DESIGN & ACCESS STATEMENT

NEW MILL ROAD

HOLMFIRTH

Reserved Matters Application
8313 DAS

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September 2018

Contents

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-	DRAFT	CA 03 / May 2018	KMN 03 / May 2018
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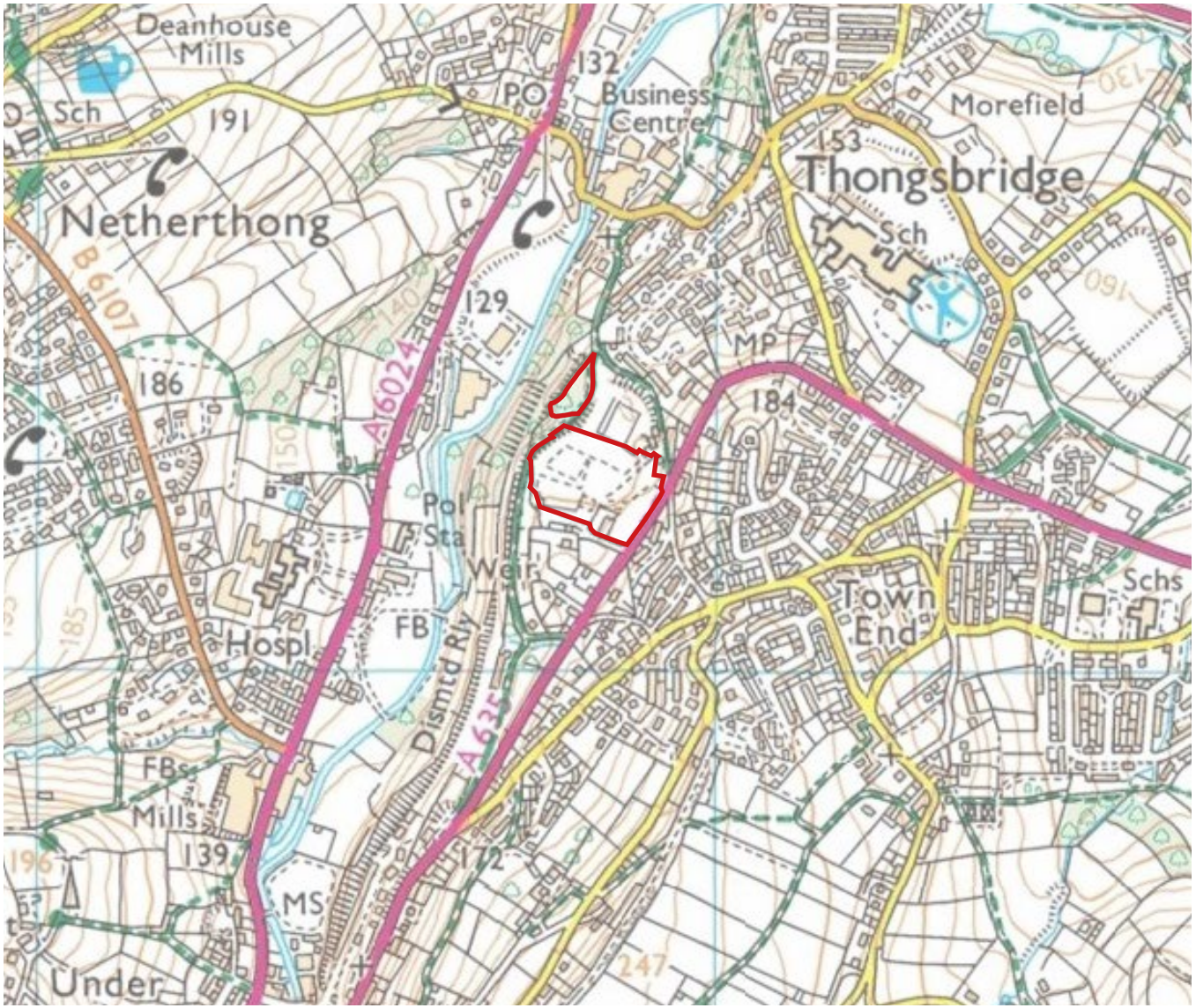
01 Background

Context Plan



Site Boundary

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Figure 01: Location Plan
N.T.S

Introduction

This Design & Access Statement (DAS) accompanies a reserved matters planning application made by Seddon Homes, for the development of land off New Mill Road, Holmfirth. The development comprises residential development (56 units). The main access point will be taken from New Mill Road, including an additional access point off New Mill Road serving 6 houses along the road frontage. The access road has been designed to accommodate the level changes across the site and the internal road layout will also provide vehicular access to the Tennis Club.

A Design & Access Statement was submitted with an outline planning application for the site in December, 2015. This document provides a further level of detail, and sets out the key developments in the design following outline consent.

Planning Policy

The Planning Practice Guidance (PPG) was adopted on 6th March 2014. This document provides the following guidance on Design & Access Statements:

What is a Design and Access Statement?

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Design and Access Statements can aid decision-making by enabling local planning authorities and third parties to better understand the analysis that has underpinned the design of a development proposal.

The level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.

A Design and Access Statement must:

a. explain the design principles and concepts that have been applied to the proposed development; and;

b. demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. A development's context refers to the particular characteristics of the application site and its wider setting.

These will be specific to the circumstances of an individual application and a Design and Access Statement should be tailored accordingly. Design and Access Statements must also explain the applicant's approach to access and how relevant Local Plan policies have been taken into account.

They must detail any consultation undertaken in relation to access issues,and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed.

Building for Life 12

The scheme has been developed to embrace the twelve 'Building for Life 12' criteria developed by CABE and the House Builders Federation. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable. The Building for Life criteria are used to evaluate the quality of schemes against this vision.

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. The twelve Building for Life Questions are grouped under three headings, and are set out as follows:

Integrating into the Neighbourhood

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3) Does the scheme have good access to public transport to help reduce car dependency?

4) Does the development have a mix of housing types and tenures that suit local requirements?

Creating a Place

5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

7) Are buildings designed and positioned within the landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?

8) Is the scheme designed to make it easy to find your way around?

Street and Home

9) Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

02 Response to Context

Aerial Plan

Site Boundary

N

Figure 02: Site Aerial
N.T.S

The Existing Situation

The site is located along New Mill Road within the town of Holmfirth within the Borough of Kirklees. Holmfirth is located approximately 9.7 km south of Huddersfield and 21 km northeast of Glossop along the A6024.

The site is situated to the north east of the town centre within an established residential area on the former Midlothian Garage.

The centre of Holmfirth offers a range of amenities including banks, shops, council offices, police station, health centre, library, post office, supermarket, etcetera with further facilities and services located along the route towards Huddersfield Town Centre.

Bus stops near the site provide public transport to Holmfirth, and the adjacent villages of Brockholes, Throngsbridge and Honley as well as Huddersfield, Halifax, Leeds, Bradford & Sheffield.

The Penistone train line provides services to Huddersfield, Barnsley and Sheffield, with further connections to Leeds, Bradford, Manchester, London from Huddersfield, Barnsley & Sheffield. The nearest train station located at Brockholes.

Site Location and Context

The site is situated to the north east of Holmfirth, adjacent to New Mill Road within an established residential area. To the north of the site is a tennis club, open space & woodland leading to existing housing with a small number of local businesses. To the east is New Mill Road and existing housing. To the west is a dismantled railway, part of Berry Bank Lane and the River Holme. To the south is Glenview, a large detached house in substantial grounds and other similar houses.

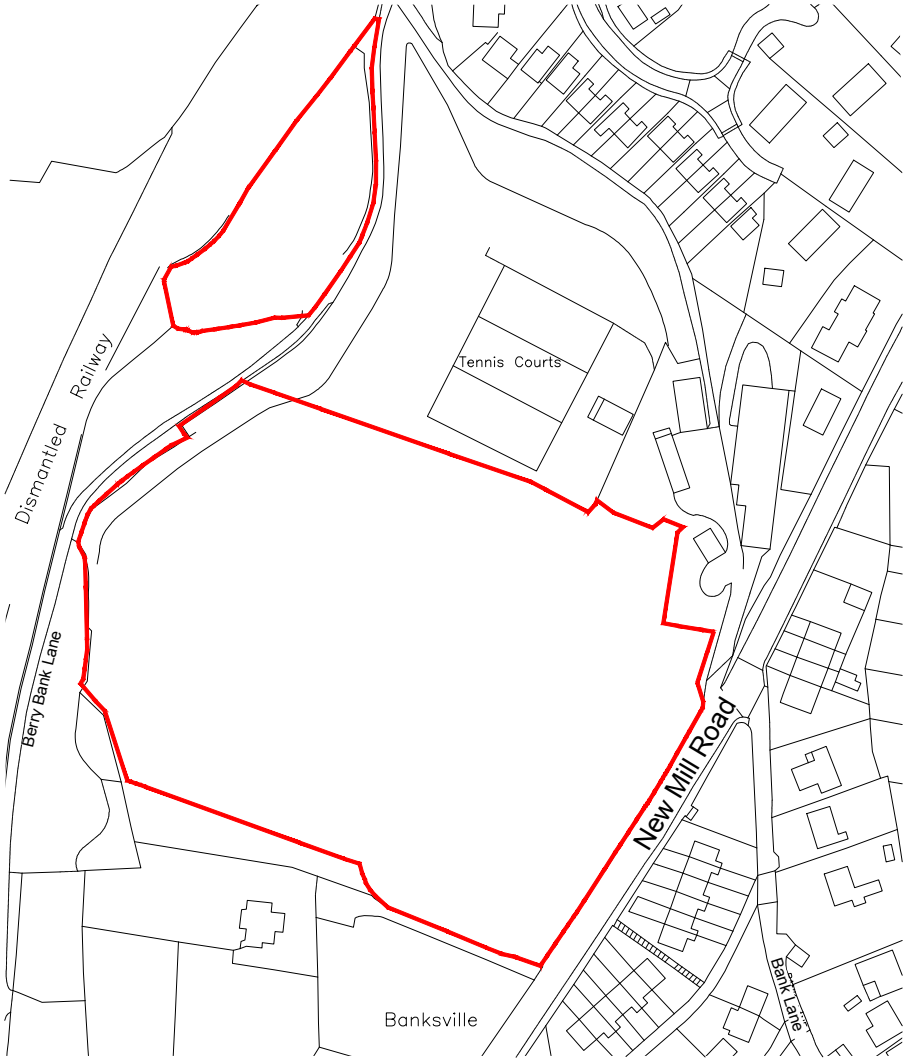
The site is sustainably located providing easy access to existing amenities within the town centre. The existing local bus route lies adjacent to the eastern boundary of the site on New Mill Road. The wider PROW network lies within close proximity to the site, including the dismantled railway line to the west and several long distance paths such as Holme Valley Circular Walk and Kirklees Way.

The site is split into two main areas comprising hardstanding on two levels and is privately owned. The southern section of the site is the former Midlothian Garage and is overgrown and unkept. The access road will be maintained to provide access to the tennis club to the north.

Area of hardstanding associated with car park of former Midlothian Garage & Existing Vegetation

Existing Site Access Off New Mill Road

Site Location Plan



Site Boundary

Figure 03: Site Location Plan
N.T.S

Nature Conservation and Ecology

The application site is set across a number of levels commensurate with the topography of the local area. Habitats consist in the majority of hardstanding with semi-natural broadleaved woodland and mixed trees present throughout, in addition to abundant encroaching scrub and tall ruderal vegetation. Semi-improved grassland is localised within the site.

No sites of national or international nature conservation importance were identified within 2km or 5km of the site, respectively. A single Local Wildlife Site (LWS) is located approximately 900m north of the application site (Hagg Wood LWS) although no impacts to this site are anticipated. Broadleaved woodland located within the site boundary forms part of the Kirklees Wildlife Habitat Network. A section of woodland will be lost to the proposals although due to the small size of the area its loss will not affect the overall functionality of the wider woodland network and enhancement of retained woodland will increase its overall biodiversity value within the site.

Figure 04: Habitat Plan
N.T.S

Bat & Bird Box Plan

As per Condition 24 of the outline planning consent a scheme for the provision of bat and bird boxes within the application site will be undertaken.

A range of boxes for bats will be provided on retained mature trees alongside a number of integrated bat boxes designed to provide a roost within new dwellings.

The recommended locations and type of boxes are detailed by the Bat and Bird Box Plan opposite.

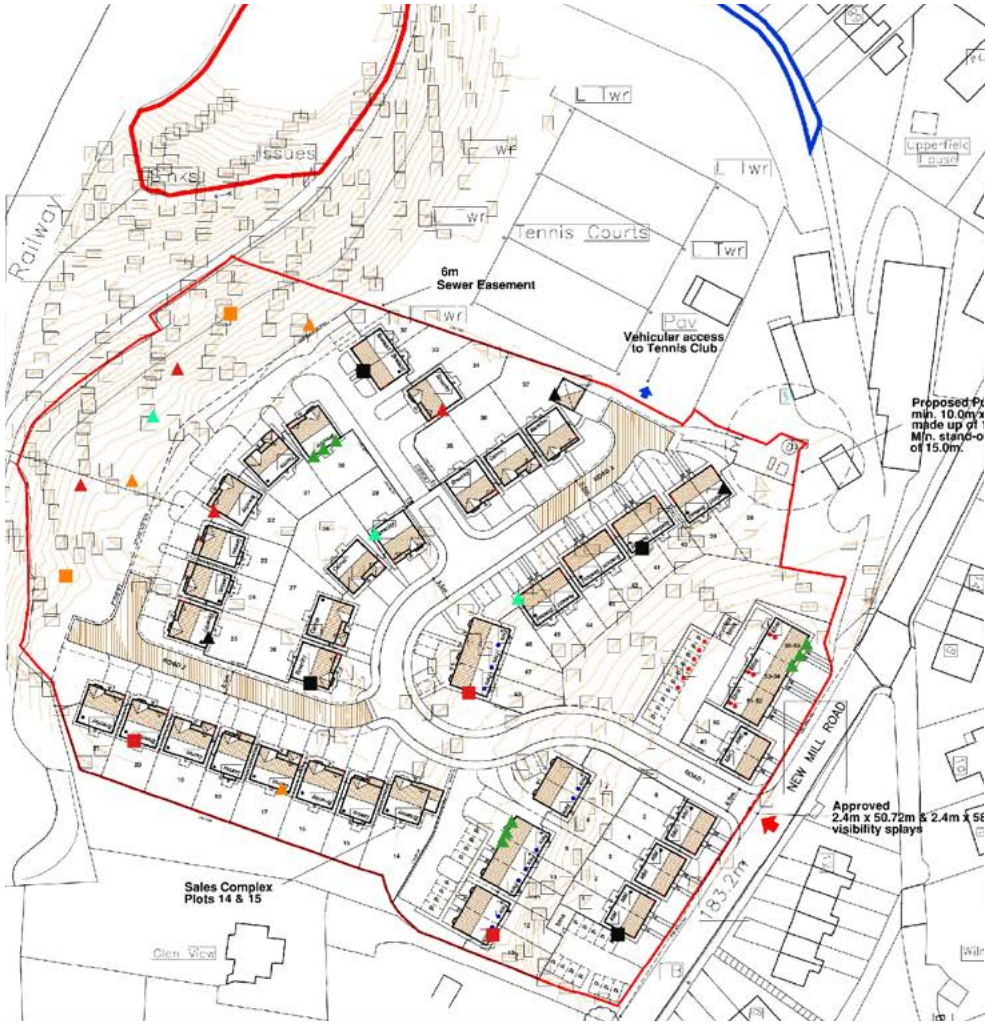


Figure 05: Bat & Bird Box Plan
N.T.S

Key

- Vivara Pro Seville 32mm WoodStone Nest Box
- Vivara Pro Seville 28mm WoodStone Nest Box
- 3SV Schwegler Starling Nest Box with Predator Protection
- WoodStone Build-in Swift Nest Box A
- 1SP Schwegler Sparrow Terrace
- 1FF Schwegler Bat Box With Built-in Wooden Rear Panel
- 1FR Schwegler Bat Tube
- 2FR Schwegler Bat Tube

The location of bird and bat boxes within the woodlands are indicative and specific trees will be chosen closer to the time of installation.

However, the following criteria should be met when installing bat and bird boxes.

Bat boxes should be mounted at a height of 3m+ in positions sheltered from the wind and exposed to the sun for at least part of the day.

Bird boxes should be situated at east or west orientation to avoid direct exposure to the sun for the majority of the day.
Swift boxes should be grouped and installed at a height of 5m+.

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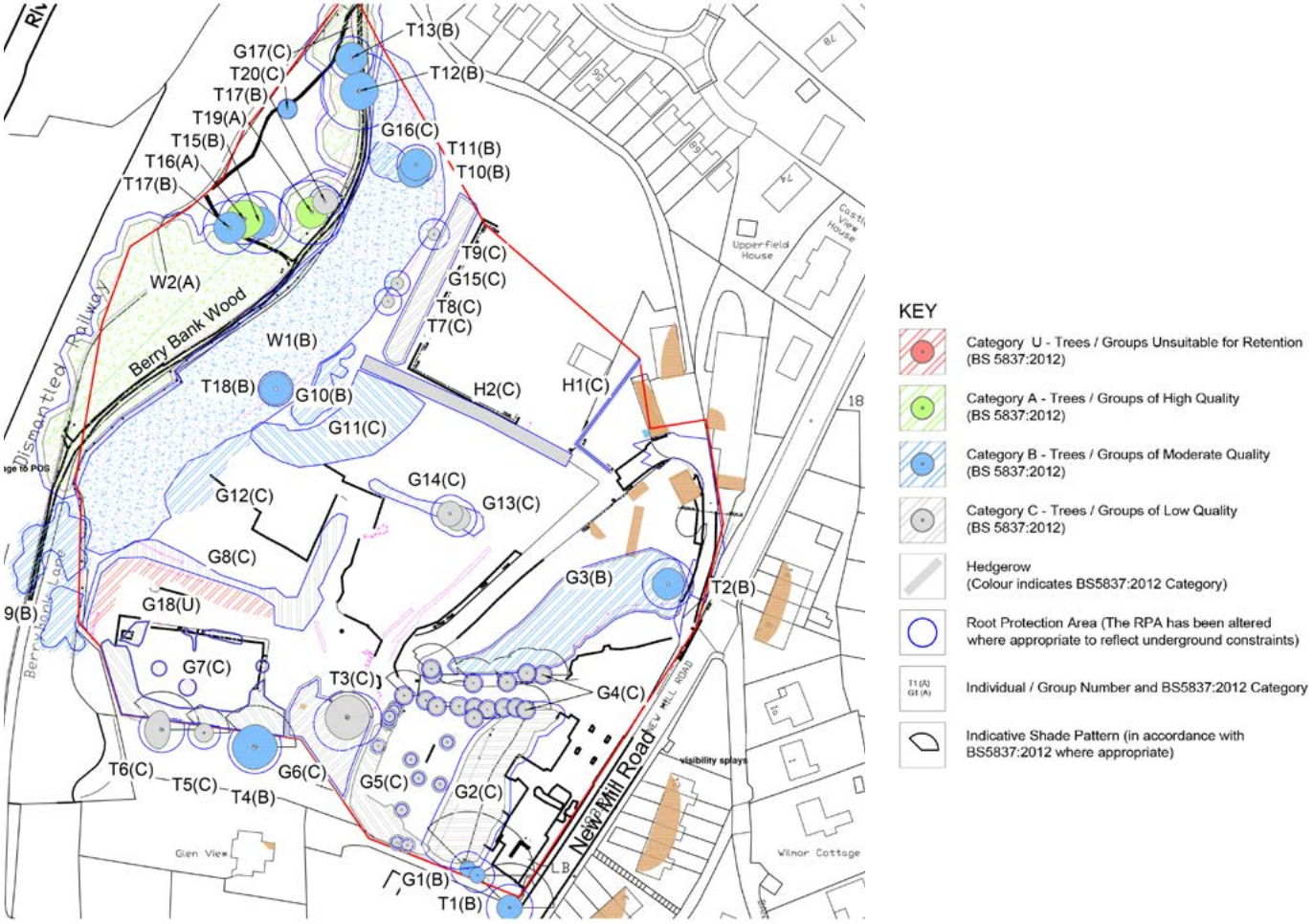

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Figure 06: Tree Survey
N.T.S

Arboriculture

An Arboricultural Assessment was undertaken to survey trees located at the Former Midlothian Garage, New Mill Road, Holmfirth on the 9th of March 2018 with an additional survey carried out on 26th July 2018.

A total of twenty individual trees, eighteen groups of trees, two woodlands and two hedgerows were surveyed as part of the Arboricultural Assessment (Refer to the Tree Survey Plan and Appendix A – Tree Schedule for full details of the trees included in the Assessment).

A number of trees surveyed are subject to Kirklees Council Tree Preservation Order (TPO), Former Midlothian Garage, New Mill Road, Holmfirth TPO No. 12, and include G3, T2, W1, W2, T10, T11, T12, T13, T14, T15, T16, T17, T18, T19, T20, G9, G16, and G17. Trees identified within the TPO are protected by law. The granting of full planning permission would override the protection afforded by the Tree Preservation Order to those trees shown as removed to facilitate the proposals within the approved plans.

Two mature sycamore trees (Acer pseudoplatanus - T16 and T19) were surveyed as being high quality, retention category A. Berry Brook Wood (W1) was

also considered to be of high quality providing a key landscape feature to the north west.
Moderate quality tree cover (retention category B) comprised eleven individual trees, six groups of trees and a further portion of woodland. Trees were a mixture of broadleaf and coniferous species of various proportions. Trees were typical for their species with limited defects despite the recent lack of overall management.

Low quality tree cover (retention category C) formed the majority of the tree cover central to the assessment area. In total seven individual trees, eleven groups of trees and two hedgerows were recorded as low quality. Structural conditions include broken material, basal cavities, dead wood and dead trees.

A group of Leyland cypress (Cupressocyparis leylandii - G18) exhibited extensive fire damage with a number of dead trees present throughout and was the only tree cover considered to be unsuitable for retention and recorded as category U.

Due to the overgrown and unmanaged nature of the site, a number of tree losses will be required to facilitate the proposals. The majority of tree losses will occur around areas of hardstanding and will only impact low quality tree cover. Low quality tree cover to be removed comprises of T5, T6, G2, G4, G5, G6, G7, G8, G11, G13, G14 and a small section of H2. The loss of moderate quality tree cover is limited to T2, T4, G1, G3 and G10. Of this tree cover G3 is considered to be the most significant and mitigation for its loss has been considered in the assessment.

Tree cover which forms G3 is etiolated in form due to trees growing in close proximity to each other. The position of trees on a steep embankment also creates the perception that overall tree heights are greater than they physically are. This group would, due to their southerly orientation relative to the new housing, naturally cast shadows onto the site and because of their heights and being a continuous group of trees would potentially create high amount of shade for the proposed plots 40-47 and their associated garden space. In addition, the juxtaposition of the trees to the proposed housing, especially considering the current tall and drawn out forms, could possibly have an over bearing presence on the houses and gardens. This could raise concerns for safety may create pressure to either prune or fell trees within G3.

The construction requirement to both the top and bottom of the embankment may require significant cut and fill of existing ground levels. The removal of tree cover from the edges of G3 will subject the remaining trees within the middle of the group to additional wind loading, etcetera. The removal of tree cover will also have an impact upon the groups visual amenity.

The three individual trees to the south, T4-T6 are positioned on an existing 3m rock face and will need to be removed to facilitate the development of the rear gardens to plots 15-21.

Tree cover of high quality will be retained and will provide key landscape features to the north west, providing instant maturity to the development. New tree planting will provide tree cover of a higher quality in comparison to that being lost to facilitate the development.

New tree planting will form an integral part of the new development and should be appropriate for the future use of the site. New tree planting has been provided within the On-Plot Proposals (drwg no: 8313-L-04) and POS Proposals (drwg no: 8313-L-03).

Overall the development of the site will enhance what has become a derelict and overgrown area, securing tree cover for the future whilst retaining high quality and important trees surrounding the site.

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03 Evaluation & Evolution

Design Evolution

Outline Application

The reserved matters plan illustrates that the masterplan has retained the original principles of the approved outline application.

Reserved Matters Application

Key changes include:

- The proposed care home has been removed;
- Improved frontage onto POS and links to existing PROW and POS to north; and
- Lower density development will be delivered.

04 Design Principles

04 Design Principles

Layout

- Site Boundary
- New Housing
- New Tree Planting
- New Public Open Space
- Indicative Primary Road
- Approved Primary Access Point
- Approved Secondary Access Point
- Access Point To Tennis Club
- Existing Vegetation To Be Retained

N

Figure 07: Illustrative Masterplan
N.T.S

Character Areas

- Site Boundary
- Main Road
- New Mill Road Frontage
- Green Frontage

N

Figure 08: Character Areas
N.T.S

Scale of Development & Housing Mix

The majority of dwellings within the centre of the site will comprise predominately two storeys detached and semi-detached, including three storey split-level housing serving as a focal point along the main access road. Two storey apartments and semi-detached properties will front onto New Mill Road.

Buildings will range in floor plan considerably between 2 - 4 bed dwellings and apartments.

Figure 09: Elevations and House Types
N.T.S

A: New Mill Road Frontage

B: Main Street

C: Green Frontage


Plot: 5 - 6
Plot: 49 - 50
Plot: 51 - 52
Plot: 53 - 54
Plot: 55 - 56

A


Plot: 42 - 43
Plot: 44 - 45
Plot: 46 - 48

B


Plot: 22
Plot: 23
Plot: 24
Plot: 25

C


C
B
A
C
B
A

Access

The approved primary and secondary access points will be taken off New Mill Road. The primary access point will serve the majority of the development with an additional access point which will serve 6 houses fronting New Mill Road. Access to the tennis club will also be provided through the development.

Layout

To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple street hierarchy is to be used. Access will be provided off New Mill Road to the east. This will form the main street which will provide the main access around the development and will also provide access to the tennis club to the north.

A series of shared private driveways will extend off the main road providing access to the periphery of the development and green spaces to the west. A dedicated area of POS is located to the north-west. The layout of streets would provide a safe and well overlooked network of public spaces as set out by Best Practice. These streets are designed to slow vehicular traffic and provide a safer environment for pedestrians and cyclists.

The hierarchy of streets and the size and arrangement of development blocks and open spaces is a connected design discipline addressing the need to meet the following standards:

- Maximise connectivity to the existing settlement and wider area including existing PROW network and Berry Bank Lane;
- Design a street pattern which reflects local morphology and place making character, with a main street providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street;
- Promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility; and
- Encourage the control of vehicle speeds and movement by urban design, by exploring local examples such as restricted forward visibility, narrow street widths, frequent connections, changes in direction and tight junction radii.

Density

The development will provide 56 dwellings at a density of approximately 30 dph. This is considered to be an appropriate density level given the surrounding context.

Photo: Example of typical housing layout & densities.

Key

- Site Boundary
- Access Point
- Main Street
- Secondary Street
- Green Lanes
- Retained Access to Tennis Club
- Existing PROW

N

Figure 10: Access & Layout Plan
N.T.S

To define the boundaries between private and public space, all dwellings have some form of private frontage.

In general, the use of smaller private frontages with larger rear gardens is the predominate theme along the main routes and around public spaces with larger front gardens used to define corners or vistas and along the lanes.

Design And Safety- creating Safer Places

A desirable place to live, work and play, which is safe and secure, is fundamental. This is achieved by the way the development is laid out and by the street, block and plot design.

Buildings are located to actively face streets and public areas in order to promote 24 hour surveillance, and to encourage safer places. Public areas are designed so that they are safe, easily accessible and attractive to use. All users are considered as part of an inclusive design approach. It is important that there is good surveillance of public spaces by a number of properties and buildings, and that barriers, blank walls and 'dead ends' are avoided. Locating windows and doors on corners, or gable ends is a key principle, and occurs within the local context.

Across the whole development careful attention is paid to designing out crime through the layout and promoting privacy and security.

This is achieved by;

- High quality active streets.
- The position of buildings to the front of the plot.
- Well located windows and doors that survey the public realm clearly defining public and private spaces.

Photographic example: Housing fronting onto POS.

04 Parking

Parking has been designed to meet local standards and incorporates a range of parking solutions that are based upon best practice approaches. This will comprise a combination of the following:

- Integral garages;
- Detached garages;
- Courtyard parking; and
- On-plot parking on driveways.

The aim has been to minimise the impact of the parking by using a variety of parking solutions. Setting garages and parking back within the plot reduces the views of cars along the street. Trees will be planted along the street in order to reduce the dominance of parking within the street scene. Parking courtyards will be shared surface and are generally overlooked by dwellings to provide security.

ON-PLOT PARKING

Perpendicular parking to front of plots

COURTYARD PARKING

Housing overlooking parking for security

Housing overlooking parking for security

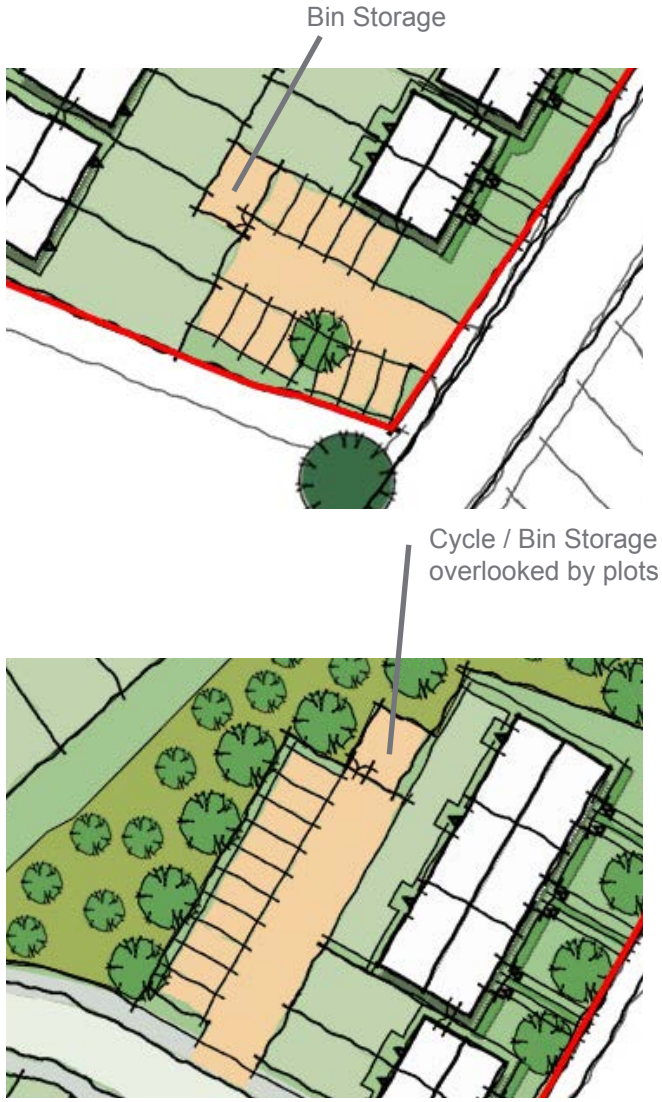
Perpendicular parking to rear of plots

ON-PLOT PARKING

Driveway to front of plot with access to integral garage

Detached garage to side of plot

On-plot parking on private driveways to front of plots



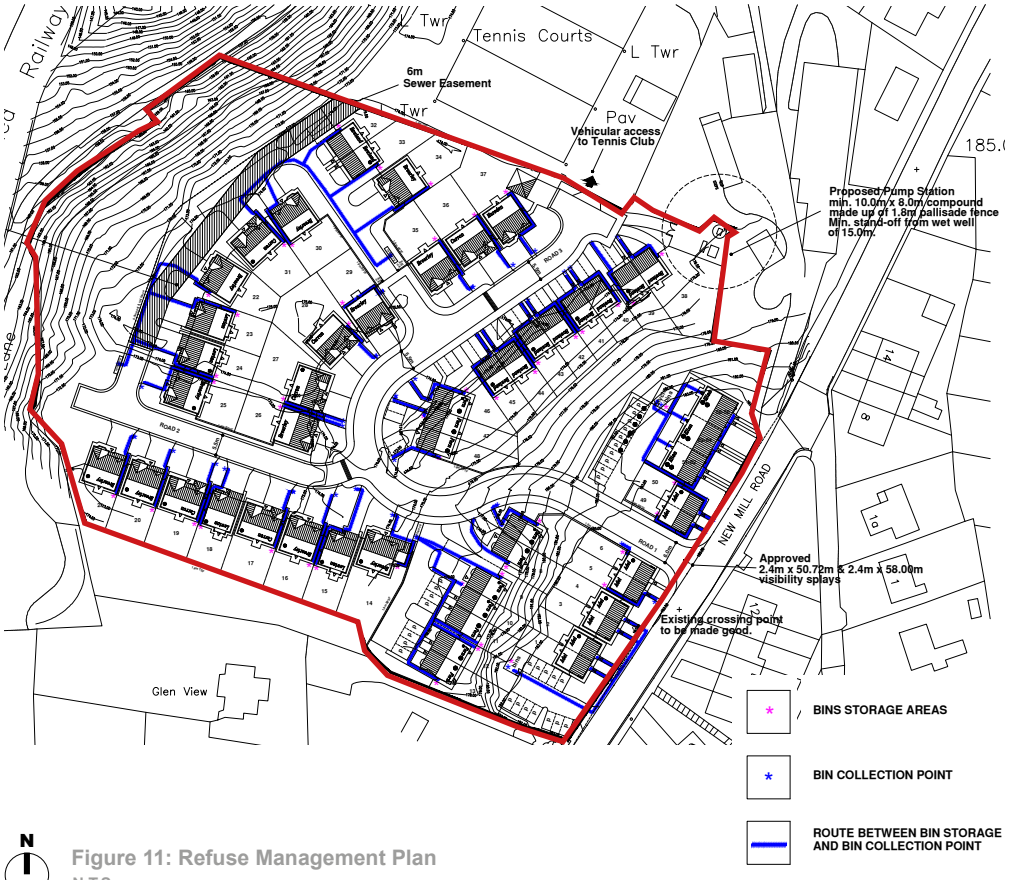


Figure 11: Refuse Management Plan
N.T.S

Cycle and bin storage will be provided for all affordable housing plots within the scheme. These are generally located to the rear of properties with cycles in clear view of properties to aid security and bin storage.

The Landscape Strategy has evolved as a result of analysis of the site and its setting and by responding to the best practice design guidance.

A quality landscape is essential to provide structure and detail to the character of the development.

The site itself is a brownfield site and there are very few features of landscape value. However, an existing area of woodland to the west of the site will be maintained as part of the scheme.

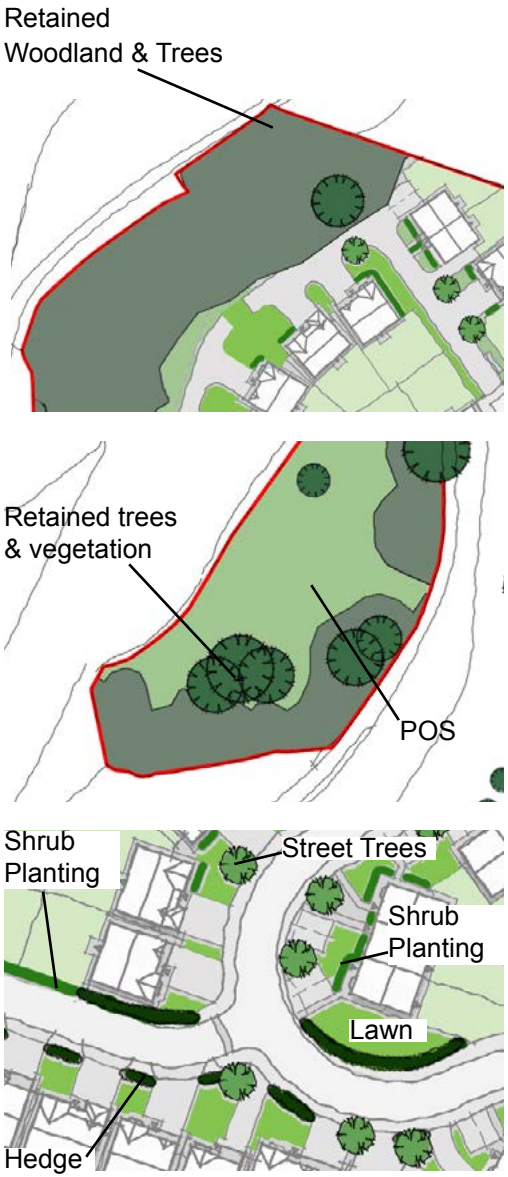
The maintenance and management of the development's formal public landscape areas will be provided by a management company.

Tree planting helps to define the character of the streets and provides for an attractive street scene. Alongside avenue tree planting located along the Main Street, a comprehensive use of street trees is adopted as a key design principle.

Trees will be located to enhance visual interest and to provide identity as well as being used as landmark features. Trees will help to soften the built form, provide shade and create ecological habitats.

The following key landscape features are proposed;

- Creation of a dedicated area of publicly accessible open space to the north of the site readily accessible via the existing PROWs network and Berry Bank Lane;
- A quality landscape is essential to provide structure and detail to the character of the development;
- The proposed green infrastructure will incorporate new tree and hedge planting to create a high quality environment, including replacement planting to offset the loss of the existing vegetation;
- Tree planting will punctuate the primary routes within the site and semi-ornamental planting will be used to establish a visually appealing environment for each building plot, to soften parking areas and the overall building setting.
- Fastigiate tree planting to front of plots will serve to enhance the proposed frontage with New Mill Road;
- Proposed woodland understory and tree planting and an area of wildflower grassland, will serve to replace loss of existing vegetation as well as providing structural planting, enhanced biodiversity and habitat value across the site.



Landscape Strategy

Key

- Site Boundary
- Existing Vegetation Retained
- Existing Trees Retained
- Proposed Street Tree Planting
- Proposed Public Open Space
- Proposed On Plot Shrub Planting
- Proposed Ornamental Hedgerow Planting
- Proposed Wildflower Meadow
- Proposed Native Woodland Tree Planting & Understorey Mix

N

Figure 12: Landscape Strategy
N.T.S

A core palette of select materials will be used for buildings. These are based on the commonality of materials that can be found within the local area. Materials will be used with a consistent building form that responds to the local character.

The appearance of the housing has been illustrated through the masterplan and the elevations to give an idea of its finished appearance.

Materials include:

- Walls & Facades: Edenhall Darlstone with some rendered gables;
- Roofing: Pitched Russell Grampian Slate Grey

Photographic example: Housing fronting onto POS.

Edenhall Darlstone & pitched Russell Grampian roof

Edenhall Darlstone

Integral garage with pitched roof

Russell Grampian roof tiles

It is anticipated that the precise details of materials will be agreed via a planning condition attached to the consent.

Building for Life Summary

The following section provides a summary of the evaluation against the 12 Building For Life Questions, and links to the evidence that supports the evaluation. If the standard is met for each question then a green light will apply.

Integrating into the Neighbourhood

1) Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Response: The scheme is well located within walking distance of the town centre and facilities. There are a number of Public Rights Of Way in close proximity to the site, including Berry Bank Lane to the west.

2) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Response: The proposed development will provide a new area of open space, including areas of woodland planting between the built form and a dedicated area of POS to the north. The site is also situated near existing walking routes including an existing bridleway Berry Bank Lane located a short walk away to the west. Local amenities within 400m metres walking distance of the site include a hospital, GP surgery, police station, fitness centre, car garage, high school, junior school, nursery, church and public house.

Other facilities located within close proximity to the site include a number of shops, banks, supermarkets, public houses, restaurants, cafes, library, council building, church, schools, chemist and sports facilities.

3) Does the scheme have good access to public transport to help reduce car dependency?

Response: A bus stop is located on New Mill Road adjacent to the site with services to Holmfirth, Holme and Upperthong throughout the day and the week. Brockhole is the nearest railway station located approximately 1.95km to the north-west of the site. From here residents of the development can easily access larger cities for further amenities and jobs including regular direct trains to Sheffield and Huddersfield.

4) Does the development have a mix of housing types and tenures that suit local requirements?

Response: The design includes a range of dwelling sizes including 2 bed apartments, as well as 2, 3 and 4 bedroom houses with a mix of tenures including detached and terraced properties. 6 units provide for affordable housing situated to the frontage of New Mill Road and provide for a balanced and robust mix of tenures across the development.

Creating a place

5) Does the scheme create a place with a locally inspired or otherwise distinctive character?

Response: The development will predominately comprise Edenhall Darlstone, render and pitched Russell Grampian slate grey roof tiles, evident within the local area. Housing will exhibit distinct details seen locally including gables and porches. Houses will range in size from detached to smaller connected units reflecting the variety already found in Holmfirth.

6) Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Response: The development has retained areas of existing vegetation, including woodland planting, tree groups and a number of individual mature trees within the site. Additional new planting will be implemented throughout the developable area and a dedicated area of POS will be provided to the north. Flowering lawn and meadow mix will be extensively sown throughout areas of POS and will serve to increase biodiversity across the site. A drainage scheme has been designed, taking account of existing levels across the site. There is an existing garage to be demolished on the site. Further to this, there is existing hardscaping and tarmac surfacing from previous land use as Midlothian Garage.

7) Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Response: The scheme is based on a series of development blocks which enable areas of landscape at the front of properties. The landscaping is essential in delineating public and private realm. Where appropriate a continuous built frontage has been used with strong corner plot properties to define streets. Properties have been carefully orientated to overlook public open spaces providing natural surveillance to these areas.

8) Is the scheme designed to make it easy to find your way around?

Response: The layout for the scheme follows a simple approach with a main route connecting to smaller lanes to allow residents and visitors to easily find their way around. Several landmark buildings will also aid in wayfinding.

Street and Home

9) Are streets designed in a way that encourages low vehicle speeds and allows them to function as social spaces?

Response: Calming traffic will be an important part of the development's infrastructure creating a street network with priorities for pedestrians where highways and car parking do not dominate. Some shared surfaces will be used to provide a pedestrian friendly environment and reduce traffic speeds.

10) Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Response: Car parking is integrated into the overall layout and design. The scheme includes several parking arrangements depending on the type and size of house. Driveways, garages and allocated parking are all used to ensure that each house has a adequate parking as per local standards. Tree planting will be used around the site to reduce the dominance of on street parking and garages will be set back from the street edge.

11) Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Response: The streets and public spaces will be overlooked by adjacent dwellings allowing informal surveillance and safe and secure routes through the development. Boundaries will be defined by private frontages.

12) Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Response: Adequate external storage space for bins, recycling and bicycles is provided in accordance with local standards. Bin storage and access is indicated on the refuse management plan. All units have off street parking. Cycle and bin storage space has been designated for all affordable properties on site.

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