

Dunford Road, HADE EDGE

Design & Access Statement

On behalf of Jones Homes to support a full planning application for erection of 59 dwellings (including affordable housing provision).



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Date: 02.05.17



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1.0 Introduction

This statement has been prepared on behalf of Jones Homes to support the full application submission for a 59no. unit residential development off of Dunford Road, Hade Edge, West Yorkshire.

This document provides background information on the matters taken into account in formulating the design, and explains parts of the development in relation to the site's surrounding areas.

1.1 Site Areas

Proposed Site Area Gross - 25080m²/2.508ha or
Or 6.197 acres

1.2 Proposed Development

The proposed development is for 59 no. dwelling houses, including a number of single and double garage structures. There are 8 no. house types including both affordable and private sale tenure with a housing mix of:

10 no. Terraced Houses
2 no. Semi-detached Bungalows
12 no. Semi-detached Houses
34 no. Detached Houses

With 12no. dwellings allocated for the affordable sale tenure, and 47no. dwellings for private sale tenure, we believe this caters to the diverse needs of the area, as detailed in the Kirklees Draft Local Plan.

The scheme boasts a mix of elevation and layout variations to give the street scene character and to offer choice to the end-user.



Proposed Site Boundary

2.0 The Site

The circa 2.508 ha site is located in Hade Edge, to the South of Holmfirth in West Yorkshire.

2.1 Surrounding Context

The site is bound by existing housing to the West while the North, East and South is bound by agricultural and grazing land with a number of farming related buildings.

2.2 Surrounding Properties

The existing residential properties to the West of the site, facing Dunford Road, are a mix of traditional terraced cottages and more modern detached and townhouse dwellings, built in a style which compliments the more historic properties. To the West along Dunford Road there is also a Methodist Church and grounds, of a similar materiality to the residential dwellings.

Stone/reconstituted stone is the predominant building material used in the existing properties facing Dunford Road to the West of the proposed site.



Existing Properties on Dunford Road, to the South-West of the Site



Existing Properties on Dunford Road, to the West of the Site



Hade Edge Methodist Church, located on Dunford Road



View of Abbey Close from Dunford Road, to the West of the Site

2.3 Surveyed Information

A full detailed topographical survey has taken place over the development site, this includes the positions of the existing highways within the close vicinity to the West of the proposed site along Dunford Road.

2.4 Existing Landscape and Topography

The proposed area of housing development is currently agricultural land and is roughly rectangular in shape, lined with intermittent hedgerows denoting the individual fields, typically characteristic of land of agricultural uses.

The site is relatively featureless with a gentle fall from West to East.

2.5 Existing Routes

There do not appear to be any public routes which currently permeate the site.

2.6 Local Amenities

The location of the site is within easy reach of local amenities. School facilities include Hade Edge Junior and Infant School located within approximately 150m of the development site.

Hade Edge Methodist Church is directly adjacent to the West of the site, on the opposite side of Dunford Road.

The village of Hade Edge has very few retail facilities, however there is a Public House located approximately 500m away. Hade Edge itself is

easily accessible by road, with Holmfirth and Scholes, among others, within a 5-minute drive by car.

Hade Edge is also located within close proximity to the Huddersfield Sailing Club.

The site is located approximately 2 miles from both Holmfirth and Scholes, both of which feature various useful amenities.

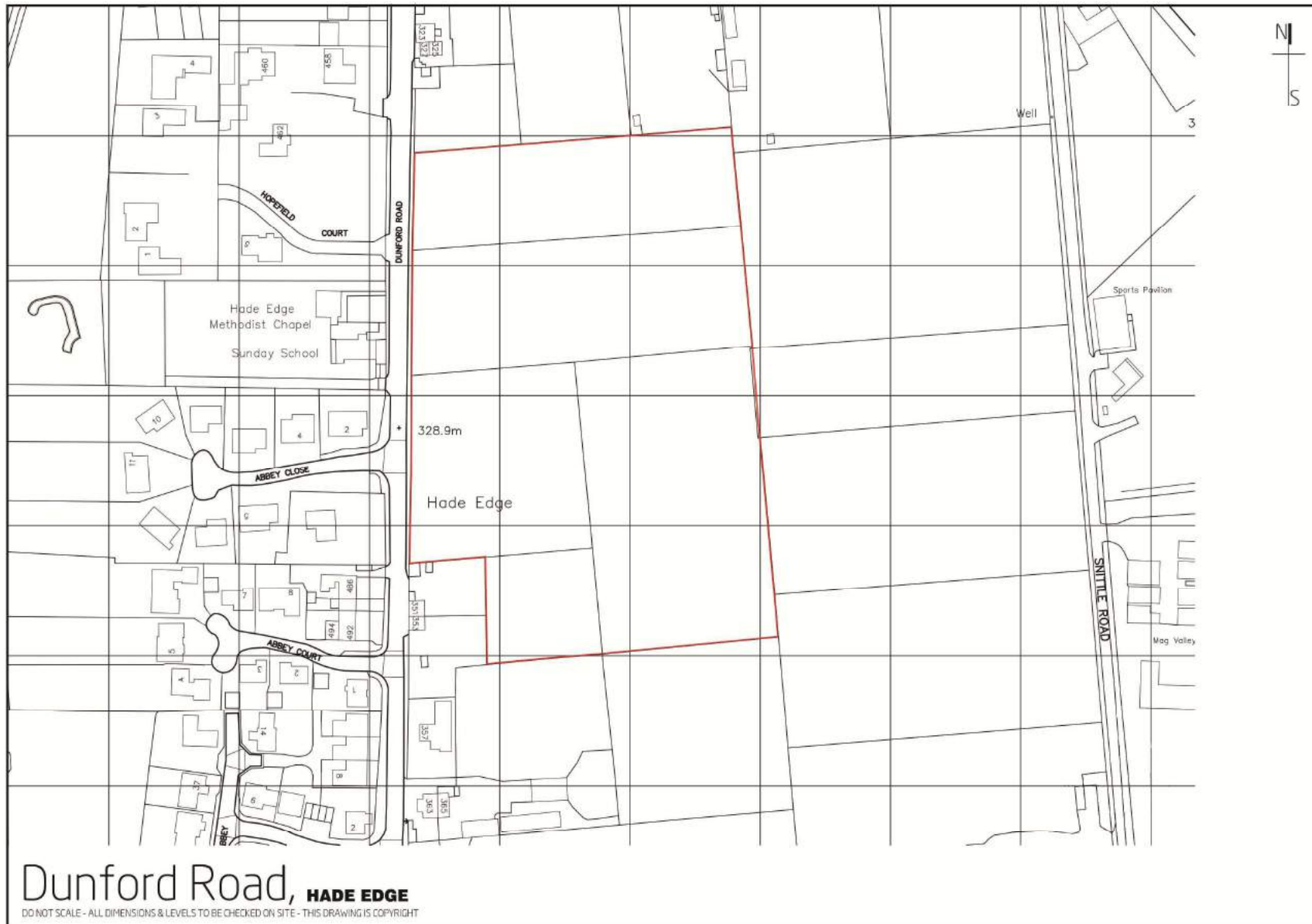
Holmfirth has a number of retail provisions and leisure facilities such as café's and pubs.

Scholes has a smaller number of retail and leisure units, and also has the provision of a local Post Office and taxi company.

Transport links are available from Hade Edge to the surrounding villages and towns via bus routes and road network links. Bus services include the no. 25 giving access to Penistone and Holmfirth, the no. 310 giving access to Scholes, Hepworth, Holmfirth and Huddersfield and the no. X7 giving access to Scholes, Hepworth, New Mill and Huddersfield.

The proposed site location is also within a commutable distance to both Huddersfield, Dewsbury, and Wakefield, and slightly further afield it is within an hour commute of both Leeds and Manchester by car.





3.0 Scheme Design

A number of draft proposals have been worked through as part of making the right choice for this resolved layout.

The scheme has been developed following formal pre-application discussions with Kirklees Council representatives involving an initial meeting, receipt of written advice and subsequent email advice.

The design team has also taken into consideration the Kirklees Draft Local Plan – Published in November 2016 when working on this scheme proposal.

Detailed discussions have taken place with Kirklees Council and these are outlined in the Planning Statement.

Further involvement has been sought from the local community and that is detailed in the accompanying Statement of Community Involvement.

3.1 Overall Site Layout

The overall site layout has been decided upon to align best with the already existing residential properties located to the West of the site, along Dunford Road. A one-way entrance provides access to the site, leading into the proposed development, and then branching out into a number of cul-de-sacs and private driveways, in a similar fashion to the existing residential dwellings located off of Dunford Road, creating a distinct hierarchy of roads, reflective of those on the opposing side of Dunford Road.

It is anticipated a commuted sum will be provided in respect of Public Open Space, which can be used to the benefit of the community.

Views to the surrounding countryside have been maintained, as well as access to the to the open fields to the East of the proposed site.

The Scheme endeavours to create a mixed community by incorporating a diverse range of dwelling types and sizes, which reflects the demands of the local community and the views expressed by the council at pre-application stage.

3.2 Development Layout

The orientation of plots has been chosen to ensure an appropriate relationship to the proposed streetscape while providing natural surveillance across the site. Solid design methodologies have been adopted with regards to public and private space, the clear distinction of which is made through the use of timber fencing as a secure barrier to rear gardens. Generally, properties will have clearly defined front gardens in places which provide an open frontage of defensible space. This provides a green border to the footpaths and public frontages, creating a visually engaging street-scene.

To encourage permeability, a clear hierarchy of roads and footpaths have been designed. The main entrance road permeates into the heart of the site consisting of an estate road which travels through the length of the site branching off into either larger cul-de-sac layouts, or devolving into private roads and driveways.

In order to protect the residential amenity of existing and future residents in terms of over-looking, over-shadowing and dominance, the maintaining of sufficient distances has been a priority in the design of the proposed site.



Indicative Proposed Site Layout

Dunford Road, HADE EDGE

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Schedule of Accommodation			
Housetype	Type	No. of Units	Percentage
BU	Bungalow	2	3.39
CR	Cranford	10	16.95
BV	Beverley	12	20.34
HO	Holcombe	6	10.17
BA	Barbury	8	13.29
NO	Northwood	8	13.56
ST	Stratton	5	8.47
LT	Latchford	7	11.86
Totals		59	100.00

LEGEND:

- 1.8M (H) TIMBER FENCE
- PROPOSED TREES
- EXISTING TREES TO BE REMOVED/PRUNED
- EXISTING TREES
- AFFORDABLE UNITS



SKETCH
subject to structural review
subject to accurate measured survey

1	2008.14	THE RESIDENTIAL DEVELOPMENT ALZEA TO HOPE FIELD STREET	1
2	2008.17	THE DEVELOPMENT ALZEA TO HOPE FIELD STREET	2
3	2008.17	THE DEVELOPMENT ALZEA TO HOPE FIELD STREET	3
4	2008.17	THE DEVELOPMENT ALZEA TO HOPE FIELD STREET	4
5	2008.17	THE DEVELOPMENT ALZEA TO HOPE FIELD STREET	5
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Proposed Site Layout - N.T.S.

3.3 Dwelling Design

The Design Team has sought to use a series of robust principles to develop the basis of the design strategy for the site. The scheme as presented has been developed around the following aspirations:

- To create a high-quality housing design respectful of the local identity which enhances the character and appearance of the area.
- To produce a safe and secure environment by producing a well-considered and a well-designed scheme.
- To create a new neighbourhood which respects the natural beauty of this idyllic location while generating a recognisable character for the development itself.

The Kirklees Draft Local Plan identifies the desire for future developments to provide a varying mix of house types, reflective of the need to provide new homes for various levels of affordability for potential residents.

The proposal presents a variety of houses ranging from modest terraced and semi-detached properties to large 'villa' style detached houses designed to suit a range of needs including first time-buyers as well as those looking to upgrade their current accommodation. The properties are mixed within the proposed layout plan so that neighbouring properties are uncommonly the same. A hierarchy has been created with the affordable dwellings mixed in with those intended for private sale along the main access route within the site, leading to the larger detached properties located on the cul-de-sac branches, creating a gentle visual flow to the overall architecture of the proposed site.

A pair of semi-detached bungalows has also been included within the proposed site plan, providing another type of housing better suited to a buyer who may require a property to be more easily accessible in nature.

The properties have been detailed to compliment the rural/village nature of the development, featuring sympathetically designed materiality.

Within the variety of the street-scenes there is an overall cohesion through materiality to unify the development and local sense of character.

Among the housing mix of terraced, semi-detached and detached 2bed, 3bed and 4bed houses approximately 20% of the 59no. unit scheme is to be of an affordable tenure, i.e. 12 units.

The affordable properties are made up of the bungalows and 2 & 3 bed properties, chosen specifically for this site, both terraced and semi-detached in type, and reflective of the neighbouring traditional rows of cottages. Parking provision for the affordable dwellings exists in the form of both off-street parking and driveways, with the semi-detached dwellings designed with adjoining parking spaces.

3.4 Materiality

The predominant surface finish of the surrounding area is one of stone, and artificial stone, with a small amount of traditional brickwork. Hade Edge presents a consistent mix of roof finishes, the majority of which are grey slate.

The chosen materiality of the proposed site is intended to both reflect and complement the existing historical and more recent stone constructions within Hade Edge. Feature stone detailing will be used within the design of the various house types to further enhance the character of the proposed site.

The issue of an appropriate palette of materials has been considered, most specifically in respect to the site's main road frontage, and the intention is to ensure the continued use of suitable materials, reflecting the existing character of the local area.

The Materials Proposed Are as Follows;

- Stone – Plots 5-50 & 55-58 – Costhorpe Black Old Weathered Stone.
- Stone – Plots 1-4, 51-54, & 59 – Cottingley Natural Walling Stone.
- Feature Band – Artificial Stone.
- Render – Cream 041 Renderpral Monocouche.
- Tiles – Cemex Grampian Grey Tiles.
- Facias – Black or White.



Indicative Street Scene Example

4.0 Access

The scheme has been considered in relation to its immediate and wider context in order to create appropriate means of access into and out of the site.

4.1 Design Strategy & Connectivity

There is to be one main point of access off of Dunford Road, currently a 30mph single carriageway road connecting Hade Edge to Holmfirth, approximately 2.1 miles to the North-West of the site. Consideration has been given to relevant design standards to facilitate the safe use of these new access points by motor vehicles, pedestrians and cyclists.

The proposed site, located in Hade Edge, is suitably placed for connections to the national road network, with access to the M62 in around 40 minutes, and the M1 in under 30 minutes by car.

A large network of single carriageways connects Hade Edge to the surrounding towns and villages, with relatively easy access to Holmfirth, Scholes, and slightly further afield Huddersfield and Barnsley which equally provide access to the national rail network.

Brockholes Train Station is located approximately 4.6 miles from Hade Edge via road, with services running between Huddersfield and Sheffield hourly.

4.2 Parking Provision

The minimum parking provision on site is approx. 200% for all properties. All dwellings are to have off street parking. A large proportion of properties have garages with a number having integral garages.



View South along Dunford Road



View North along Dunford Road

5.0 Sustainability

A detailed assessment of the Sustainability of the site has been undertaken in the accompanying Planning Statement.

6.0 Crime Prevention

Policy BE1 of the UDP requires new development to deliver a built environment which assists in crime prevention. Policy BE23 also specifies that 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."

This development has been designed with measures to assist in crime prevention in mind. For example, footpaths are provided across the site. Natural surveillance has been incorporated across the development, through the appropriate orientation of dwellings. This includes ensuring that all parking areas within the site are overlooked by proposed dwellings.

7.0 Planning Policy and Consultation

The proposals have been considered against the relevant Local and National Planning policies in the accompanying Planning Statement.