Road to the south. However it is depicted (upstream) as heading towards the site. Flood management wish to avoid the risk of building over a watercourse and suggest that further research is undertaken. They note that a reservoir is shown on 1960s OS maps immediate to the south and the site has ponding shown for small areas on the 1 in 100 year event surface water flood risk plans. Houses should be avoided in a localised basin. The 1 in 1000 year event shows a route onto site from land to the north and it would be prudent to examine how water may be pushed away from properties to avoid internal flooding in these extreme events.

I appreciate that you sought pre-application advice for this site back in 2014, however taking into account the comments above, officers are unable to support this application. Moving forward, if sufficient evidence can be provided to justify the loss of this business site in accordance with policy B4, then the scale of development, and the layout and design will need to be entirely re-considered. At this stage Highway Services have raised concerns about the impact of any additional traffic onto Longlands Road.

The revisions required to the submitted scheme are likely to be significant and would fall outside of the scope of this current application. I would suggest therefore that the current application is withdrawn, and pre-application discussions undertaken for a reduced number of dwellings which seek to address the matters raised above.”

2.0 Planning History, Pre-application advice and Negotiations

2.6 In light of these concerns, a meeting was held between Guy Taylor Associates, Louise Bearcroft and the Highways Officer on Friday 7th November.

2.7 A revised sketch plan was then submitted on 14th November 2016, which addressed the concerns with trees and highways. To this, Louise Bearcroft responded via email on 19/01/17 with the following :

“Having reviewed the options, we would be comfortable moving forward with option 2.

Is it possible to move forward those dwellings which would front Longlands Road, and have the parking provision to the rear? This would omit the mass of hardstanding and the site could be defined by a boundary wall. The location of the parking would need to take into account the positioning of the trees.”

2.8 Further information was then submitted on 31/01/17 to the Local Authority with regards to elevational treatment of the proposals, along with the following email from Guy Taylor Associates :

“Thank you for your email confirming that Option 2 would be acceptable. With regards to your queries :

1. The parking cannot be moved to the rear of the properties as this would encroach too much on the amenity space of these dwellings. The RPAs of the trees also present too many constraints for this option.
2. Do you still require a footpath running along the front of the site? If so, the whole of the boundary wall to the front would need to be removed.

I am aware that spoke with the client recently regarding the scheme and addressed concerns over the properties being three storeys. If this is the case, please can you respond in writing as this issue has not arisen before. The revised scheme is for 4 x 2.5 storey properties and 4 x 2 storey properties. The use of 2.5 storey properties was the approach that was agreed with the previous planning officer on site during the pre-application stage. Please find attached the revised site plan and street scene showing the height of the properties in relation to adjacent properties – as you can see due to the site levels the eaves of the proposed properties are no higher than any other on the street”

2.0 Planning History, Pre-application advice and Negotiations

2.9 To this, Louise Bearcroft responded on 09/02/17 with the following :

“I write in response to your e-mail below, and the submission of a revised layout plan, and a street scene drawing.

In respect of the option of having car parking to the rear, the proposed amenity spaces for the pairs of semi-detached dwellings are more than double the size of those proposed for the terraced block. Has this been explored in detail with respect to the trees?

I have discussed the revised layout plan with the highways section which now shows a widened internal access road, and bin store areas. This addresses previous highway concerns. Ideally footways are provided to the frontage of the site.

In respect of the scale of development, this was raised in my e-mail of 26th November last year. I raised concerns about the proposed scale and massing of development, and how this would relate satisfactorily to neighbouring properties which are predominately two storey. I appreciate your comment about discussions at pre-application stage but this advice was given back in 2014 and does not precede this application.

The proposed terrace would relate satisfactorily to the scale of surrounding development. In terms of fenestration detailing the end terrace dwelling will need to better address its position within the street scene (subject to considerations of privacy for neighbouring properties). I have concerns however, that the scale and design of the proposed semi-detached dwellings would fail to relate satisfactorily to neighbouring properties within the street scene. The proposed design may include dormer style windows but the height of the dwellings shown is three storey. The scale of the dwellings need to be reduced to a two storey dwelling with accommodation in the roof space (to be lit by dormers or roof lights) to provide the two and a half storeys referred to. The street scene plan does not include a schedule of materials, but the box feature on the principle elevation looks incongruous.”

2.0 Planning History, Pre-application advice and Negotiations

2.10 Guy Taylor Associates responded to this with revised drawings on 22/03/17 as below :

1. “We have explored parking to the rear in respect of the trees. Due the RPA of T1 being so large, if we were to create a parking area as to avoid this RPA, then the gardens of the plots facing Longlands Road would be reduced to a length of 2m (this is based upon parking bays of 5m in length, with the addition of a 6m access road) which is not sufficient amenity space for the dwellings. We feel the only way to fulfil the required number of parking bays is to have front driveways off Longlands Road. Many of the existing houses along Longlands road have parking directly off the road.
2. We are pleased that the scheme now addresses concerns from Highways.
3. We have now revised the massing of the dwellings to all be two storeys, with the plots facing Longlands road having accommodation in the roof.
4. We have added further windows onto the side elevation of the end terraced plot in order to better address the street.

With regards to the SUDS strategy, we have instructed this work to take place and will submit when the documentation is finalised. We are also in the process of amending the tree report in line with the revised scheme, and we will revise the Design and Access Statement in line with the changes”

2.11 It is now felt that the revised scheme addresses all issues highlighted by the Planning Officer and statutory consultees. The application is now submitted with the SUDs strategy as requested, and with a revised arboricultural statement and assessment.

3.0 Development Context

3.1 Physical Context

The site currently features the Hardy and Hanson felt manufacturing factory. The buildings are used for light industrial purposes and incorporate workshops, offices and stores.

Summit Works is approximately two miles from the centres of both Batley and Dewsbury. The site is approximately 0.52 acres in size and is currently occupied by a group of interconnected buildings. The original structures are approximately 50 years old and have been extended over a number of years. These consist of predominantly single storey brick structures with flat roofs, giving an internal floor area of approximately 6,700 square foot.

The buildings are situated to the southern end of the site with their principal frontage close to and parallel with Longlands Road. The site is currently approached along Longlands Road via a right of way over the entrance to the adjoining mill property, giving access to the hard landscaped parking and loading bays along the western boundary. The northern part of the site is undeveloped.

The undeveloped northern part of the site is grassed and features a number of trees. There is also a bank of mature trees along the boundary with Millbrook Gardens, obscuring many of the industrial units from view along this road.

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3.0 Development Context

3.1 Physical Context

Longlands Road is private, although has recently been repaired and resurfaced by the Local Authority and is understood to be of adoptable standards. The road is primarily a residential area with land adjoining the site to the south-west having recently been developed for housing.



Aerial view of application site



Street views along Longlands Road (left) and Millbrook Gardens (right)

3.0 Development Context

3.2 General Character / Street scene

Boundary treatments to the site include stone walls, vertical timber fencing and vegetation. Adjacent detached and semi-detached housing along Millbrook Gardens feature a combination of buff facing bricks and render with occasional fake beams applied in the form of timber boards, reminiscent of the Tudor style. Roofs are predominantly pitched and covered with pantile and plain tile roof coverings, with some incorporating a half-hip detail to the gable end. Frontages are set back from the road with a grass verge and feature enclosed entrance porches, bay and dormer windows.

Housing along Longlands Road is predominantly detached and set further back from the road behind stone walls, within larger plots. Many dwellings are individually designed, therefore a greater variety of materials and architectural style are present compared with Millbrook Gardens. Materials include dark red facing bricks and buff cast stone cladding.

3.3 Socio-economic Context

The existing buildings on the site form one of two factories operated by the holding company Abco Seals, with the other site in Penistone operated by Whitby and Chandler. The Hardy and Hanson operation is no longer viable in this location, partly due to the limiting size of the site, and therefore our Client is keen to consolidate operations within the larger Penistone site through refurbishment and extension, allowing the company to expand and increase efficiency. Planning consent has already been granted for the site expansion at Penistone and the building is almost complete on site; this will leave the Longlands Road factory vacant and no longer needed as an industrial use.

The factory currently employs 8 staff members and is therefore relatively small in scale. The existing staff members largely commute to the site and are not local residents. All of the staff will be retained and relocated to Penistone, where the company has an opportunity to expand its workforce through further employment.

3.0 Development Context

3.3 Socio-economic Context

Hardy and Hanson were established in 1949 and are the UK's foremost supplier of woolen and synthetic felt and industrial foams. Most of this form of industry has now moved out of the UK, making Hardy and Hanson unique within its location. The specialist nature of the works makes the site unfeasible for other UK industries, as the scale and location of the site would be undesirable and impractical. Furthermore, Longlands Road is relatively narrow and not practical for large vehicular access to an industrial site.

It is also felt that the site is not suitable for other forms of employment, due to its suburban location and within a predominantly residential area.

The site is located in close proximity to the Dewsbury and District Hospital and is approximately a 5-10 minute walk away. The location is therefore considered ideal for providing residential accommodation for hospital workers, and will specifically target young professionals. It is felt that the site will therefore enhance employment at the hospital and open up opportunities for workers to live locally.

4.0 Planning Policy Context

This section of the statement aims to identify relevant, local, regional and national planning policy documents relating to this submission. Additional “supplementary planning documents” will be included where applicable.

4.1 National Planning Policy Framework

“The National Planning policy framework (2012) sets out the governments planning policies for England and how these are expected to be applied. The NPPF...is a material consideration in planning decisions.”

4.1.1 NPPF Paragraph 17 (Core Principles)

“Planning should...

Always seek to secure high quality design...

Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth...

Planning should encourage the effective use of land by reusing land that has been previously developed (Brownfield land), provided that it is not of high environmental value.”

Response: It is believed that the proposals promote the highest quality of design and creatively reuse a redundant brownfield site within an established residential area. The proposals will assist the Local Authority in meeting local housing needs, and contribute towards the five year supply.

4.1.2 NPPF Paragraph 49

“Housing applications should be considered in the context of the presumption in favour of sustainable development.”

Response: A residential use on this site is considered as sustainable development as it is within an established residential area with existing amenities and transport links into the centre of Dewsbury.

4.0 Planning Policy Context

4.1 National Planning Policy Framework

4.1.3 NPPF Paragraph 50

“plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community”

Response: The proposed development is aimed at young professionals and hospital workers as it is felt that this is a specific need within the community.

4.1.4 NPPF Paragraph 58

“Planning policies and decisions should aim to ensure that developments :

will function well and add to the overall quality of the area...establish a strong sense of place...respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation...create safe and accessible environments...are visually attractive as a result of good architecture and appropriate landscaping.”

Response: The proposed development incorporates an attractive streetscape with a shared surface access road providing a strong sense of place and community, and a safe environment through the on-looking of habitable spaces. The proposed materials reflect the local vernacular making the building contextual within the area. The overall design is modern and practical. The landscaping is open and friendly to the front of the properties creating a sense of community, whilst the rear of the properties provide private amenity space for the occupants.

4.0 Planning Policy Context

4.1 National Planning Policy Framework

4.1.5 NPPF Paragraph 60

“Planning authorities should not stifle innovation, originality or initiative... It is, however, proper to seek to promote or reinforce local distinctiveness.”

Response: It is felt that the architectural style of the proposed development offers a good balance between contextual style, materiality and form along with modern living.

4.1.6 NPPF Paragraph 118

“When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity”

Response: The majority of trees are to be retained on site. Please refer to the arborological report for future details.

4.2 Local Development Plan

The Kirklees Local Development Plan, (previously known as the Local Development Framework), is currently being produced and adoption of this is not expected until late 2017. The Plan will identify how many new homes and jobs are required in the district in the future and will allocate land to meet these needs.

4.0 Planning Policy Context

4.3 Unitary Development Plan

The UDP sets out the Council's policies and proposals for the use and development of land and buildings. The following policies are those which have been saved by the Council beyond September 2007 and that are relevant to this application.

4.3.1 UDP Part 1 : General Policies

Policies G1, G4 – G6 raise the general concerns of the Government and Council. The remaining policies are derived from the same source, although are topic based and provide the context for the Part 2 policies and proposals.

4.3.1.1 G1 – Regeneration will be secured through developments which :

- i Strengthen and broaden the economic base and increase employment opportunities;
- ii Improve infrastructure and secure the reuse of land and buildings and the improvement of their surroundings;
- iii Benefit the economically deprived parts of the district; and
- iv Improve the District's image;

Response: This proposal aims to secure the re-use of a future vacant industrial site, transforming it into a high quality residential development that will greatly improve the visual amenity for surrounding residents.

4.3.1.2 G4 – New development should achieve a high standard of design

Response: The design has been carefully considered within its local context. Scale, massing and detailing all bear reference to the surrounding area, but adapted to provide a high quality and original design.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

- 4.3.1.3** G5 – Development proposals should have regard to equality of opportunity in terms of access to buildings and open space facilities and other relevant aspects of design, including the provision of ancillary facilities.

Response: The dwellings are to be highly accessible and in full compliance with part M of the Building Regulations.

- 4.3.1.4** G6 – Development proposals will be considered having regard to available information on the contamination of instability of the land concerned.

Response: Please refer to the contamination report submitted with this application for further details.

4.3.1.5 Built Environment

BE1 – All development should be of good quality design such that it contributes to a built environment which :

- i Creates or retains a sense of local identity;
- ii Is visually attractive
- iii Promotes safety, including crime prevention and reduction of hazards to highway users;
- iv Promotes a healthy environment, including space and landscaping about buildings and avoidance of excessive noise or pollution
- v Is energy efficient in terms of building design and orientation and conducive to energy efficient modes of travel, in particular walking, cycling and use of public transport

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.1.5 Built Environment

Response:

It is the intention that in using materiality, form, massing and scale which reflect the local vernacular will contribute towards a sense of local identity.

Each dwelling includes a large garden for recreational purposes and clothes drying. The dwellings themselves are larger than the national space standards for housing and have been designed to maximise natural light, therefore creating a pleasant and healthy environment.

Immediately to the south west of the site is an attractive and peaceful nature reserve, ideal for recreational use by the residents of the proposed development.

The building will be designed and detailed to standards which surpass current building regulation requirements with regards to energy efficiency.

The site is located approximately 2miles from the centres of both Batley and Dewsbury and is therefore ideally situated for walking, cycling and the use of public transport to access local amenities.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.1.6 Business and Industry

B1 – The employment needs of the district will be met by:

- i Providing land to accommodate the requirements of existing Kirklees businesses and the establishment of new businesses.
- ii Maintaining the stock of established business and industrial premises and sites, except where this would lead to environmental problems, or where they are unsuitable for business and industrial use or there is no realistic prospect of re-use or redevelopment for such purposes;
- iii Accommodating the extension of business premises except where there would be adverse environmental impact;

Response: It is considered that the site is no longer viable for continued use as a felt manufacturing facility due to the limiting size of the site and the need to consolidate processes with the factory in Penistone. The site has been expanded in a piecemeal manner over many years in order to address the specific needs of this unique and specialist industry and therefore any future business or industrial reuse of these buildings would be limited.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.1.6 Business and Industry

B4 - proposals involving the change of use of premises and sites with established use, or last used, for business and industry will be considered having regard to :

- i the suitability of the land and premises for continued business and industrial use;
- ii the availability of business and industrial premises of equivalent quality;
- iii the number of jobs likely to be created or maintained;
- iv the compatibility of the proposed use with surrounding uses;
- v the effect on the future operational flexibility of any neighbouring businesses;
- vi the effect on any buildings of architectural or historic interest;
- vii the effect on local amenity;
- viii the effect on the local highway network; and
- ix the potential for the site to be served by rail or water for the transport of freight.

Response:

1. This siting and location of the premises limits the use of the site for employment. The site is located in a predominantly residential area. Longlands Road is not suitable for heavy good vehicles, and the current access into the site is also not wide enough for larger vehicles to enter and leave the site.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.1.6 Business and Industry

Response:

2. The site is not considered a good quality for business or industrial premises and will therefore largely limit the proposed use.
3. The site does not fulfil the needs of the current occupants, which is why they need to relocate to the companies central factory in Penistone. No jobs will be lost as a result of this change.
4. The proposal is for residential accommodation within a residential area, therefore this is considered highly suitable.
5. There are no neighboring businesses
6. The existing building is not considered to be of any architectural merit or interest and it is considered that its demolition would have a positive impact upon the surrounding area.
7. The current site has car parking for 8 staff members entering and leaving each day within peak times, as well as further visitors to the site. The site also receives one large goods vehicle per week delivering items as well as a daily collection. An articulated lorry enters the site occasionally. The change of use of this site into residential will omit the need for large vehicles to enter the site and therefore will have a positive effect on the local community.
8. The site is 2 miles from the rail station of Batley. Any transport of Freight would need still need to be driven to the site and would have the same issues of access into the site.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.1.7 Housing

H1 – The housing needs of the district will be met by:

- i Improving existing housing particularly through the designation of renewal areas and areas for housing improvement;
- ii Providing land to meet the requirement for a range of house types by allocating sites of various sizes and in different types of locations having regard to local patterns of demand;
- iii The provision of houses affordable to those least able to compete in the housing market; and
- iv Applying appropriate planning standards for houses of multiple occupancy and residential homes for the elderly.

Response: Residential development on this site with assist with meeting the housing delivery requirements of the Local Authority.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.2 UDP Part 1: Detailed Policies

4.3.2.1 Development Framework

The application site is not subject to notation on the proposals map, therefore, non-site specific policies will be used to determine the application and policy D2 applies:

D2 – Planning permission for the development (including change of use) of land and buildings without notation on the proposals map, and not subject to specific policies in the plan, will be granted provided that proposals do not prejudice:

- i The implementation of proposals on the plan;
- ii The avoidance of over-development;
- iii The conservation of energy;
- iv Highway safety;
- v Residential amenity;
- vi Visual amenity;
- vii The character of the surroundings;
- viii Wildlife interest; and
- ix The efficient operation of existing and planned infrastructure.

Response: The proposals will contribute towards housing stock within the area whilst adding visual amenity and local character. The change of use of this site is seen as a positive contribution to this local area.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.2 UDP Part 1: Detailed Policies

4.3.2.2 The Natural Environment

The application site is not within an area afforded specific protection.

NE9 – Development proposals should normally retain mature trees within the application site. Where development is approved on sites containing mature trees no construction, including changes in levels, drainage works and the formation of access roads will be permitted within the crown spread of the trees unless it can be demonstrated that satisfactory precautions will be taken to ensure their continued viability.

Response: The mature trees on site are to be retained – please refer to the arborological report for further details. New planting and landscaping will also be introduced to provide an attractive setting for the development to be enjoyed by residents and to enhance the visual amenity of the area.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.2.3 The Built Environment

BE1 – All development should be of good quality design such that it contributes to a built environment.

Response: The proposals are believed to reflect the highest quality of design

BE2 – New development should be designed so that:

- i It is in keeping with any surrounding development in respect of design, materials, scale, density, layout, building height or mass;
- ii The topography of the site (particularly changes in level) is taken into account;
- iii Satisfactory access to existing highways can be achieved; and
- iv Existing and proposed landscape features (including trees) are incorporated as an integral part of the proposal.

Response: The use of stone cladding and slate roofing tiles are in keeping with the material palette of the area. The scale, density, layout and height has been carefully considered and is in keeping with the local context. The access has been designed in collaboration with highways to ensure that it is compliant. The topography has been considered as the site is on a gentle slope, and there is the need for a few small retaining walls.

The re-design of the site has been largely informed by the location of existing trees. The proposals do not encroach upon any RPA's of key trees.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.2.4 Building Materials

BE11 – New development should be constructed in natural stone of a similar colour and texture to that prevailing in the area where the proposal is located :

- i In areas within which stone has been the predominant material of construction;
- ii Within Conservation Areas; and
- iii Within town and local centres.
Outside such areas, proposed materials of construction should reflect the predominant materials adjacent to and surrounding the site, provided that such materials are not detrimental to visual amenity.

Response: The development will be constructed of materials which reflect the local area. Details such as dentilated eaves will be incorporated within the scheme, to reflect the appearance of some of the older surrounding properties and to provide extra character to the proposals.

4.3.2.5 Residential Areas

BE12 – New dwellings should be designed to provide privacy and open space for their occupants, and physical separation from adjacent property and land.

Response: The development has been designed to be in accordance with the separation distances as described in this policy.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.2.6 Crime Prevention

BE23 – New development should incorporate crime prevention measures to achieve:

- i Pedestrian safety on footpaths by ensuring through visibility from existing highways;
- ii Natural surveillance of public spaces from existing and proposed development; and
- iii Secure locations for car parking areas.

Response: The layout of the site enforces natural surveillance of public spaces. Each plot includes a lockable garage and off-road parking.

4.3.2.7 Transport

T10: New development will not normally be permitted if it will create or materially add to highway safety or materially add to highway safety or environmental problems or, in the case of development which will attract or generate a significant number of journeys, if it cannot be served adequately by the existing highway network and by public transport. Proposals will be expected to incorporate appropriate highway infrastructure designed to meet relevant safety standards and to complement the appearance of the development.

Response: The proposed access to the site has increased visibility which is preferable to the existing access.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.2.7 Transport

The location of the development decreases the reliance on the car due to public transport links and amenities within a walkable distance.

T17: New development schemes and highway improvements should have regard to the needs of cyclists through the provision of cycle tracks, cycle crossings on main roads and cycle parking facilities.

Response: Each plot has an in built garage, which provides ample space for cycle storage.

T19: The provision of off-street parking will be required in new developments in accordance with the standards set out in Appendix 2.

Houses < 140Sqm 2 Spaces per unit

Response: In accordance with this policy, each plot has two off street parking spaces and a further 2 visitor bays are provided for the development.

4.0 Planning Policy Context

4.3 Unitary Development Plan

4.3.1 UDP Part 1 : General Policies

4.3.2.8 Housing

H10 – The provision of f housing will be a material consideration when planning applications are considered. The council will negotiate with developers for the inclusion of an element of affordable housing where the lack of affordable housing has been demonstrated. The extent and nature of affordable housing provision will have regard to:

- i Evidence of local need;
- ii The size of the site and its suitability in terms of access to local services and facilities and the availability of public transport;
- iii The viability of the overall development; and
- iv The degree to which a mix of dwelling sizes and types is provided.

H12 – Prior to the grant of planning permission for development proposals incorporating affordable housing to meet local needs, arrangements will need to have been made to ensure that such housing will remain available for all time for local residents in proven housing need who cannot afford a house on the open market.

4.0 Planning Policy Context

4.4 Supplementary Planning Documents

4.4.1 Kirklees Interim Affordable Housing Policy 2016

4.4.1.1 Draft Interim Affordable Housing Policy

On developments of 11 or more dwellings* the council will negotiate with developers for the provision 20% affordable units based on the number of dwellings on market housing sites or meet the requirements of Starter Homes Regulations set out nationally or an appropriate combination of the two.

Response: The proposal is for 8 new dwellings. This is less than the threshold for affordable housing.

4.5 Principle of development

Taking into account both national and local planning policy, it is seen that the principle of the development is in accordance with planning policy. The change of use of the site from industrial to residential is believed to be in accordance with sustainable development, and the proposals aim to assist towards meeting the local housing need. The design is considered to be contextual within its setting, whilst also offering high quality and original design, bringing interest to this area. The development as a whole provides a strong sense of place, which is a safe environment and contributing towards the character of the local area.

5.0 Site Evaluation

5.1 Introduction

The proposed development provides 8 new townhouses to consist of 4 no. 3 bedrooomed terraced houses and 4 no. 4 bedrooomed semi-detached houses. There are two different house types, offering variation and choice. The development is aimed at young professionals and hospital workers, which is reflected within the style and layout, offering modern and convenient living, whilst still providing all the necessities of a family home.

5.2 Appearance

The scheme is based upon two house types, which are generally repeated, but are mirrored and the detail adapted in order to provide a varied and interesting streetscape, and a good choice of units.

The row of terraced housing laying perpendicular to Longlands Road reflects a traditional row of terraced houses with pitched roofs, reflecting that of many of the older properties within the area. The semi-detached houses also reflect elements of the traditional vernacular whilst also incorporating elements of the more modern schemes within the area.

The semi-detached properties facing Longlands Road feature a projecting element which forms the entrance, adding more visual interest to Longlands Road.

The facing materials are to be stone cladding with slate roofing, reflecting the local vernacular.

5.0 Site Evaluation

5.3 Layout

The layout of the scheme consists of two rows of properties, one being of terraced houses sitting perpendicular to Longlands Road, and one of semi-detached properties sitting parallel to Longlands Road.

The layout of the scheme was designed in order to minimize impact on protected trees, and to provide street frontage to Longlands Road.

Each house type offers open plan living, with spacious integrated kitchen, living and dining spaces.

Each plot has space to store waste bins within the front garden, both recycling and general household waste, which is in line with the Kirklees waste collection. As the turning circle on the proposed road is not sufficient for a refuse vehicle, there is an area adjacent to Longlands Road reserved for refuse collection.

Each plot also has a generous rear garden, which can be used for drying clothes and recreation.

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5.0 Site Evaluation

5.4 Scale

All of the properties are two storeys high, therefore reflecting the neighbouring properties. The semi-detached houses also feature accommodation within the roof.

With regards to Gross Internal Area, the national space standards for dwellings are as follows:(Department for communities and local government 2015):

- 4 Bedroomed House for 6-7 persons (3 Storey): 112-121 Sqm minimum
- 3 Bedroomed House for 4-5 persons (2 Storey): 84 Sqm minimum

The GIA of the proposed properties are :

- 4 Bedroomed House for 6-7 persons (3 Storey): 119 Sqm
- 3 Bedroomed House for 4-5 persons (2 Storey): 90 Sqm

It is clear that the proposed areas are comfortably above the national minimum space standards, therefore proving that these proposed houses promote good quality living accommodation.

5.0 Site Evaluation

5.5 Landscaping

The proposed scheme incorporates high quality landscaping, adding to the sense of place and streetscape.

The proposal aims to retain as many existing trees as feasible. The only two trees to be removed are both C- Category.

The proposed access road is to be a Tarmac road to highways standards, allowing both pedestrians and low speed cars access to the site.

Part of the stone wall which currently runs adjacent to Longlands Road along the site boundary is to be retained and adapted to allow for the new access. The boundary lines will be delineated with a mixture of timber fences and hedgerow.

Each plot has a front driveway creating an off road parking space, which will be a block-paved surface. There is also a front lawned area provided for each plot enabling residents to grow their own plants and flowers.

Please also refer to the arborological report for further details.

5.6 Vehicular Access

The existing access on site is not in a practical position for a residential scheme, therefore it is proposed that the access is relocated to create a new road. The proposed positioning will improve visibility when entering and leaving the site therefore making it safer for vehicles and pedestrians.

The proposed access road is to be shared surface road, which provides access to both pedestrians and vehicles. There is strong evidence to suggest that shared space roads assist with traffic calming and create a better environment to live.

The current site has car parking for 8 staff members entering and leaving each day within peak times, as well as further visitors to the site. The site also receives one large goods vehicle per week delivering items as well as a daily collection. An articulated lorry enters the site occasionally. The change of use of this site into residential will omit the need for large vehicles to enter the site and therefore will have a positive effect on the local community.

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5.0 Site Evaluation

5.6 Vehicular Access

The proposed scheme has two off road parking spaces per dwelling, as well as two shared visitor spaces. This means that a maximum of 18 cars will be leaving and entering the site each day. However, the sustainable location of the site means that residents shouldn't need to rely on cars, as there is good access to public transport links. Furthermore, as the target market is hospital workers, it is hoped that residents will be able to walk to work.

5.7 Accessibility

The site and dwellings are to be in full compliance with Part M of the Building Regulations, allowing access for all.

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