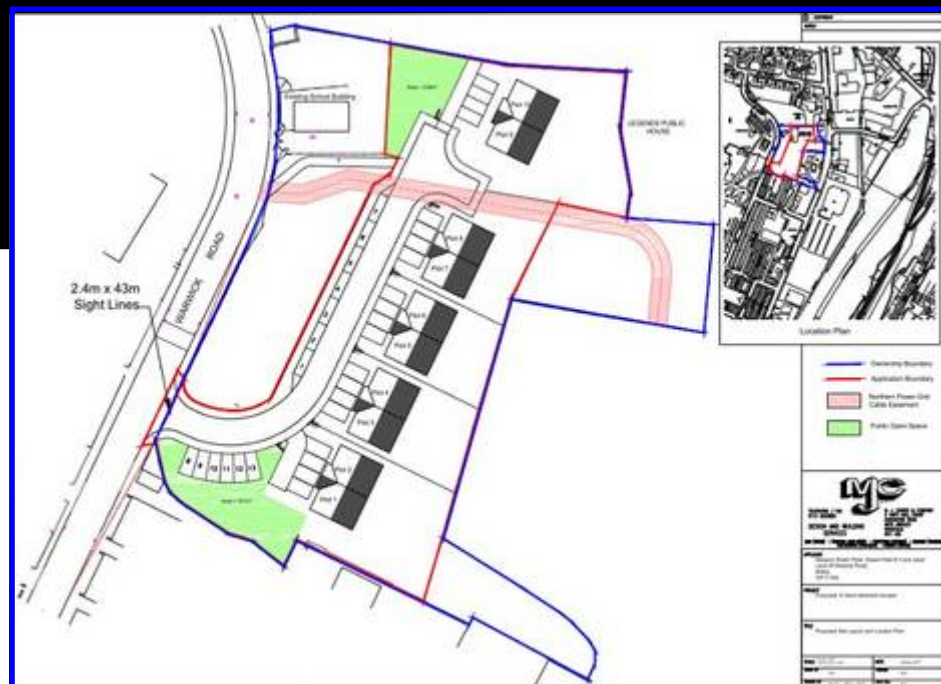


January 2017

**PROPOSED DEVELOPMENT OF  
10 SEMI DETACHED HOUSES  
at  
WARWICK ROAD**

**DESIGN & ACCESS STATEMENT**



T J Cotes Limited

12th January 2017

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# DESIGN & ACCESS STATEMENT

Dated: 12th January 2017

|                              |                                                                                                |
|------------------------------|------------------------------------------------------------------------------------------------|
| <b>Applicant:</b>            | Messer's Shabir Patel, Saeed Patel & Yusuf Jasat                                               |
| <b>Proposed Development:</b> | Proposed development of 10 semi-detached houses, means of access and associated infrastructure |
| <b>Site Address</b>          | Land at Warwick Road, Batley Carr, Batley, WF17 6HY                                            |

## Contents:

1. Introduction
2. Proposal
3. Purpose of Development
4. Site Description
5. Planning Policy Context
6. Design Principles
7. Consultation
8. Design Process
9. Design Aspects
  - Use
  - Amount
  - Layout
  - Scale
  - Appearance
  - Landscaping
10. Access
11. Environmental Assessment

## **1 Introduction**

1.1 This Statement has been prepared and submitted as a requirement of Section 62 of the 1990 Town and Country Planning Act as amended by Section 42 of the 2004 Planning and Compulsory Purchase Act.

1.2 It has been prepared in accordance with “Guidance on the Requirements of Validation” March 2010 published by the Department for Communities and Local Government and incorporates the overarching principles set out in the National Planning Policy Framework (March 2012)

## **2 Proposal**

2.1 Full planning consent is sought for the following:

- [Development of 10 Semi-detached houses](#)
- [A new adoptable estate road from Warwick Road to provide a means of access to and from the site](#)
- [Associated infrastructure & engineering works to facilitate the development](#)

2.2 The proposal will also involve the demolition of the existing school building presently occupying the site and this will be cleared prior to commencement.

## **3 Purpose of Development**

3.1 The site has been acquired by jointly by three individuals to develop the site private family housing. The development will comprise self-build houses for family members.

3.2 The development will involve the demolition and clearance of a vacant and unsightly former school building and utilise an area of overgrown and unused land overlooking Bradford Road. The land has little or no ecological value and is fast becoming a local dumping ground. The site lies in the middle of a popular residential area close to local shops, schools, local mosques and madras's; and is well connected by public transport. As such its development for housing would be the most appropriate use for the site.

## **4 Site Description**

4.1 The site was most recently occupied by the Zakariya Muslim Girls School. This closed and relocated to Taylor Street a few years ago. It is an elevated site and benefits from an existing access from Warwick Road and slopes quite steeply towards Bradford Road. The school buildings still occupy part of the site, with its former playing fields (now overgrown) making up the rest of the site. Part of the site is brownfield (that occupied by buildings and hard-standings) and the remainder is greenfield (the former playing fields) but unallocated and undesignated in the Kirklees UDP. Prior to its development as a school in the early 1980's it was occupied by allotment gardens (since the First World War) and prior to this was open ground, probably used as tenter fields for drying cloth.



Figure 1: Proposed Site and Surrounding Area (not to scale)

4.2 The total site area is 0.53 Ha. This is only part of the former Zakariya Muslim Girls School site which in total extends to 0.8 Ha. The remainder to the west (i.e. immediately fronting Warwick Road) is to be developed separately by a local development company to meet a specific local housing need for young Asian families. This is subject to a separate application.



Figure 2: Aerial Image of the Site



#### 4.3 Site Details

Post Code: WF17 6AR  
Grid Reference: SE 246234  
Easting: 424658  
Northing: 423471



Figure 3: Roadside Image of the Site

## 5 Planning Policy Context

5.1 Consideration has been given to national, regional and local planning policy & guidance in the preparation of our development proposal. A full description of all the relevant policies are contained in our separate Planning Justification Statement.

## 6 Design Principles

6.1 Our **key aim** has been to design a development that makes best use of this elevated site and its easterly aspect which has open views across the valley toward Commonside and Hanging Heaton. It reflects the character of the local townscape and the design of houses, in terms of size, height, scale, window proportions, roof pitch and choice of materials has been given careful consideration to create a development that is both sympathetic towards and integrates well with its surroundings.

*Continued on Page 6*

6.2 The site's topography and the presence of a Northern Powergrid easement across the west end of the site and a number of other development constraints mean that this is a challenging site.

6.2 Design has been influenced by the following: -

- To meet our client's brief to create 10 family homes
- To promote high quality design
- To be sympathetic to its elevated and quite prominent location; but
- To take advantage of its east facing aspect and its open views across the valley
- To be sympathetic to the character and appearance of the surrounding area
- To provide a new access road that meets adoptable standards along with adequate off-street parking to serve the development
- To provide public open space to satisfy local authority standards
- To provide an acceptable solution to manage both surface water and foul water.
- To protect the Northern Powergrid Easement that crosses the site
- To take account of potential noise nuisance generators on Bradford Road as part of the design process
- To protect a mature tree on the frontage of Warwick Road and others beyond the perimeter of the site.

## **7 Design Process – Our Approach and Methodology**

7.1 Our appraisal was undertaken in three stages. These are outlined as follows: -

### Stage 1: Initial Assessment

7.2 This was undertaken as a first step in order to formulate a clear understanding of the site. It involved desk top surveys, information gathering, mapping the client's ownership and an initial site visit. It included an initial assessment of policies in the local development plan as well as supplementary guidance. It also involved a pre-application enquiry with the local planning authority and separate discussions with individual departments to clarify and satisfy specific issues raised. Stage 1 helped identify potential site constraints and helped formulate our design principles for the site, as well as our initial development brief.

### Stage 2: Detailed Survey

7.3 On completion of our clients brief the following surveys were commissioned to provide an accurate picture of the site. This involved: -

- A full topographical survey of the site
- A complete utility search

7.4 The following specialist reports were commissioned: -

- Phase 1 Geotechnical (including contamination and mining assessment)
- A Flood Risk Assessment & Surface Water Drainage Model
- A Noise report

A previous detailed ground investigation report was also used to provide information about underlying geology and ground conditions.

*Continued on Page 7*

### Stage 3 Detail Design

7.5 Information gathered from stages 1 & 2 were used to inform detail design and to amend and modify our client's brief. A series of existing and proposal drawings were produced and these were refined in consultation with both our design team and client. Drawings include a 3d conceptual model as well as sections across the site, a site layout plan, house type designs, drainage plans and landscape plan.

## **8 Consultation**

8.1 Pre-application discussions were held with Fazana Tabasum and Louise Bearcroft (Development Control, Kirklees MC) and initial consultation took place with our own specialist consultants (as detailed below) to assist in the design and development process. In addition, discussions have also been held with Richard Hume (Environmental Health & Protection), and Kirklees Drainage Section.

8.2 Specialist Consultants include:

- Bradbury PM Limited (Planning Consultants)
- M J Coates Limited (Design Consultants)
- Gibson Design Consultancy (Structural Engineer)
- Sub Surface North East Limited (Geotechnical and Geoenvironmental Consultants)
- EWE Associates Limited (Environment & Water Engineers)
- VIA Solutions (Highway Consultants)
- Paul Horsley Acoustics Limited (Noise Consultant)

## **9 Main Aspects of Design**

### Use

9.1 This is a former school site. Prior to this the land was used as allotment gardens and historical maps show that this land has never been developed for any other use. Part of the site is considered to be 'brownfield' and part 'greenfield'. The total area of the school site extends to some 0.8 Ha and approximately 0.17 Ha has been previously developed and contains buildings, retaining walls, formed ground and hard-standings. The proposed development site subject to this application is 0.53 Ha and approximately 15% is previously developed and the remaining 85% undeveloped.

9.2 It is proposed to develop the site for family housing.

### Amount

9.3 It is proposed to build 10 semi-detached dwellings each with a total floor area of 190 sqm.

### Layout

9.4 Houses have been designed to front onto the new access road and take advantage of the existing levels and views across the valley. Both vehicle and pedestrian access will be from the front.

9.5 To take advantage of the levels the new properties will be 2-storey from Warwick Road and 3-storey from the rear and they will step northwards up the site as the gradient increases. Vehicular access will be taken from Warwick Road at the lowest point (with a visibility of 2.4m x 43m) and provide access to all 10 houses. Each house will have two parking spaces. Off-street parking will also be available along the frontage of Warwick Road.

*Concluded on Page 8*

9.6 The new access road has been designed to adoptable standards and provides a turning head capable of accommodating refuse vehicles. Public open space has been provided to meet minimum standards. Residents will have access to a new play area proposed as part of the adjacent housing development as well as access to a kick about area that is located at the opposite side of Warwick Road.

#### Scale

9.7 The overall scale of the development is considered to acceptable for the size and nature of the site and in keeping with the surrounding area. It will be seen as an infill development between existing houses on Warwick Road and premises on Bradford Road.

#### Appearance

9.8 The current school buildings are in a state of disrepair. They appear to have been constructed in the late 1970's and contribute nothing to the character and appearance of the area. Indeed, they are an eyesore that positively detracts from it. They are industrial in scale and character with large horizontal windows, clad walls and metal roofs. There is a flat roof section connecting to the original building to the modern extensions and various freestanding outbuildings and containers within the site. All of these buildings will be demolished as part of the proposed scheme. The existing detached Victorian house which forms part of the school and fronts onto Warwick Road (and is outside the site boundary) will remain.

9.9 To the north of the site lies an open area of land (owned by Kirklees). This is occupied by self-seeded woodland which fronts onto Warwick Road softening the approach to the site from the north. A mature tree at the corner of the site adds to the effect and this will be retained. To the east of the site lies a Primary Substation fronting onto Bradford Road. This is screened from the site by trees. Existing houses lie to the south and these include a long row of terrace houses fronting Warwick Road and a row of new 3-storey townhouses built in artificial stone, accessed from Grafton Street.

9.10 Some engineering works are required to cut and level the site and create the required levels for the proposed access road. At the entrance, an area of open space has been created and this planted with trees to continue the tree-lined frontage mentioned earlier.

9.11 The houses are 3-storey. They will be built of artificial stone with artificial blue slate roofs. Window openings have been designed with a vertical emphasis to match the proportions of existing properties, particularly along the Warwick Road frontage.

#### Amenity Space, Gardens & Public Open Space

9.12 Each property has been designed to have a rear garden which can be accessed from the lower ground floor.

9.13 Public open space is provided at the north end of the site and this is overlooked by some of the new houses. A second area of open space links the development to Warwick Road but this falls outside the site boundary. In total there is 575 sqm of open space within the site.



## 10 Access

### Vehicular access & Parking

10.1 The site will be accessed via a new adoptable road from Warwick Road. The new road will comprise the following:

- A 5.5m wide carriageway
- Two footways each 1.8m wide
- Fully surfaced, sealed and drained
- Have a maximum gradient of 1: 10
- A turning head capable of accommodating refuse vehicles
- Designed to accommodate new street lighting.

10.2 The entrance of the new road will have a visibility splay to Warwick Road of 2.4m x 43m.

10.3 There is good visibility in both directions and Warwick Road benefits from wide footways, a wide carriageway and traffic calming that helps provide good visibility and slow traffic speeds.

10.4 The previous school use was served from Warwick Road and it is considered that the traffic generated by the school, particularly at peak times, was far greater than the traffic levels expected to be generated by this development and the remainder of the school site for residential use. The school use also generated on-street parking on both sides of Warwick Road.

10.5 The new development will provide 2 parking spaces per dwelling. Both spaces are located at the front of each property. It is also anticipated that if additional visitor spaces are required, then parking is available on-street at Warwick Road. School staff and visitors previously parked here as there was no on-site car park serving the school.

### Pedestrian Access

10.6 Access for pedestrians is directly from Warwick Road. The new adopted access road will have footways either side of the carriageway giving access into the site. Alternatively, a second pedestrian access will be created at the north-west corner of the site. Here a short public footpath will link Warwick Road with the turning head of the new access road at the rear of the site. There will be no through access onto Bradford Road.

### Footpaths

10.7 There are no existing public rights of way across the site.

### Refuse Collection

10.8 The adopted road has been designed to enable refuse vehicles to manoeuvre in and out using the turning head. Wheelie bin storage areas have been provided to serve each property and to hold wheelie bins prior to collection and avoid bins being left on the public highway causing an obstruction to pedestrians or vehicles.

### Access for All

10.9 Even though this is a challenging site in terms of levels every effort has been made to keep gradients to a minimum. The maximum gradient of the footways will be 1:10. The maximum gradient of private drives will be 1:8. There will be level access from the front of each property.

*Continued on Page 10*

#### Designing out Crime

10.10 Consideration has been given to crime prevention when designing the housing layout, access road, landscaping and lighting.

10.11 The development will be well lit. Pedestrian access in and out of the site will be directly onto the new access road and will be overlooked by new town houses proposed for the adjacent site. There will be no 'through' route to Bradford Road. The public footpath to Warwick Road will be lit and care will be taken not to introduce large areas of planting close to homes or the main access points from the adopted highway to minimise places where intruders can hide. There will be no flat roofs where intruders can gain easy access to first floors. All properties will be fitted with intruder alarms. Doors and windows will meet current recommended security standards.

## **11 Environmental Assessment**

#### Background

11.1 Part of the site is previously developed, the remainder (to the best of our knowledge) has not. The site lies within the development limits of Batley and is not covered by any specific designation in the Kirklees UDP.

#### Landscape & Townscape Impact

11.2 The development will result in the loss of an area of open land that forms part of a partial green wedge between Bradford Road and Mount Pleasant. However, the land is of poor quality and has little ecological value and is devoid of trees. Although it makes some contribution to the openness and 'greening effect' of the area this is not significant. In fact, the unkempt nature of the site and the appearance of the existing school buildings are big negative factors that weaken the quality of the townscape. Furthermore, the open area is private and sits behind a high security fence and does not provide a usable space with a wider public benefit.

11.3 It is considered that new housing here will meet a local housing need and this outweighs the loss of open land. Furthermore, the new development will improve the quality of the townscape and through design, good use of materials, careful landscaping and lighting will lead to a significant improvement to the local environment. Tree planting and the provision of open space within the development will provide visual links to the wooded slopes below Mount Pleasant and contribute to the ongoing 'greening' effect that started under Batley City Challenge.

#### Ecology

11.4 The site has very little ecological value. It consists of an open area of grassland, formerly playing fields, that was regularly managed until recently but has since become overgrown and in certain places subject to fly tipping. It supports over a very limited number of common species and its loss would not be significant. The mature trees to the east of the site surrounding the Primary Sub-Station have some value but these will remain unaltered and unharmed by the development.

#### Heritage Assets

11.5 There are no designated heritage assets within or in close proximity to the development site. The Station Road Conservation area lies about 0.25km to the north at its nearest point. Although the site is visible from the high point of the conservation area around Batley Railway Station is not considered the proposed development will have an adverse effect upon its character and appearance, indeed, if anything it will help enhance its townscape setting.

*Concluded on Page 11*

#### Flood Risk

11.6 The site does not fall in a flood zone but surface water from it drains into Bradford Road, which falls in Flood Zone 3. Appropriate steps have been taken to restrict peak flows to the public surface water sewer and on-site balancing has been provided to hold storm water at peak times so it can be released gradually back into the drainage system once levels drop.

#### Ground Conditions and Contamination

11.7 Environment Agency records show there are no landfill sites and no known contamination or pollution sites on or close to the site. The nearest landfill site is the old Batley Gas Works at Grange Road (0.45km to the east) and the nearest recorded pollution site at Savile Mills Alexandra Road (150m from the site east of Bradford Road).

11.8 A Phase 1 Environmental Report has been carried out by Sub Surface North-East Limited to further investigate the likelihood of potential historical contamination on the site and assess mining risk. This report concludes that there is a low-moderate risk of contamination on the site and recommends that a Phase 2 Ground Investigation and a full geological and mining appraisal be undertaken.

#### Communications/ Services

11.9 A comprehensive utility search has been undertaken. This reveals a number of Northern Powergrid cables running along an easement east-west across the site from Bradford Road (and the Primary Substation) to Warwick Road near the school entrance. This easement has been protected and is shown on Drawing MJC-261-S02.

11.10 There are other telecommunication, gas and water services adjacent to the site (mainly within the footway to Warwick Road) but none of these prejudice the development of the site.

#### Public Rights of Way

11.11 There are no public rights of way across the site. The nearest definitive path lies 450m to the east of The Mill Outlet Shopping Centre.