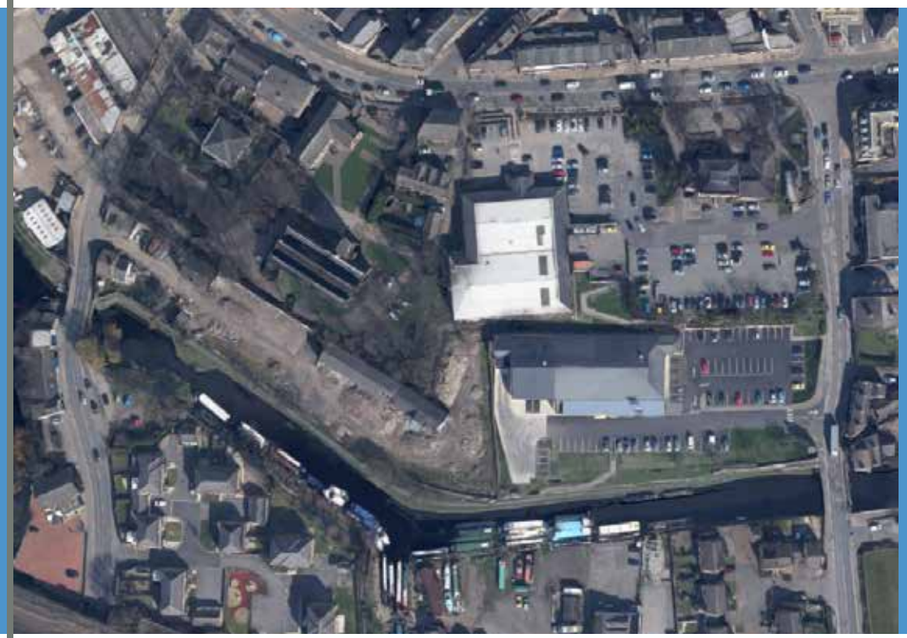
Proposed Residential Development on land off

Station Road, Mirfield

Design and Access Statement

August 2017



jrp ARCHITECTURE PLANNING LANDSCAPE

Contents Amendment Record

Project: Station Road, Mirfield
Job Number:16:4981

Date of Issue	Rev	Notes	Status	Completed By	Checked and Approved By		
					Designer	Landscape	Planner

Contents

1.0 Introduction

Introduction

This Design and Access Statement has been prepared on behalf of Darren Smith Homes.

The application will be submitted as a full application for:

"Erection of 70 (over 55) retirement apartments comprising of four blocks, provision of a community building, electricity substation and laying out of internal roads, parking areas and greenspace and associated infrastructure."

Vision

The proposal will create a distinctive residential development which is sympathetically designed to respect the surrounding built and natural environment.

Purpose

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- Explain how any specific issues which might affect access to the development have been addressed.

The access element of the statement also includes two aspects of access to the development:

Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Brief

The following points summarise the brief at an early stage of the design process:

- Deliver quality of built form and spaces.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is deliverable and viable

Aspirations

Our intention is to deliver a secure and sustainable development of modern homes in a safe, green and welcoming environment.

Achieve this vision through careful design and communication with the local authority without preconception of the possibilities for this site.

02

Development Framework

2.0 Development Framework

National Planning Policy Framework, March 2012

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This document is the Governments key reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

The over arching theme of the NPPF is sustainable development and this is outlined in paragraph 14, which states:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

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;

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; and

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.

Core planning principles

The NPPF provides a set of core principles that should underpin plan-making and decision-taking.

These principles state that planning should:

Be genuinely plan-led, empowering local people to shape their surroundings,

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- Pro actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land);
- Promote mixed-use developments, and encourage multiple benefits from the use of land in urban and rural areas;
- Conserve heritage assets in a manner appropriate to their significance;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;
- Take account of and support local strategies to improve health, social and cultural wellbeing for all.

03

Site Area and Analysis

Site Context

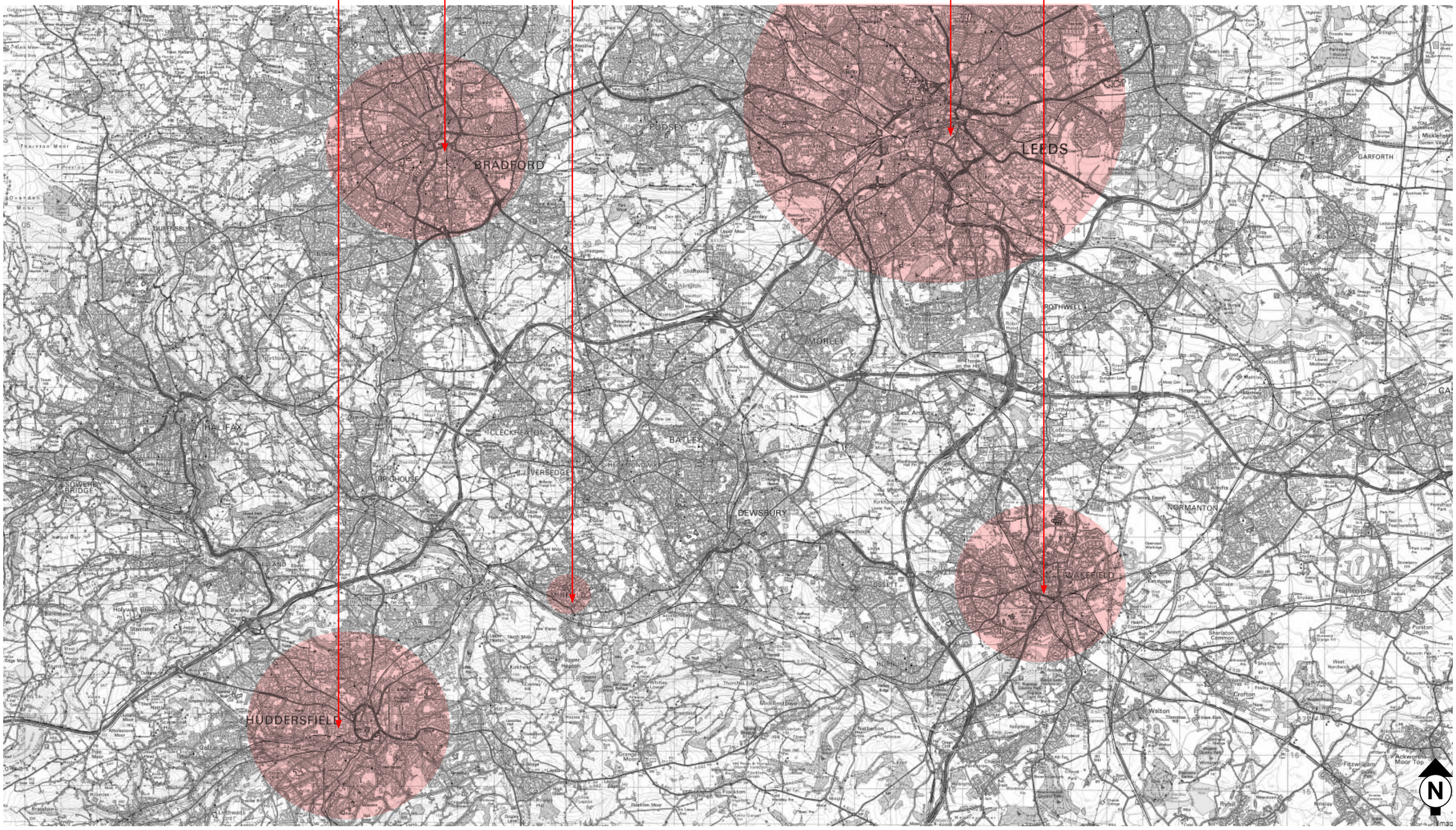
Bradford City Centre c.11.5 miles / 25 mins

Huddersfield Centre c.5.5 miles / 21 mins

Leeds City Centre c.17.5 miles / 30 mins

The Site

Wakefield City Centre c.12 miles / 30 mins



SITE CONTEXT

3.0 Site Area and Analysis

The site is located immediately to the south of Mirfield town centre, and approx. 3miles west of Dewsbury town centre. It is situated around Ordnance Survey grid reference approx. SE 20132 19565.

A site location plan is included on page 9.

The northern boundary of the site abuts the public car park for the town centre, whilst the southern boundary abuts the Mirfield canal which is part of the Hebble and Calder Navigational Canal network. There is existing residential adjacent to the eastern boundary and to the west of the site is a mixture of residential and commercial buildings including former mills.

The site is roughly rectangular in shape and is currently developed for retail use with a surrounding car park area. The River Calder runs some 300m to the south of the site. The main Leeds to Manchester railway line runs between the site and the river on a raised embankment. There is vehicular underpass on Station Lane that the railway runs over Station Lane. The overall site area to be developed is approximately 0.67ha.

The site consists of a single storey steel portal framed building with a floor level of 46.25m AOD. The surrounding car park has levels varying from 47 in the north east corner down to 45.0 in the south west corner of the site. The canal footpath adjacent to the site is set around 43.75m AOD and is accessed by a pedestrian ramp down from the site or down a steep banking which has been partially landscaped.

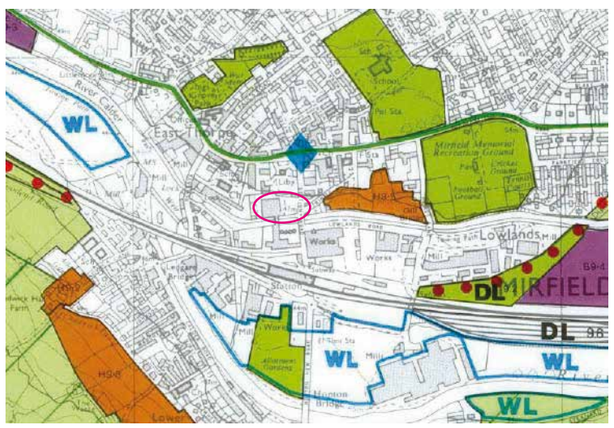
To the north is a community car park area separated from the development site by a brick and stone retaining wall. The levels of the car park are between 50.3 and 50.7m AOD. There is a small rectangular area that forms a pedestrian access from the site up to the communal car park. Access for vehicles to the site is taken from Station Road which has a level at the entrance of 57m AOD. The levels rise from the site entrance to the town centre in the north.

The levels to the south also rise slightly over the bridge over the canal, before dropping down to the underpass beneath the railway line and Mirfield station.

The site currently falls within Flood Zones 1, 2, and 3. Zone 3 being at the western end of the site and zone 1 being at the eastern end of the site. The extent of Flood Zone 3 in very limited whilst Flood Zone 2 extends over 60% of the remainder of the site. The site is not considered to form part of the designated flood plains and is therefore designated as Flood Zone 3a at the western end. Part of the site may be considered to be at risk from fluvial flooding from rivers or sea for the 1 in 100 year event and most of the remaining site for the 1 in 1000 year flood event.

AERIAL IMAGE

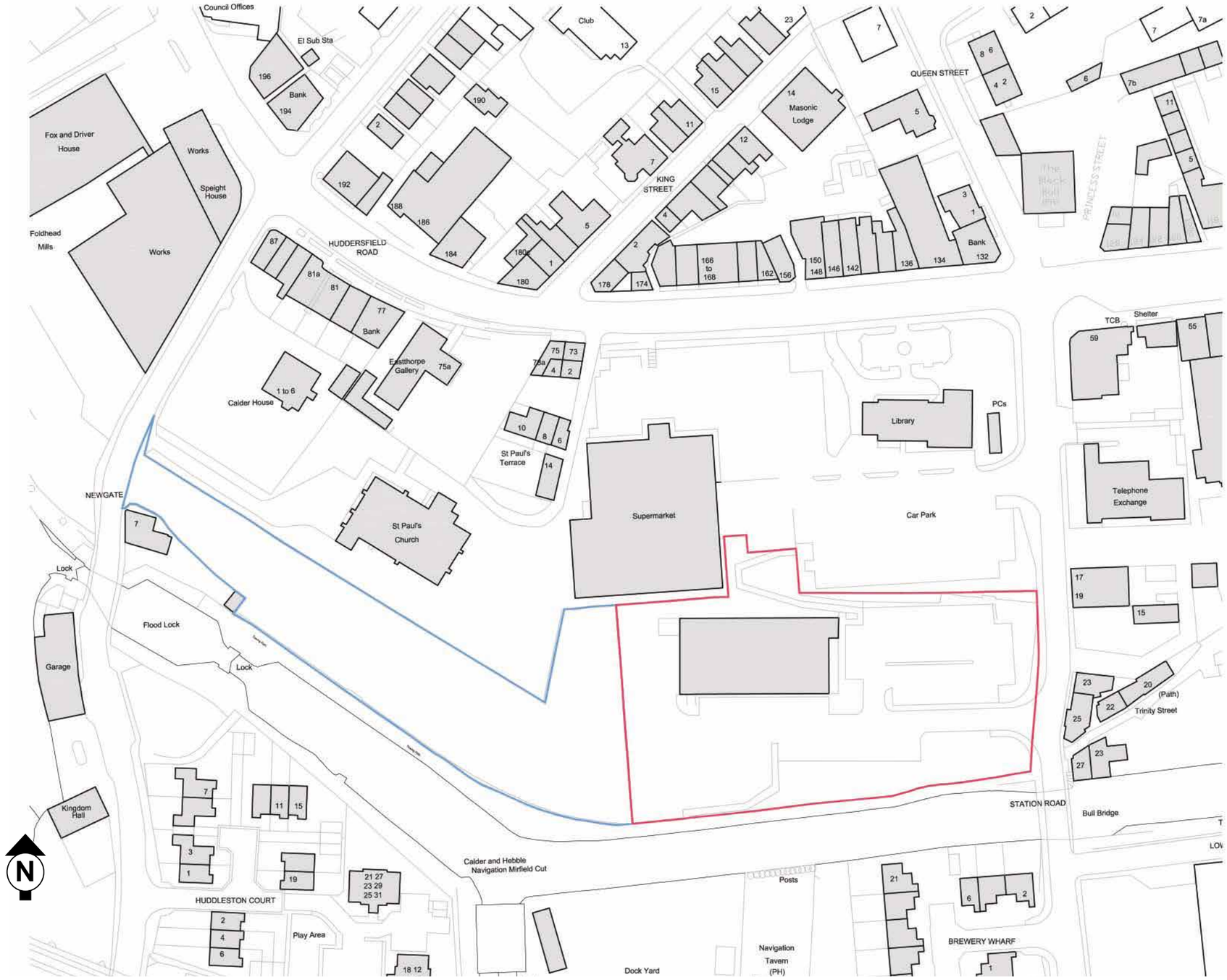
EA FLOOD MAPPING



LOCAL PLAN EXTRACT

Red Line Application Boundary

The plan opposite demonstrates the extent of the planning application (red line) and other land within the Applicant's ownership (blue line).



RED LINE LOCATION PLAN

3.0 Site Area and Analysis

An Ecological Assessment has been undertaken by Brooks and accompaies the planning submission.

The Site supports a limited number of common and highly disturbed habitats of limited ecological value. Development is considered highly unlikely to impact upon protected or notable species.

The canal offsite represents habitat of greater ecological value. It is anticipated that development can proceed without detrimental impacts on this feature given some standard precautions and taking into account its inclusion within the Kirklees Wildlife Habitat Network.

The KWHN seeks to maintain and enhance habitat corridors across Kirklees and West Yorkshire. Currently the Site is well lit by security lighting which likely spills out on to the canal reducing its' function as a corridor for nocturnal species such as bats. Though not within the KWHN, an appropriate enhancement of the Site would be the implementation of a sympathetic lighting plan which demonstrates that light spill onto the canal will be minimised. This should include implementing the following (Stone, E.L. (2013):

- Use of narrow spectrum lights with no UV or warm white light;
- Direct lighting downwards;
- Use of low level lighting (e.g. 2m high lighting columns);
- Use of hoods and cowls to direct lighting onto required areas and not onto adjacent habitats;
- Restrict hours of light.

Currently a small strip of grassland with some trees is present along the canal. There is scope within the plans to retain a small buffer strip along the canal and expand along the western boundary, which will also benefit the KWHN. To maximise benefits, this area should be planted with native trees, with suitable species including alder (Alnus glutinosa) or silver birch (Betula pendula). Additionally, for further enhancement a strip of grassland could be sown with a suitable wildflower mix such as Emorsgate EM1 or EM8 and managed to allow wildflower proliferation.

Ecological Enhancement

The requirement for development to make a positive contribution to biodiversity isclearly set out in guidance such as the NPPF and BS:42020 - beyond mitigating or compensating any potential impacts.

The following themes provide opportunities for the proposals to deliver such a contribution:

- An array of bat and bird boxes should be incorporated into the structure ofnew buildings. For bats this may include Ibstock bat bricks or Schwegler 2FEwall mounted bat shelters. Whilst for birds suitable boxes may includeSchwegler sparrow terrace 1SP, Schwegler brick box type 25 or brick box type 24.
- Shrub beds could be planted with species of proven wildlife value.

3.0 Site Area and Analysis

View of the existing site entrance from Station Road

View from Station Road showing existing Lidl car park

View of existing site entrance

View from entrance looking south along Station Road

View from entrance looking north along Station Road

View from Station Road along the towpath

3.0 Site Area and Analysis

View along the towpath

View from the towpath looking back towards the supermarket

View of the boundary with the adjoining Newgate site which is currently under construction

View from the site towards Co-Op demonstrating the change in level

View of the pedestrian connection and adjoining Co-Op boundary

View of existing Lidl and Co-Op boundary

3.0 Site Area and Analysis

View of car park adjoining the site

View of the existing pedestrian connection from the site

View looking into the site from the adjoining elevated Council car park

View looking into the adjoining Council car park

View of the Co-Op supermarket

View along the Canal towpath

3.0 Site Area and Analysis

This section of the Design and Access Statement reviews the existing built form within the locality as a means of establishing the positive design features which should be taken forward as part of this development. A review of the immediate surroundings and slightly wider context has been undertaken.

Urban Grain Characteristics

The existing urban grain of Mirfield is demonstrated opposite.

The main points of interest are:

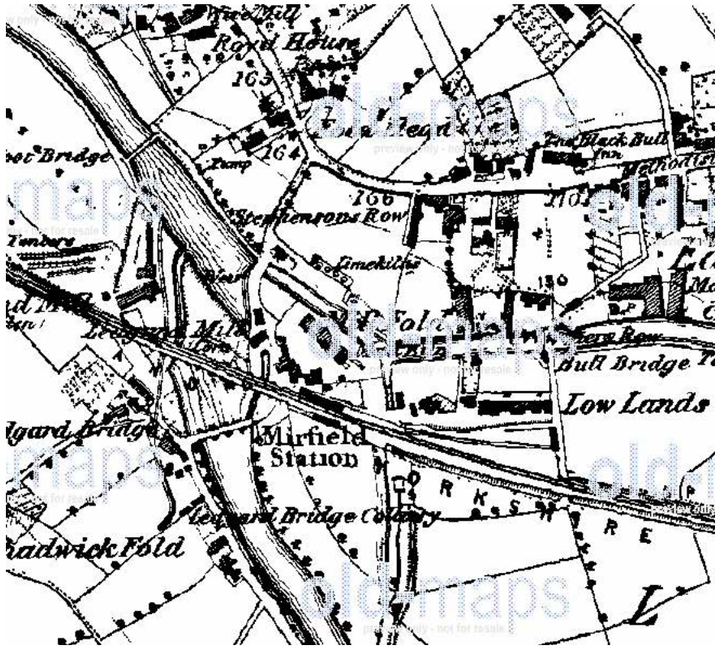
- Variety of form in the area
- Site is characterised by the large footprint of the supermarket with ancillary car parking
- Large dominant building footprints surround the canal.

URBAN GRAIN

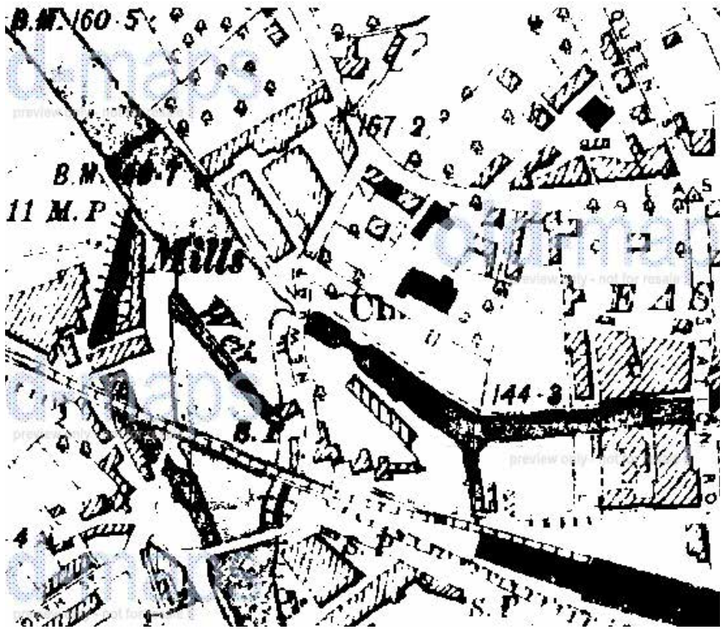
3.0 Site Area and Analysis

Character Analysis

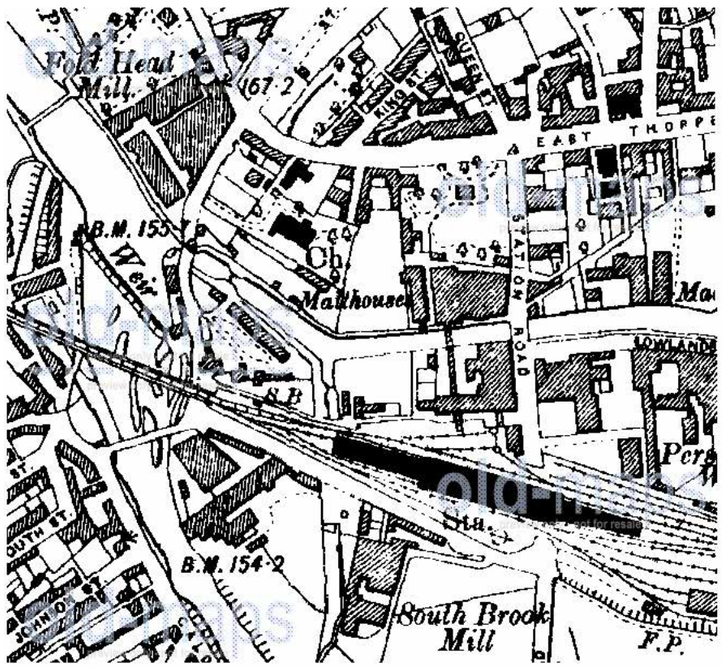
The historic maps detail how the settlement has developed.



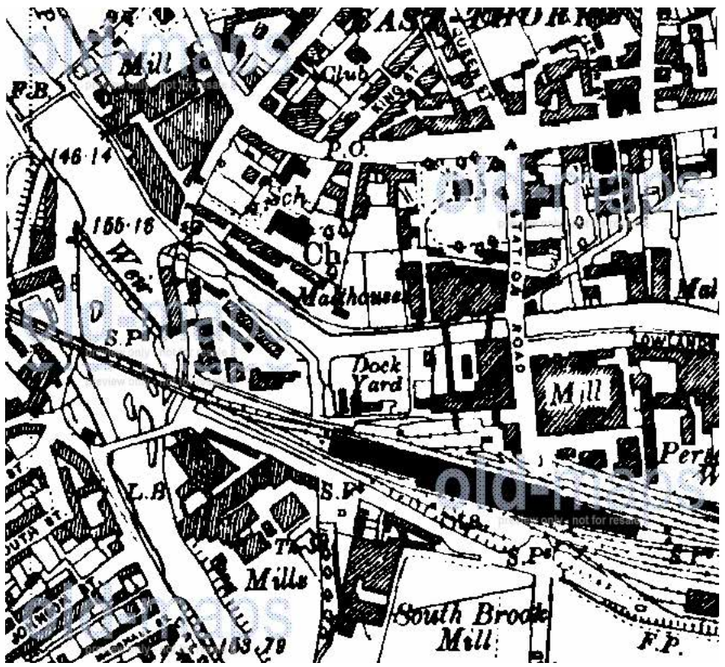
1855 - The settlement is relatively un-developed, key point of note is no Church.



1894 - The Church, malthouse and traditional water driven industrial uses are evident.



1908 - Further development and an intensification of the water is evident

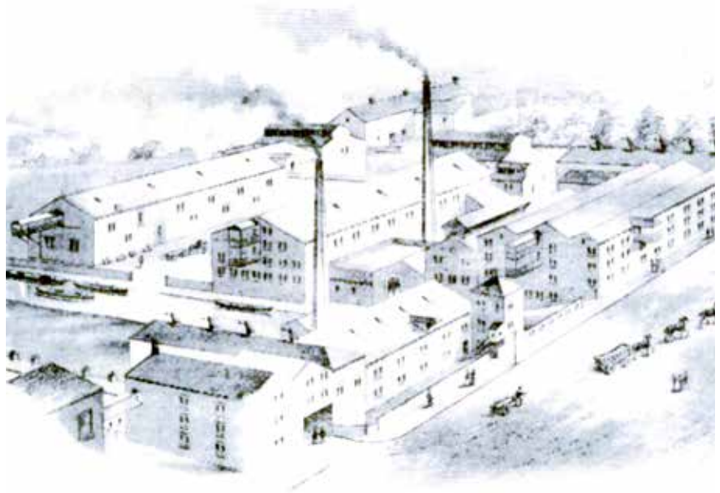


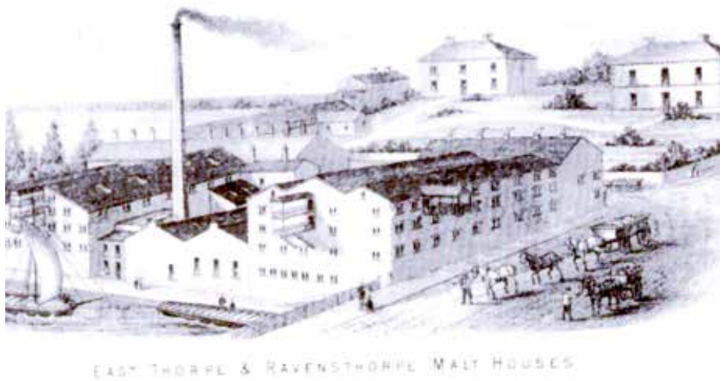
1938 - Additional mills have developed to the southern side of the Canal.

The site lies adjacent to the Canal. The Canal was constructed during the 18th century, through the town linking the River Calder with other rivers in the area. The canal is part of the Calder and Hebble Navigation. As a result of its construction there were many heavy industries in Mirfield which developed including textiles, boat yards and maltings. The application site formed part of the Eastthorpe Malthouses (J.F & J Crowther Ltd) from the 1890's until 1980's which occupied this site and to the south of the canal which connections spanning the water. The malthouses were owned by local maltster John Crowther who lived in Eastthorpe Hall to the north of the site. This was converted to the library in 1948

Character Analysis

The historic photographs below demonstrate the previous use of the site as The Maltings showing the scale and mass of the previous buildings.





3.0 Site Area and Analysis












Character Analysis

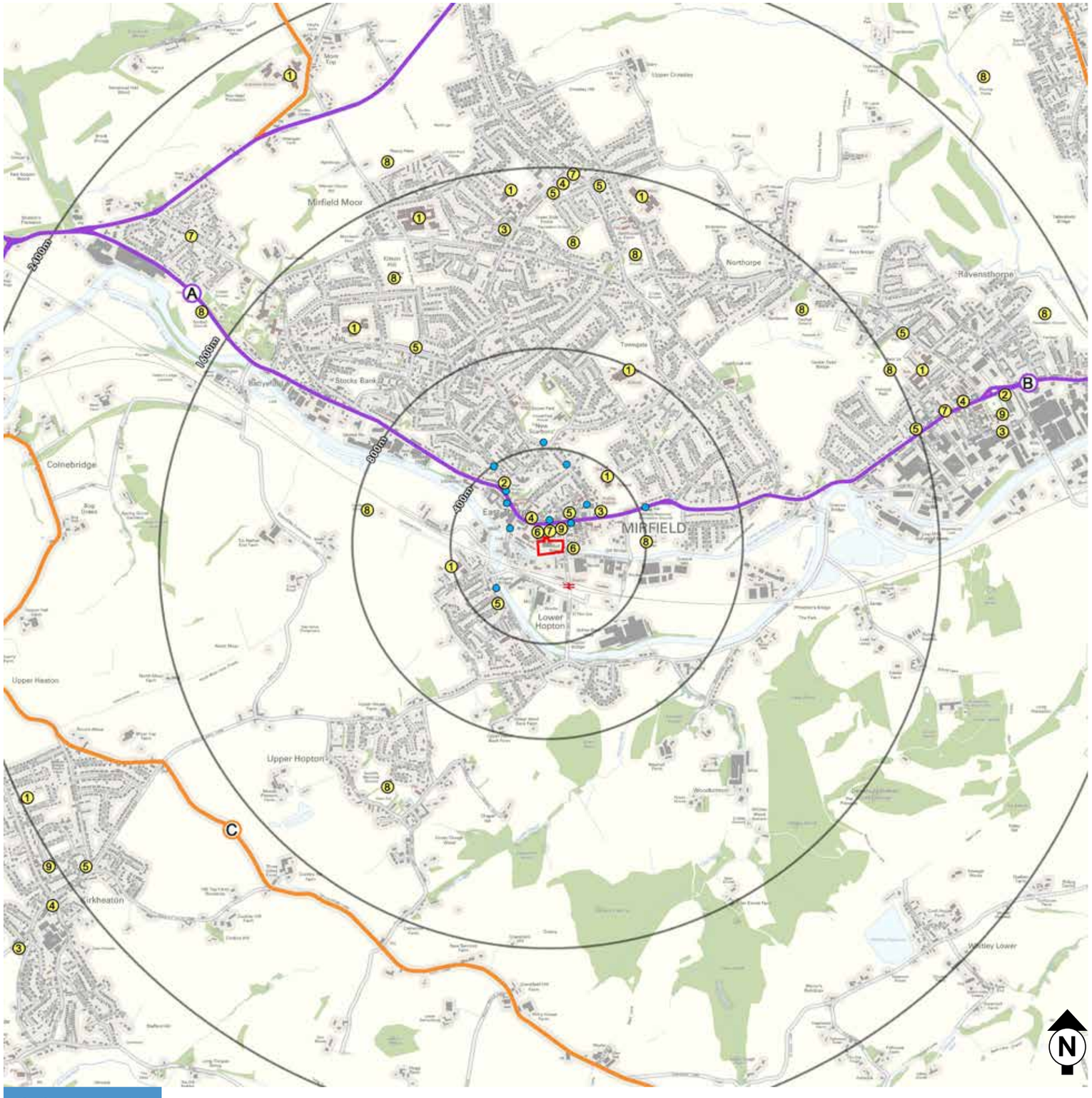
The adjoining Newgate development which is currently underway. The development comprises of over 55 retirement apartments contained within four blocks.

3.0 Site Area and Analysis

Sustainability and Integration

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place is carried out. This enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved.

This process ensures that the new development enhances the existing movement framework of the area improving connectivity through the site and beyond rather than disrupting or severing it.



TRANSPORT KEY

- MAIN ROADS
- (A) A644 TO HUDDERSFIELD / M62
- (B) A644 TO DEWSBURY / M1

- SECONDARY ROADS
- (C) B6118 WITH ROUTES TO M1 SOUTH

- BUS STOPS

BUS SERVICES

203 - HUDDERSFIELD - MIRFIELD - DEWSBURY - SHAW CROSS - TINGLEY - WHITE ROSE - LEEDS

205 - DEWSBURY - SHAW CROSS - MORLEY - GILDERSOME - PUDSEY

221 - LEEDS - WHITE ROSE CENTRE - MORLEY - BATLEY - HECKMONDWIKE - MIRFIELD

223 - LEEDS - WHITE ROSE CENTRE - MORLEY - BATLEY - HECKMONDWIKE - MIRFIELD

253 - DEWSBURY - MIRFIELD - CLECKHEATON - EAST BIERLEY - BRADFORD

262 - DEWSBURY - MIRFIELD - HOPTON - KIRKHEATON - UPPER HOPTON - HUDDERSFIELD

- TRAIN STATION

SERVICES

MANCHESTER VICTORIA - LEEDS

LEEDS - HUDDERSFIELD

HUDDERSFIELD - WAKEFIELD WESTGATE

BRADFORD INTERCHANGE - LONDON KINGS CROSS

AMMENITIES KEY

1. SCHOOLS
2. DOCTORS SURGERY / MEDICAL CENTRE
3. DENTIST
4. PHARMACY
5. CONVENIENCE SHOP
6. SUPERMARKET
7. POST OFFICE
8. RECREATION GROUNDS
9. LIBRARY

It is therefore considered that there are a range of local facilities including education, health care and convenience shopping within the area surrounding the proposed development site that would be accessible by a range of modes other than the private car. These facilities will also provide a range of local employment opportunities that are within walking distance of the site as well other commercial uses in the surrounding area.

04

Design Evolution

Opportunities and Constraints

The aim of the design process is to:

Appreciate the Context of the Area - Interpretation of character of the area, natural resources and aspirations of local community to arrive at a realistic vision of what the place may become.

Creating the Urban Structure - Creating the inter-relationship between development blocks, streets, buildings, open space, landscape and all other features that contribute to creating an urban environment.

Making Connections - The roads, streets, footpaths, public transport routes and green corridors need to achieve a sustainable interlinked movement system.

Detailing the Place - Considering the detail of the buildings and public realm and the interface between them, the corner treatments, roof lines, pavement and street furniture etc.

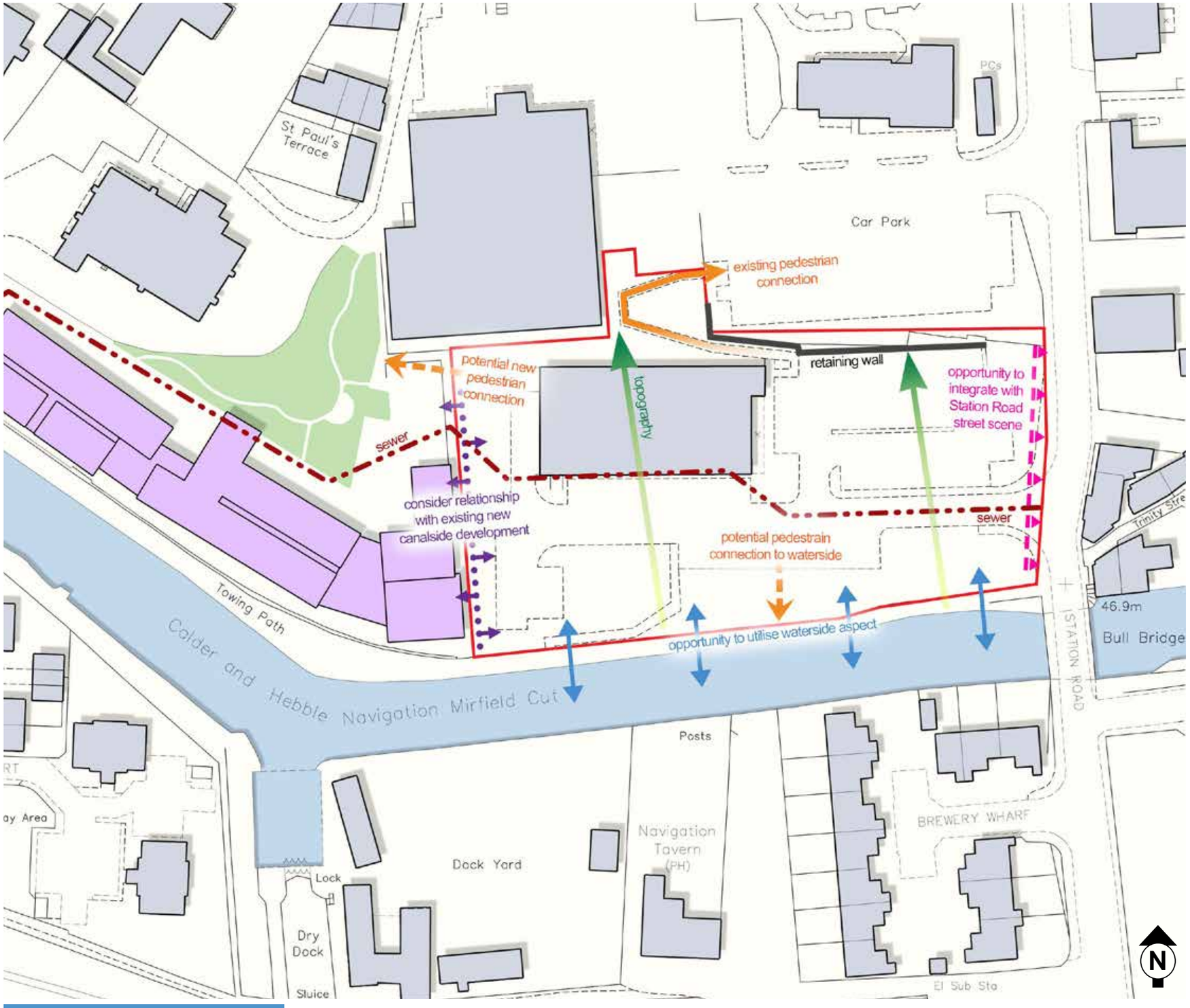
The site area and analysis enables a detailed evaluation of the potential opportunities and constraints of the site, this informs the initial design process.

OPPORTUNITIES

• Sustainable location of site to provide additional housing in this area of the District.
• Surrounding land use is mixed use therefore proposals will be in keeping.
• Opportunity to integrate the existing footpaths and create pedestrian linkages to the wider network to the Canal and town centre.
• To provide a strong urban form to the Canal and Station Road.
• Opportunity to connect to adjoining open space for new residents.

CONSTRAINTS

• To respond to the existing topography.
• Consider long distance views into the site.
• Flood zone areas associated with Canal.
• Flood zone areas associated with Canal.
• Consideration of sewer easement which crosses the site.



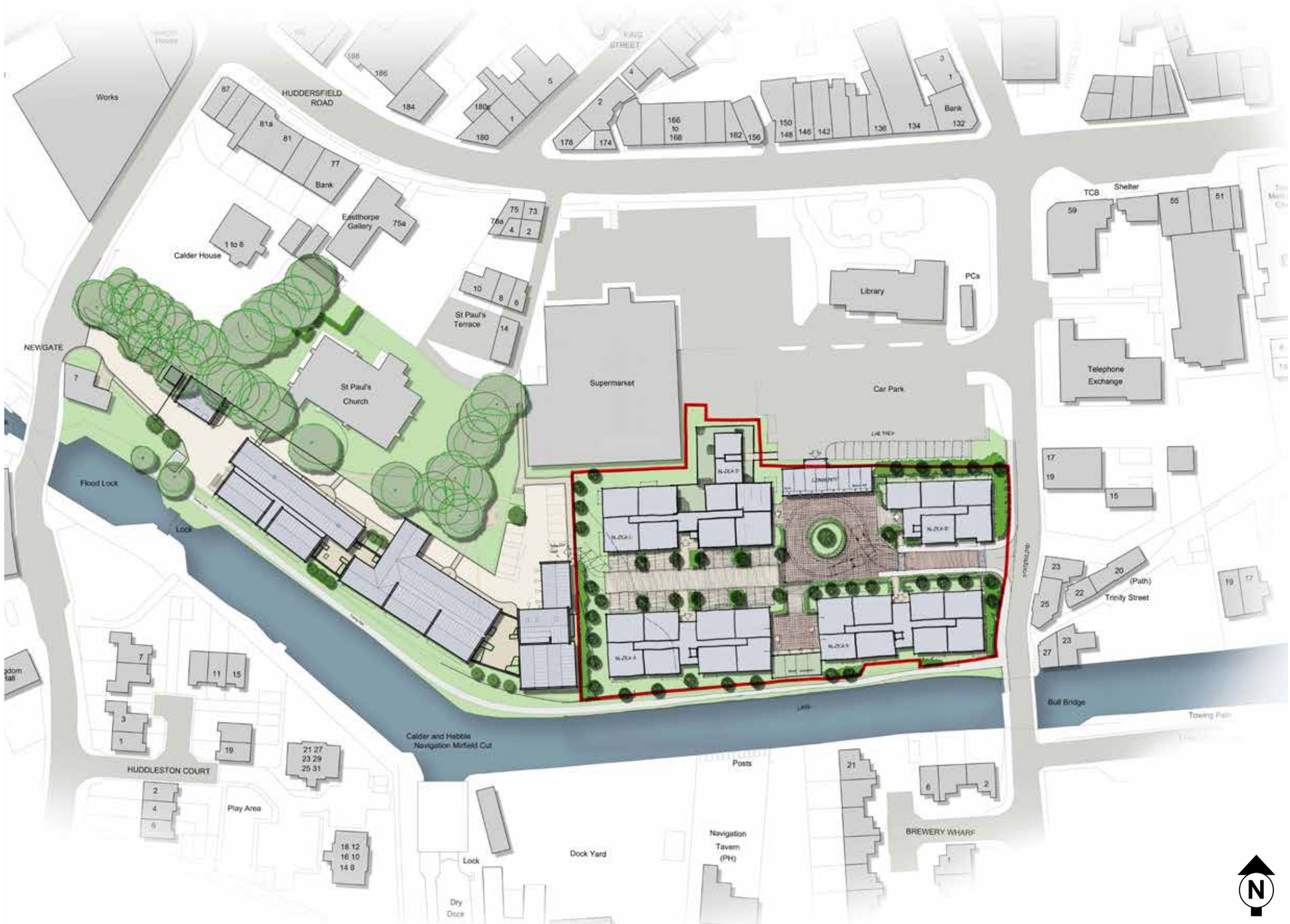
OPPORTUNITIES AND CONSTRAINTS

4.0 Design Evolution

Taking into consideration the opportunities and constraints of the site, an initial concept sketch has been developed (opposite).

The design illustrated opposite proposes an indicative residential layout and includes:

- Re-locate existing site entrance to the north.
- Four bespoke apartment blocks creating a frontage to the Canal and Station Road
- Community building accessed from the adjoining carpark.
- Focal landscape feature in central core.



CONCEPT SKETCH

4.0 Design Evolution

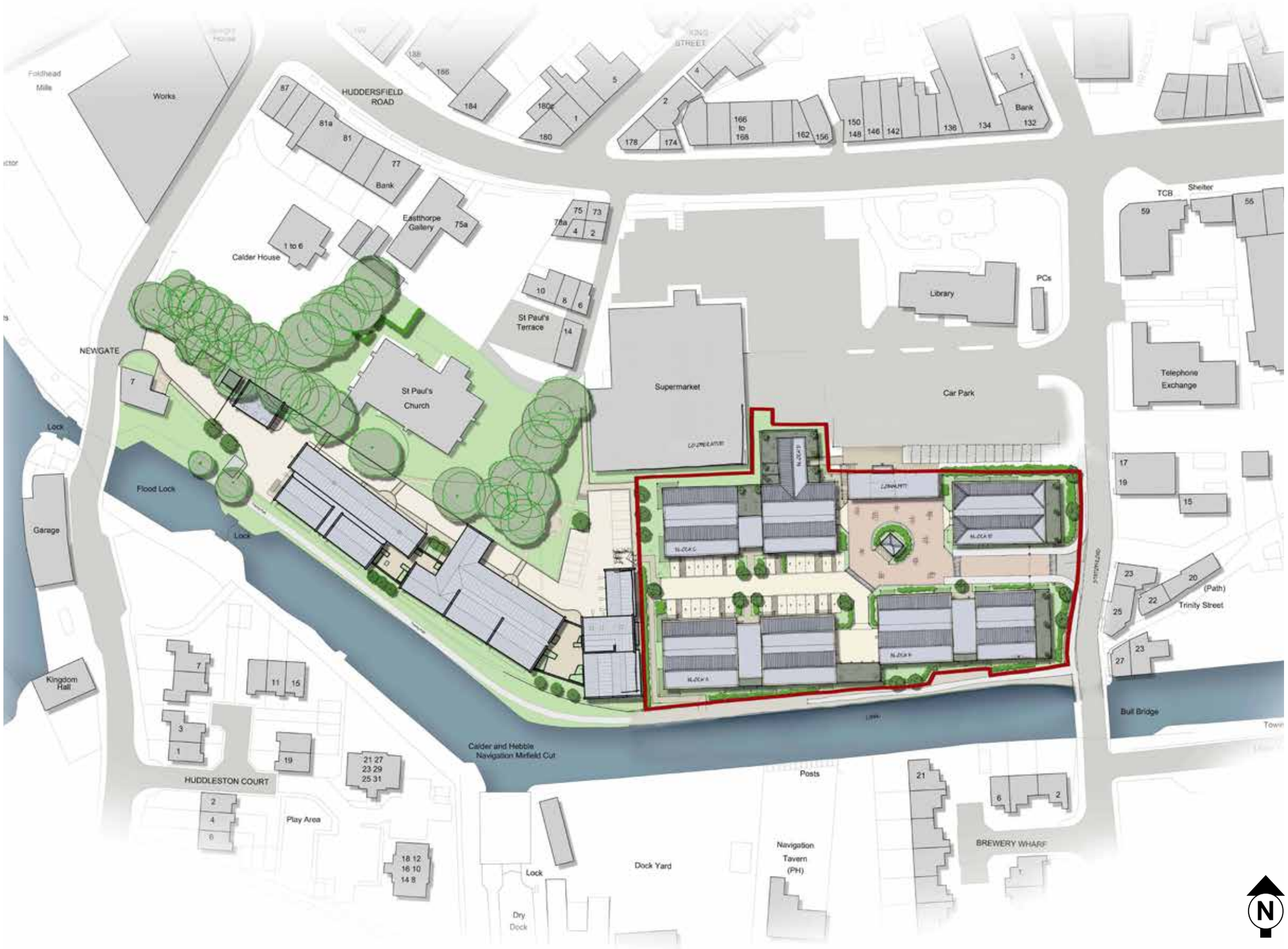
The initial sketch proposal formed the basis of pre-application discussions with the LPA.

The key issues discussed are outlined below:

- There are no details of the elevation when viewed from Station Road but there are concerns with the height of this part of the development and you should consider setting the blocks that face Station Road down to three storeys.
- There are two other design issues which are of concern, and this applies to both the Station Road and the canal side environment. Firstly, the ground floor of the southern and eastern frontages fail to interact either visually or functionally with their surroundings. It is particularly disappointing that the proposed units fail to link in with the canal or provide any links with the towing path.
- An internal courtyard provides sufficient space for internal refuse vehicle turning. The access scales approximately 4.5m in width at the access. Ideally this should be widened to 5.5 metres.
- 20% of the numbers of units as affordable.
- Public open space – off site contribution.
- Education total contribution of £224,909 (we will need to discuss tenure i.e. over 55).

In response the design proposals evolved to include the following as shown opposite:

- Revised block structure
- Pedestrian connections to adjoining site
- Pedestrian connections to canal towpath



CONCEPT SKETCH

4.0 Design Evolution

The revised scheme evolved following input from the Engineers, the notable changes are:

- Revised block structure to provide a stand off from the retaining wall.
- Provision of the Community Building within Block C
- Retention of pedestrian connection to the car park
- Pedestrian connections to canal towpath

CONCEPT SKETCH

4.0 Design Evolution

The final iteration of the design proposal includes:

- Access relocated to the current position
- Revised block structure to accommodate access
- Provision of a pool below the community building
- Revised internal road layout
- Provision of a sub station
- Reduction in unit numbers.

CONCEPT SKETCH

05

Design Solution

5.0 Design Solution

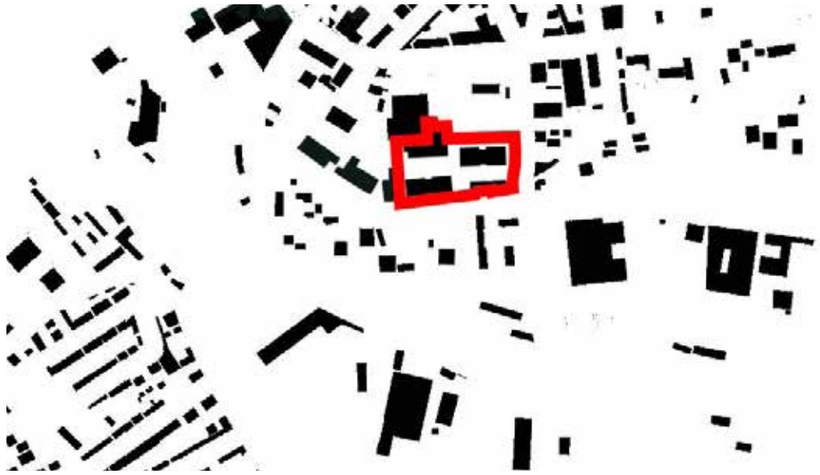
URBAN GRAIN

The application proposes the “erection of 70 (over 55) two bedroomed apartments comprising of four blocks, a community building, provision of an electricity substation, laying out of internal roads, parking areas and greenspace and associated infrastructure.”

The tenure of the development will be restricted to provide a minimum age of 55 years upon entry of the principal resident. We would expect a suitably worded condition to be attached to any future planning consent securing this, which would then be secured through a restrictive covenant on the leasehold.

The total site area is 0.696 hectares.

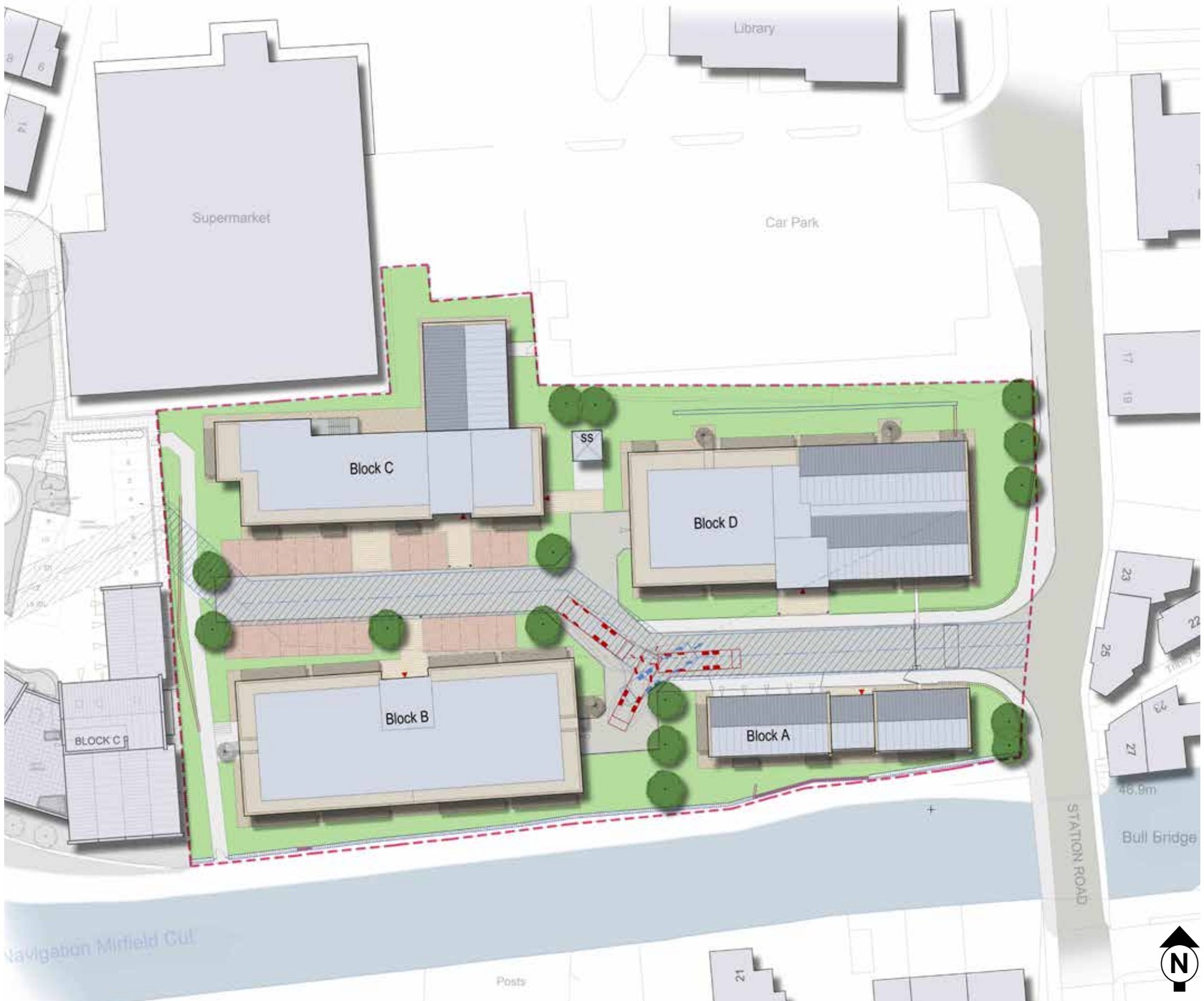
The aspiration for this site is that the scheme will provide an overall density of 100 units per hectare. We consider that the proposed density is an efficient use of land in a highly sustainable urban location.



The dominant footprints of canalside are replicated on the application site. The form also responds to the adjoining Newgate development.

Layout

5.0 Design Solution



PROPOSED LAYOUT

"Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people" (NPPF para.56).

A detailed analysis has been undertaken as part of this application and a suite of technical information accompanies the submission. The proposed layout (opposite) demonstrates how the scheme on the site will be delivered.

The following key points identify the elements, which demonstrate that the scheme has been developed in line with the context of the site.

The scheme seeks to redevelop the existing Lidl site with an exciting mixed-use scheme comprising of 70 apartments contained within four bespoke designed blocks with provision for a community building.

Vehicular access to the development will be provided from the existing site access on to Station Road located to the north of the bridge over the Calder and Hebble navigation. The junction is a simple priority junction with suitable kerbed radii on both sides and footways returning into the site.

The proposed form of the development will comprise of four blocks, accessed from Station Road, which will utilise the key aspects afforded by the waterfront and Station Road.

The evolving design of the blocks seeks to build upon the fenestration of the adjoining St Pauls development with an exceptionally high standard of design, through to the choice of quality materials and the standard of the build and overall finish.

The apartments will comprise of two bedroomed units with undercroft car parking at ground floor with varying storey heights above dependant on the position within the development site.

The internal courtyard of the development will provide additional surface car parking and amenity space set within a landscaped environment.

The site offers the unique potential to provide a purpose built new community facility of circa 300m2 over two levels, which could house the existing library and provide accommodation for various community uses and activities. This fit for purpose accommodation would replace the existing library building in Mirfield.

The enhancement of the Canalside providing planting and seating along with direct pedestrian connections is an important consideration.
The site offers the unique potential to provide a purpose built new community facility of circa 2000 sq ft over two levels, which could house the existing library and provide accommodation for various community uses and activities. This fit for purpose accommodation would replace the existing library building in Mirfield.

The enhancement of the Canalside providing planting and seating along with direct pedestrian connections is an important consideration.

Movement Hierarchy

The design solution has sought to create a hierarchy of movement which transitions from the main access into the site, through a series of primary, secondary and pedestrian linkages.

As the plan demonstrates (opposite), a permeable and legible network of streets and pedestrian links could be achieved at this site, enhancing existing connections and providing easy and direct access to existing services and facilities within the wider locality.

Key

- Primary
- Secondary
- Pedestrian

MOVEMENT

5.0 Design Solution

Parking Provision

PARKING PROVISION

A strategy for the provision of car parking within the layout has developed as a fully integrated urban design component, rather than as a separate afterthought or 'add on' to the proposals of the site.

Car parking is not only a requirement of most new urban development proposals, but can be a key urban design opportunity that can contribute to the character, function, vibrancy, sustainability and viability of a new urban district if treated with care.

The Design Solution proposes parking at ground floor level within the Blocks and external parking areas.

The breakdown of provision is shown below.

BLOCK	NO OF UNITS		
BLOCK A	5	INT PARKING	5
BLOCK B	28	INT PARKING	24
BLOCK C	15	INT PARKING	7
BLOCK D	22	INT PARKING	24
TOTAL	70	INT PARKING TOTAL	60
		ADD SITE PARKING	26
		TOTAL PROVISION	86

The level of parking provision on the site will be in general accordance with the car parking standards contained within Kirklees Council Unitary Development Plan and conform to the parking provision for sites located in close proximity to town centres.

The pre-application enquiry was originally for 93 apartments and a community building.

The current application is for a lower number of apartments i.e. 70no. and a community building which includes a pool.
The proposed parking provision for the apartments will be 100% plus 16 visitor spaces which is just short of the recommended maximum number of space within the KMC guidelines. The spaces will be either integral or within the parking courtyards. The visitor spaces will be designated and marked out on site within the courtyards.

Kirklees Council have accepted parking provision of 1 space per apartment plus 1 space per 4 apartments for visitors as part of the development proposals.

Parking for the pool and community building will be at the existing car park located immediately to the north of the application site. A direct footpath link to the building from the car park will be made available as part of the scheme.

5.0 Design Solution

Scale and Appearance

The development proposes a varied storey height which respond to the sites topography and the perimeter boundaries.

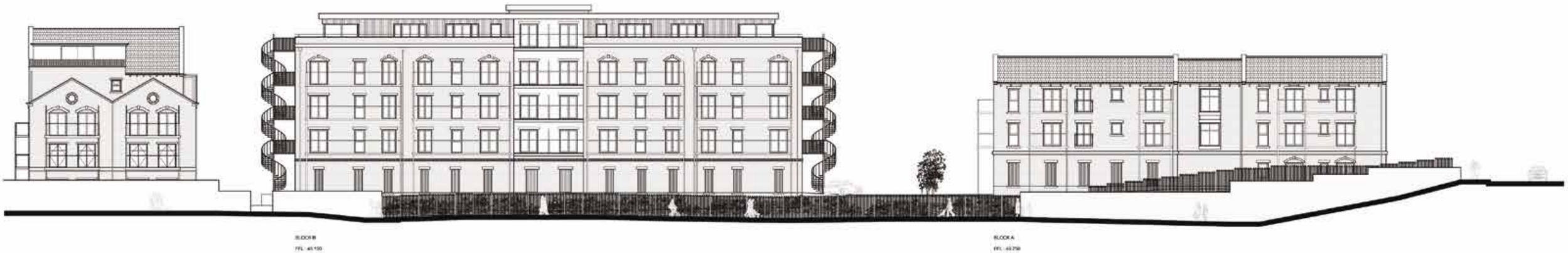
The Canalside elevation comprises of two blocks which diminish in scale towards Station Road. Block B responds to the adjoining Newgate site, with Block A reducing in both scale and mass.

Block D responds to pre-application comments with the Station Road elevation comprising of three storey development stepping up in height into the site.

It is also important to note that the site rises in topography the floor level of the existing supermarket building is 46.25m AOD. The surrounding car park has levels varying from 47 in the north east corner down to 45.0 in the south west corner of the site. The canal footpath adjacent to the site is set around 43.75m AOD. To the north is a community car park area separated from the development site by a brick and stone retaining wall. The levels of the car park are between 50.3 and 50.7m AOD.

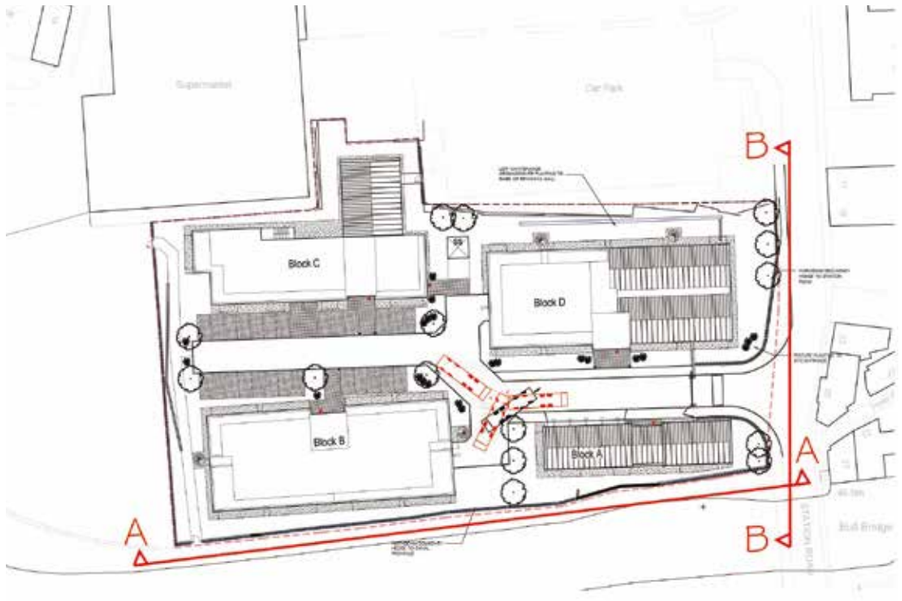
Scale and Appearance

The streetscenes demonstrate how the built form will sit together.



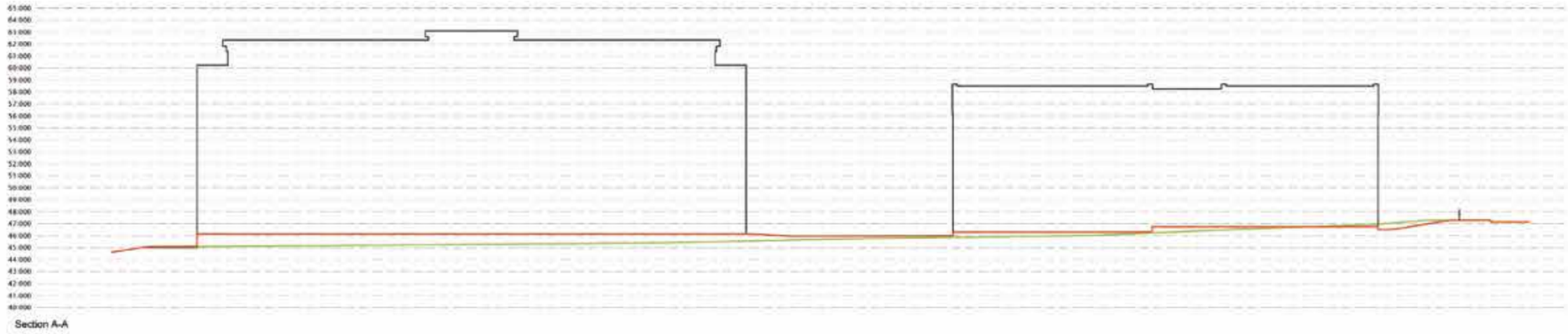
CANAL ELEVATION A-A

STATION ROAD ELEVATION - B-B



Scale and Appearance

The site sections show the existing and proposed ground levels.



Section A-A

LAYOUT - NOT TO SCALE

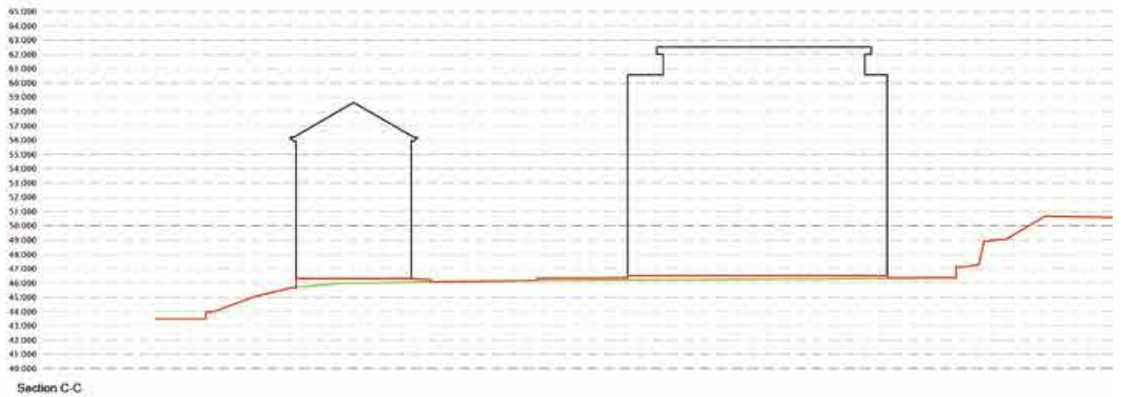
KEY

Existing Ground Level

Proposed Ground Level

Section B-B

Section D-D



Section C-C

Access and Drainage

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework (March 2012) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives (para.29).

Paragraph 32 requires that **"all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. " Paragraph 39 states that a key tool will be a Travel Plan."**

It directs that development should be located and designed (where practicable) to:

- Exploit opportunities for the use of sustainable transport modes
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

Manual for Streets, 2007

Manual for Streets (MfS) supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

Help to build and strengthen the communities they serve;
Meet the needs of all users, by embodying the principles of inclusive design
Form part of a well-connected network;
Are attractive and have their own distinctive identity;
Are cost-effective to construct and maintain; and
Are safe.

Existing Highway Network

The application site is to be accessed from the Station Road which is a two-way single carriageway for its full length, however, Station Road does widen into 3 lanes close to its junction with Huddersfield Road A644 at a signal controlled junction. There are two lanes north bound nearside left and straight on and the right lane right turn only and one lane southbound at this point. The footway provision on the nearside of Station Road is adequate in both directions when travelling towards the town centre or the rail station.

However, the footway provision on the opposite side of Station Road does deteriorate in width from outside no.23 Station Road south over the canal bridge to the junction with Lowlands Road. Notwithstanding this the nearside provision is still considered adequate for its day to day use. Station Road is lit to side road standards and is the subject of a 30- mph speed limit, although traffic speeds along the site frontage are estimated to be lower than the speed limit.

Station Road on the site frontage is subject to traffic regulation orders restricting on street parking & waiting and is moderately trafficked with a noticeable increase at the recognised peak times.

Station Road becomes Hopton New Road just beyond the railway overbridge to the south and both form a through route linking the A644 Huddersfield Road to the north with Hopton Lane to the south via a mini roundabout. The length of the highway from the A644 to Hopton Lane is approximately 0.64km in length. It is lit to side road standards and is also the subject of a 30-mph speed limit. Along the route there are numerous side road junctions and any on street parking is generally associated with commuters using the Mirfield rail station.

Development Proposals

The proposals are to utilise the existing access road to the LIDL supermarket located off the Station Road to serve the proposed development of 70 apartments (for the over 55's) and a small community facility circa 300sqm.

Vehicular access to the development will be provided from the existing junction on to the Station Road located to the north of the bridge over the Calder and Hebble navigation. The junction is a simple priority junction with suitable kerbed radii on both sides and footways returning into the site. There are Give Way markings at the junction with Station Road. Currently the southernmost footway stops at the tangent point and a pedestrian crossing point has been introduced at this location, however, the current proposals are to extend the pedestrian provision along both sides of the access up to the point where the informal road layout commences.

The traditional estate road layout extends some 35 metres into the site. From this point, the road layout will be more informal with shared surface streets leading to the 2 end apartment blocks - Units C and B. The internal roads will lead to the parking courts /
spaces associated with the new apartments and bin stores etc. Turning heads will be provided that can accommodate a Kirklees Council sized refuse vehicle.

The proposed internal road(s) will be designed to generally comply with the guidance given within the current KMC Design Guide.

The proposed parking provision for the apartments will be 100% plus 16 visitor spaces which is just short of the recommended maximum number of space within the KMC guidelines. The spaces will be either integral or within the parking courtyards. The visitor
spaces will be designated and marked out on site within the courtyards.

Kirklees Council have accepted parking provision of 1 space per apartment plus 1 space per 4 apartments for visitors as part of the development proposals.

Parking for the pool and community building will be at the existing car park located immediately to the north of the application site. A direct footpath link to the building from the car park will be made available as part of the scheme.

Service vehicles will use the same access to the site as all other traffic accessing the apartments. Turning heads are to be provided to allow such vehicles (such as a large refuse vehicle) to enter and leave the site in a forward gear.

Service vehicle access for the community building will be via the existing access located to the north of the application site.

The servicing requirements for the proposed development can therefore be adequately catered for.

Vehicular and Transport Links

Public Transport Accessibility

The site is well placed for residents to walk to work or shop within the Mirfield area.

Pedestrian and cycling accessibility are to a good standard given its location close to Mirfield town centre.

The footway network along Station Road provides a suitable link with the town centre of Mirfield to the north of the application site and the rail station to the south. Within the recommended maximum walking distance are the local shops and services within Mirfield including a supermarket, butchers, a bank, a post office, a doctor's surgery, dentists, pharmacy and various food and takeaway outlets, restaurants and cafes. The rail station and fare stages are also well within the walking catchment area for the site. To assist pedestrians to safely access these shops and services within the town centre there are pedestrian crossing facilities at most junctions and signalised crossing points on the Huddersfield Road within the town centre.

The nearest bus stops are located on the Huddersfield Road a maximum distance of 200 metres from the application site. The Huddersfield bound fare stage has the benefit of a passenger shelter & timetable case. The Dewsbury bound stop has a flag / pole and raised boarding kerbs. These bus stops provide access to the several bus services.

The nearest railway station from the application site is Mirfield Railway Station located just 250 metres or so to the south of the application site. This station is obviously within the accepted 2km walking distance and the 5km cycling distance for commuting, and is on the Huddersfield Line. The local rail services available from this station are as shown below:
Train routes: Huddersfield Line
Huddersfield – Deighton – Mirfield – Ravensthorpe – Dewsbury – Morley – Cottingley –
Leeds. Also, there is a service to Brighouse – Sowerby Bridge- Mytholmroyd and Hebden Bridge.

As can be identified from the train routes and services summarised above there are good train links with regular trains to Huddersfield, Dewsbury and Leeds. Huddersfield and Leeds stations also provide access to rail services on the wider rail network.

In summary, the site is situated in a very sustainable location being within an acceptable walking distance of the nearest bus stops, rail station, local shops, employment opportunities and services within Mirfield. The whole of Mirfield and Ravensthorpe are within cycling distance of the site and parts of Dewsbury and Liversedge. Therefore, the sites location fully conforms to current Government directives for ensuring developments are located in sustainable locations.

The plan earlier in the document indicates the nearest bus stops, located 140m from the site access on Leeds Road,

Access and Drainage

provide northbound services to Leeds whereas southbound buses to Wakefield can be accessed from a bus stop located 200m from the site access. The bus stop on the west side of the A61 Leeds Road can be accessed via the island crossing adjacent to the stop. Both bus stops have a shelter and a pole with a printed timetable.

Furthermore, there are additional bus stops located approximately 300m from the site, on Canal Lane and Potovens Lane. Both stops offer a variety of high frequency services travelling between Leeds, Wakefield, Castleford and Wetherby.

Pedestrian / Cycle Links

It is proposed that pedestrians will access the development site via Park View, consistent with the access to the existing premises. Footways of adequate width on both sides of Park View will be provided, connecting to existing provision and ensuring continuous pedestrian routes are available between the development and the surrounding areas.

The pedestrian facilities within the area are generally of a good standard, with footways, lighting and formal crossing points on all main routes that offer links both to local attractions and the surrounding areas.

It is generally considered that most cycle journeys for non-work purposes and those to rail stations are between 0.8km and 3.2km. Nevertheless, many cyclists are willing to cycle much further for commuting purposes to distances of up to 8.0km

With regards to these distances, a number of towns, villages and public amenities can be accessed within 8.0km of the site.

The West Yorkshire Interactive Cycle Map5 shows a reasonable network of traffic-free paths and cycle advisory routes that surround the site, as follows:
•The Wonders for Wakefield is a signed traffic free cycle route which can be accessed off Lingwell Nook Road, approximately 400m to the west of the site access. It is a circular route around Wakefield.
•Potovens Lane is approximately 400m to the west of the development site and connects the site to Wakefield City Centre in the south via an advisory cycle route. This route also provides access to Outwood Rail Station from the development site.
•Canal Lane is approximately 300m south of the site access and is an advisory cycle route to Stanley and Lee Moor. In addition, Route 67 of the National Cycle Network provides links to key destinations such as to Leeds, Barnsley and Rotherham and can be accessed a short distance via Canal Lane.

Overall, the development is very well located for sustainable travel, particularly by cycle and public transport.

External Access

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings. The dwelling types will be compliant with Part M of Building Regulations.

This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths and accessible toilets, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.
The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting and contrast. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

Drainage

The major portion of the site is considered to be within flood zone 2 and not likely to be flooded in the 1 in 100 year event. Only a small section of the site is classified as flood zone 3 but these parts of the sites have not been flooded even when recent events have achieved similar 1 in 100 year flood modelling levels. The whole site is therefore considered to be appropriate for the proposed residential development. The residential areas floors are all above the 1 in 1000 year flood water level, with access provisions also well above the 1 in 100 year flood level.

The site is considered to be accessible for the 1 in 100 year even after allowances are made for climatic effects. All residential occupancy areas are above the modelled 1 in 1000 years flood event and well above the 1 in 100 year events.

There is a low risk of flood waters leaving the northern drainage systems may pass through the site, and floor levels should be provided a minimum of 200mm above the external ground levels with a designated flood route designed through the site.

The required 30% reduction in runoff from the site has not been achievable on the site layout and the provision of attenuation storage with a hydraulic flow control device utilised to limit discharges to the agreed rates. There would be no increase in the flood risk downstream of the development because of this. The storage is likely to be provided in the form of Buried “Storm Crates“ laid beneath the car park areas.

The residents should be made aware of a requirement to remove cars from the site during any severe flood warning. If any flood warning are issued by the EA. Residents should be made aware of their responsibilities and follow any flood evacuation procedures as part of their purchase agreement.

The site will remain at risk of flooding for flood events in excess of the 1 in 1000 year event but would not be flooded during the 1 in 100 year event allowing for climate effects. There is still a route away from the site for pedestrians should such an event occur and this would be from the access to the east of the site.

Landscape Strategy

It is important to ensure that landscape including all external works from the building envelope to the site boundary, and the setting of the development in the context of the surrounding environment is considered fully from the outset as part of site layout planning and design development. Amongst other considerations, it is important that proposals demonstrate biodiversity gain; maintain, extend and enhance green infrastructure; and help plan for climate change.

It will be important to establish what the scheme is trying to achieve and how it will deliver this. The indicative layout aims to:

- Make the most of existing landscape, vegetation or habitat, and topography;
- Integrate the development with its surroundings in a sympathetic manner and be appropriate to the character of the area, contributing to local identity;
- Promote biodiversity;
- Enhance the setting of the development, and/or provide screening to lessen visual, noise or other impacts;
- Add to the market value of the site or plot.
- Create a quality environment in which to live and play. Where landscapes for recreation are concerned, the needs of users and local residents should be a key consideration in the choice of site and its design;
- Plan for management and maintenance, ensuring this is affordable and that the benefits of the scheme can be sustained in the long-term.

Elements which would be considered when undertaking the detailed designs for the scheme are as follows: -

Biodiversity - The design of all new development must be based on an appraisal that identifies existing vegetation and habitat on the site and its surroundings and assesses the advantages and disadvantages of retention

Existing vegetation - Existing trees and vegetation can help to create a high quality environment and add value to a development. Incorporating existing vegetation, natural habitats or features within site and landscape proposals will give schemes an instant maturity and assist their integration into the local area.

Secured By Design - The provision of high quality landscape settings for new development and refurbishment, where external spaces are well designed and well integrated with the buildings, can help create a sense of place and strengthen community identity. It will be important to consider the relationship between open space and houses, roads, open water etc, as well as the layout of planting, footpaths and play areas within open spaces

Species selection and spatial requirements - Landscape considerations must inform site layout planning to ensure that the areas allocated for planting or other treatments are fit for purpose

Responding to Climate Change

The detailed landscape proposals for the site will be developed to respond to climate change adaption initiatives. The impacts of climate change for the coming century have been established through comprehensive research, these include:

- Hotter, drier summers
- Warmer, wetter winters

An increase in the frequency of some extreme weather events such as prolonged dry spells, higher winds and increased precipitation.

All aspects of landscape at the detailed design stage will be designed to withstand these expected impacts. Responses may include:

- Species carefully selected to reduce water demand and withstand expected drier spells
- Species carefully selected to withstand higher winds
- Species carefully selected to withstand longer cold spells, including prolonged periods of frost and lying snow
- Use of alternative grass mixes and differential mowing regimes suited to prolonged dry or wet spells (where appropriate or desirable)

Landscape Strategy

LANDSCAPE

06

Assessment

Secured by Design

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, “in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset.” In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

NPPF, paragraph 58 states that developments “should create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.”

The application seeks full planning approval for residential development and provision of a community building. This section will demonstrate, designing out crime has been an important element in the development of this scheme.

As such, the approaches taken in order to design out crime at this stage of development are outlined below: -

The areas of open space are located to ensure easy access for all existing and future residents. The areas identified are adequately overlooked by the siting of the surrounding blocks. This will ensure that the area benefits from high levels of natural surveillance.

Proposed footpath links within the site are clearly and logically positioned to ensure surveillance and promote the use of these links.

Parking solutions vary and include undercroft parking and areas of external hard standing.

Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This will be achieved through a well-designed and sensitive landscaping scheme and change in material, which delineates the public from the private realm. This will ensure the creation of a high quality and attractive environment or low boundary treatments. The use of higher treatments should be employed where the rear / side garden boundaries may abut the highway to ensure privacy for future residents within the residential areas.

The use of defensive planting will maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.

The proposed fenestration of the buildings responds to the street and Canal with outward facing development. Entrances are clearly visible and located in a logical relationship to the accessible routes that serve it t

Sustainability

The proposed development will make a contribution to the present and recognised need for sustainable housing within Wakefield District, in a location with low flood risk that will encourage the use of public transport, walking and cycling.

A proportion of the proposed housing could have a southerly orientation and generous spacing to ensure useful solar gains and good day lighting. These measures will help to minimise housing energy use and carbon dioxide emissions regardless of specific house type design. Subject to a full feasibility study, south orientated dwellings will provide an opportunity to reduce carbon dioxide emissions through the incorporation of roof-mounted renewable energy technologies.

Additional measures will be taken to ensure the efficient use of natural resources such as water and reduce environmental impacts from materials, pollution, waste sent to landfill and surface water run-off.

The proposed layout preserves the majority of ecologically valuable features and the landscape proposal incorporates a number of new ecological features with the aspiration to increase the ecological value of the site through comprehensive new planting of trees, and hedges.

Ecological Enhancement

In line with planning guidance outlined in the National Planning Policy Framework (NPPF) development should take account of the value of ecosystem services and enhance ecological networks.

The Brooks report outlined the following:

The following themes provide opportunities for the proposals to deliver such a contribution:

• The proposals include a buffer strip along the length of the southern boundary. This would can be used to enhance the WWHN in this area and minimise any disturbance to the beck corridor and wildlife using it. Planting should include a range of native canopy forming tree species, to complement those existing, including; alder, oak and willow. Developing various layers would improve diversity and ecological value, moving away from the water course planting should incorporate an understorey of hazel, holly, hawthorn, blackthorn, elder and smaller willows such as grey willow and osier.

• Development could seek to establish corridors through the Site through the provision of native, species rich hedgerows. Hedges should use locally sourced species such as; hawthorn, blackthorn, hazel, holly, field maple, and guilder rose.

• Artificial habitat aimed at bats and bird species such as; sparrow, starling and swift could be installed into the fabric of new buildings.

07

Summary

7.0 Summary

This Design and Access Statement has demonstrated how the scheme accords with relevant national and local planning policy and design best practice in relation to planning applications.

This detailed scheme blends a variety of block structures providing two bedroomed accommodation and a community building with good permeability, strong links to public transport, safe and secure access to public open space and a good variety of built form.

These elements will hopefully ensure the creation of pleasant environment within which to live.

<u>Development Summary</u>

No. of Dwellings: 70

Tenure: Over 55 Development

Gross Site Area: 0.696 hectares

Type of Dwellings: Two bedroomed apartments

Storey Heights: 3-5 storey development

Bed Range: 2

Density Range: 100 dwellings / Ha (gross)