



Proposed Residential Development

Land off Cliffe Lane, Gomersal | Design and Access Statement



January 2019 | V1.2

1.0 Introduction

This Design and Access statement is submitted as part and in support of an outline planning application made on behalf KCS Developments.

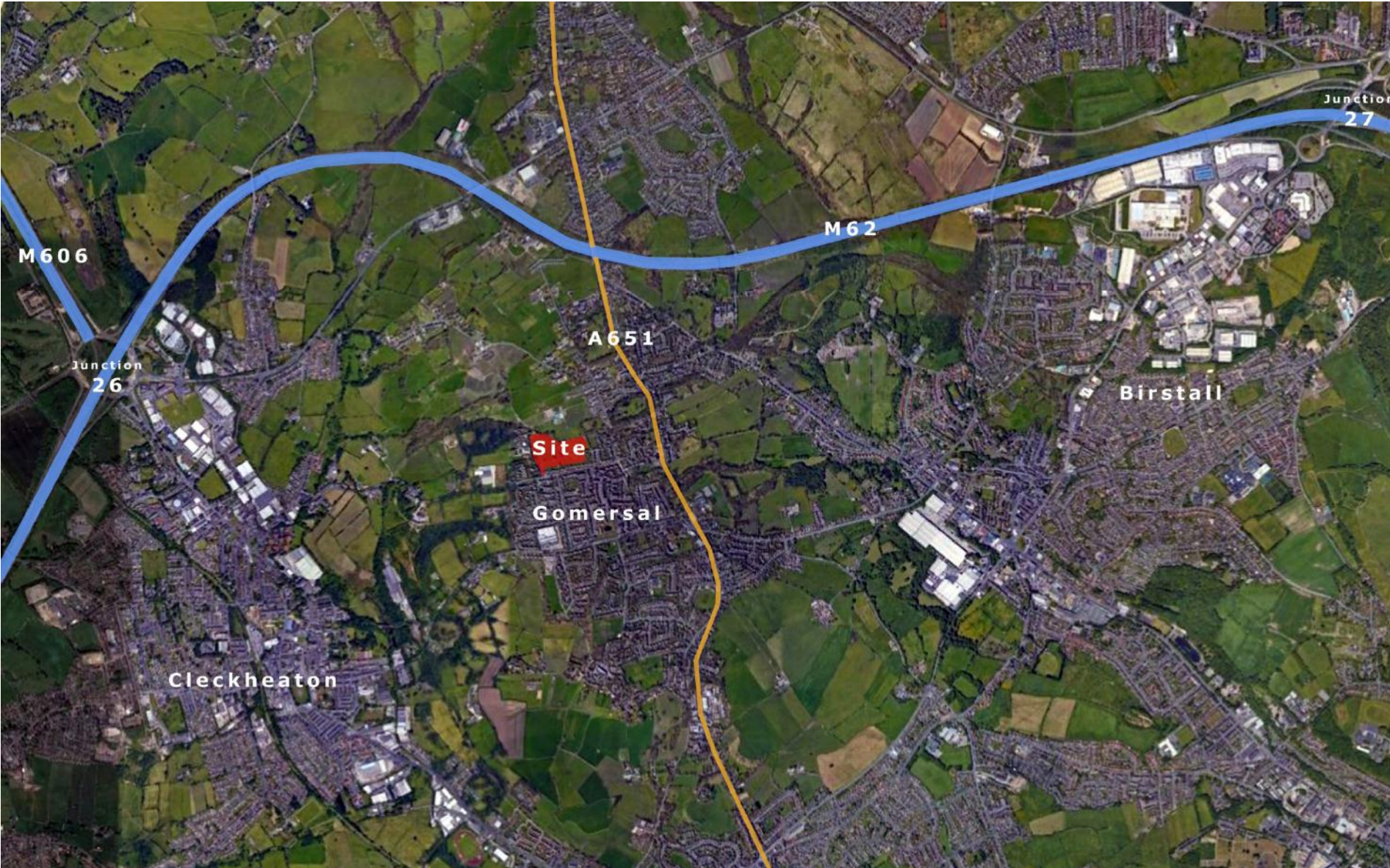
The brief was to provide a scheme in line with the aspirations of twenty first century living and to respect the site location and its existing context.

The proposal seeks to develop the site for residential use which incorporates dwellings with varied accommodation and mix of tenures within an attractive landscape setting. The layout and design has been informed by the comments made during the Kirklees Local Plan process.

The purpose of this document is to explain the development of the scheme proposal, describe how the design has been influenced by an assessment of the local context and character and how the proposals will respond to the setting.



2.0 Site Location



2.1 Site Context

The site is located on the edge of Gomersal, which is a small village approximately 5 miles south west of Bradford and 7 miles south east of Leeds. Gomersal benefits from excellent transport links and connects to Bradford via Oxford Road (A651) and is a short distance to Junction 27 of the M62 motorway which provides wider links to Manchester and Leeds.

The location is predominately residential with dwellings located to the south and east of the site. Agricultural land is present to the north of the site, a scout camp and other commercial buildings are located to the west.

The site lies on the edge of the conservation area with the Grade II listed Gomersal Methodist church located a short distance from the site on the junction of Ferrand Lane and West Lane.



Gomersal Methodist Church



Gomersal Methodist Church Yard

2.2 Site Photos



View of site from Cliffe Lane



View of site from Ferrand Lane

2.3 Site Photos



View of 271 Cliffe Lane



View back to Cliffe Lane from foot path adjacent site



Bawson Cliffe, Cliffe Lane

2.4 Site Photos



Single storey dwelling on Cliffe Lane



View of Cliffe Lane to Latham Lane



Junction of Cliffe Lane / Latham Lane

2.5 Site Photos



Junction of Ferrand Lane / Latham Lane / West Lane



Ferrand Lane Entrance to camp site and activity centre



Ferrand Lane



Site access from Ferrand Lane

3.0 Site Analysis



3.1 Site Analysis

The site is located to the north of Cliffe Lane and is made up of two plots. A large plot of low-quality paddock space and no. 271 Cliffe Lane, a residential plot occupied with a two-storey dwelling and garden space.

The paddock land is currently accessed via the public footpath to the west of the site or directly from Ferrand Lane and is used as casual grazing land with no buildings or built structures on the site. A small number of trees and hedges are located within the site.

The site is approximately 8.9 acres (3.60 hectares).

The site is bound on the south by the rear gardens of the dwellings, a public foot path follows the boundary to the west and the north west boundary is defined by Ferrand Lane.

The site slopes from east to the west by approximately 20m. A BT cable, gas pipe and electric cable crosses the southern end of the site adjacent to the footpath. No other services are found on the site.

The sites boundaries are defined by a mixture of fencing, walls and vegetation.



3.2 Local Character

Within the local area there is a mixture of traditional rural dwellings, post war semi-detached housing, as well as pockets of newer housing estates.

The dwellings are mainly two storeys with traditional plots orientated to the main road arranged at the back of foot path with amenity space to the rear. More recent housing is set in regular sized plot benefiting from gardens to the rear and front. The front gardens allow for a buffer zone to the street frontage and in most cases, allow for parking.

Many of the older dwellings feature chimneys and occasional dwellings have ground floor porches. There is a mixture of differing window styles prominent in the settlement with highlighted windows and cills in brick or stone detailing.

The traditional older housing is generally stone with new developments in brick and render. The buildings are of simple conventional form within the settlement with gabled and hipped pitched roofs with concrete or slate roof tiles.

Boundary treatments on the main streets are defined with stone walling and fencing. Newer developments have utilised brick walls and changes of surface materials to define plot boundaries. There is a clear definition between public and private space.

Newer developments are present in the local area and have introduced a range of differing styles. Elevational materials include render work with feature brickwork as well as traditional stonework façades.

The overall character of the area can be defined as traditional housing which follows a similar mix of housing for its location. Many of the newer developments in the settlement have respected the traditional materials, spacing and form.



4.0 Site Evaluation



5.0 Pre-Application Consultation

The proposal has been subject to detailed pre-application discussions with Officers, primarily focusing on the technical aspects of policy, layout and access considerations.

Formal pre-application engagement has been undertaken with Kirklees Council in 2017 (Ref: Pre/2017/20254) and during 2018 alongside the progression of the local plan. There has also been active engagement with key stakeholders and the local community.

This consultation, together with subsequent meetings have resulted in amendments to the original sketch proposals and are reflected in the final scheme now submitted.

6.0 Site Proposal

The site presents a good opportunity to create a desirable place for family living. The overall concept is to deliver a quality residential development that maximises this important site and integrates with the surrounding area.

While detailed design consent for the dwellings form and appearance is not sought at this stage, the approach of the layout and access does form part of the application. The proposed scheme has been based on analysis of the character of residential development in the immediate vicinity, planning guidance, together with market advice on the likely most appropriate housing types to meet local housing requirements.

The proposal indicates 92 units. This represents development 25.6 dwellings per hectare.



6.1 Site Masterplan



6.3 Layout

The internal street layout has been influenced by the topography of the site and the existing landscaping which is retained within the scheme. The proposed layout reacts to these issues with a sense of place created through design to enhance the proposed scheme with an emphasis of designing in context and the local environs. This is intended to help the new development mesh with the existing housing developments.

The form of the proposal creates character as well as being functional. The layout allows for vehicle access while basing its primary function on pedestrian movement. Within the design there is a hierarchy of routes, from the main access forming a primary route into the development, with a secondary access route allowing access to the loop road leading to a lower tier of informal access to small clusters of dwellings. The geometry and design reflects this hierarchy which helps create character within the development.

Crime prevention is a key issue in the design of any development with the aim to reduce areas where antisocial behaviour can occur. The development has the properties placed to overlook the main access routes with back to back gardens where possible.

The internal layout generally was determined with consideration to the relevant space standards of the local planning authority and with reference to the vernacular. It is also important for the character of a development of this nature that a standardised stance for widths and areas for dwellings are not taken too literally. A degree of less organised delineation in relation to space about dwellings in the scheme is intended to ensure its success in being a distinct, quality development with identity.



Site layout - route and spacing diagram

6.4 Access and Movement

The site is located off Cliffe Lane and benefits from direct bus links into Halifax and Leeds. Bus stops in either direction are located within a short walk of the development site.

Links within the site are based on the main access route with a strong emphasis on encouraging overlooked routes within the confines of the site for safety to reduce any potential for antisocial behaviour and with reference to crime prevention and secure by design. Off street parking is provided directly off internal roads with many of the proposed dwellings accommodating integral garages. Disabled car parking spaces are proposed, together with appropriately positioned flush kerbs allowing level access to the buildings via paved pathways suitable for wheelchair users. An accessible threshold into the entrance of the development will be provided and the entrance doors exceed the clear opening width of 775mm required for wheelchair access. The layout is additionally complimented with the use of differing surface finishes and demarcated parking areas to aid visually impaired users. Cycle storage is provided within the dwellings or within garages where garages are provided as part of the dwelling. Where only off-street parking is provided sheds within the dwellings rear garden space will be utilised for cycle storage.

The internal street arrangement has been designed to facilitate the residential development requirements at a domestic level as well as being appropriate for larger vehicles required for refuse collection and any requirement for emergency vehicles.

The streets within the development encourage low vehicle speeds with the desired speed of less than 20 mph. This is achieved through many design features.

The informal geometry of the streets within the development assists to reduce the speed of any vehicular traffic as well as creating character for the development. This in conjunction with the minimising of any great lengths of road surface helps to encourage lower traffic speeds.



The primary access to the development is designed to have a footpath for pedestrian use. Areas of shared pedestrian and vehicular access routes are also present within the development to treat pedestrians and vehicles on an even basis. This is justified due to the minimum projected vehicular uses and the nature and scale of the development.

6.5 Design Approach

The detailed design of the overall masterplan of the scheme has been undertaken with many amendments to the original scheme being made to provide the final solution. The development considers feedback from local representatives, the full design team and appropriate specialist consultants. The plan reflects the background study of the site and design evaluation of the location and promotes character and distinctiveness while overall being a functional development.

The proposal includes a range of tenures which will include homes for shared ownership and homes available to rent through a nominated Housing Association.

The layout of the dwellings is configured around a central loop access route with several peripheral legs at its nodal points. The development consists of formal detached and semi-detached dwellings arranged to maximise the space and where possible exploit the views over the surrounding open space. The proposal is based upon predominately two storey structures which is consistent with the current forms in the locality.

The residential development consists of several different housing types ranging from two-bedroom houses to four-bedroom dwellings. This mixture, quantity and size of dwellings reflect market research and advice specifically for the area.

A balance of housing types is utilised to reduce repetitiveness while producing distinctiveness to the street elevations, and a sense of place to the development. This also allows for variety in the elevational treatment and the creation of specific building identity.

The initial building forms have been laid out to respect the potential overshadowing issues as well as complying with criteria regarding space around dwellings. The buildings are appropriately configured to positively address the internal circulation route while allowing suitable amenity space around the dwellings. The units have also been planned internally to take benefit from the extensive views to the surrounding open space.



7.0 Summary

The proposal for residential development on this site is fully consistent with the soon to be adopted Local Development Plan which promotes the development of the site. The proposal will replace low value paddock land with a high quality, well considered residential development.

The envisaged design approach of the development will create spaces where the streets become permeable spaces for its users and create an environment of social interaction, creating links and character through movement within the spaces.

Local distinctiveness and visual quality as well as the propensity to encourage social activity are the key objectives of the development.

It is our prime design aim to integrate any new development into the existing local fabric of Gomersal while creating unique visual identity through the sensitivity of the overall strategy using good building design and an intelligent use of a limited palette of materials.

The development, and its associated landscaped edge, provides a clear visual enhancement to the street scene.