



Ashbrow, Huddersfield

Design & Access Statement - Detailed Planning Application

July 2019

AERIAL VIEW OF SITE



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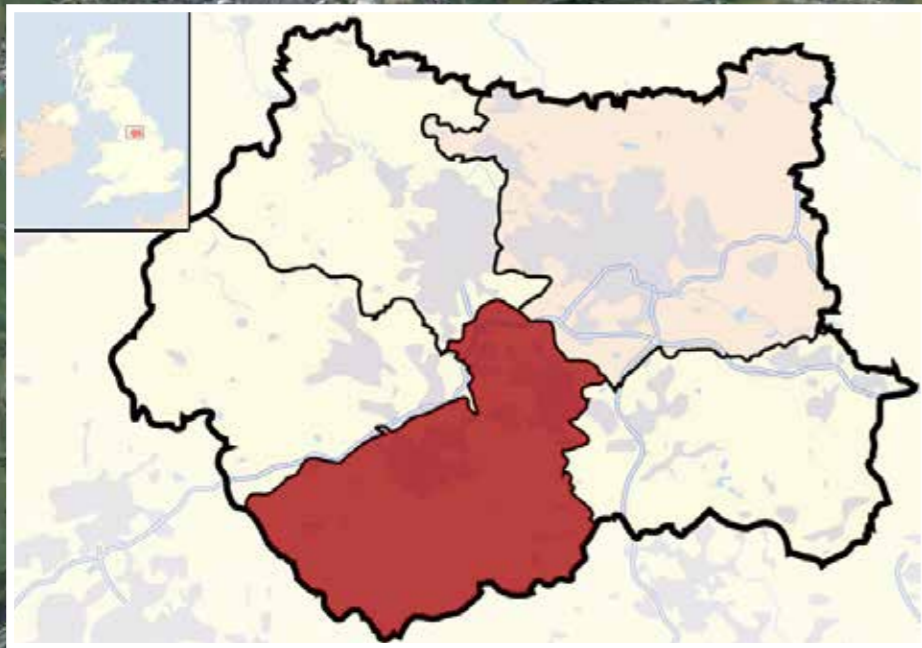
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This document is based on the D&AS originally prepared by JTP on behalf of Keepmoat Homes LTD for January 2018 planning application submission



Kirklees Council is located in West Yorkshire and includes the towns of Huddersfield, Dewsbury, Batley, Holmfirth, Mirfield, Cleckheaton and Heckmondwike together with areas of Pennine moorland. The Kirklees district as a whole has a population of about 428,000 people. Approximately 160,000 people live within three miles of the Ashbrow site.

The Ashbrow site is owned by Kirklees Council and is located adjacent to Ashbrow Road, Huddersfield. The post code HD2 1DU.

ASHBROW SITE

An aerial photograph of Huddersfield, West Yorkshire, showing a mix of urban development and green spaces. A red dot is placed on the northern edge of the town, near a residential area, with a white label 'ASHBROW SITE' next to it. Another red dot is placed in the central part of the town, with a white label 'HUDDERSFIELD TOWN CENTRE' next to it. The River Wharfe is visible winding through the town.

HUDDERSFIELD TOWN CENTRE



INTRODUCING: ASHBROW PLANNING APPLICATION

DMS Architecture were commissioned by Keepmoat Homes to develop revised proposals following the Grant of Full Planning Permission (ref: 2018/92249) for 160 dwellings; including submission of an updated application for Detailed Planning Consent for the Ashbrow Road site in Huddersfield.

The initial bid and subsequent Planning Application proposals were prepared on behalf of Keepmoat Homes by JTP Architects Masterplanners and Placemakers, along with the design team comprising of Fairhursts Engineers, PDP Landscape Architects and West and Machell Architects. The subsequent amendments to the approved scheme undertaken by DMS Architecture are based on a thorough understanding of the design challenges and important issues required to bring this site forward with Keepmoat. This has helped to shape the amendments made to the design proposals for this revised application and are detailed in this Design & Access Statement.

This Design and Access Statement accompanies a full planning application for the development of land at Ashbrow Road to provide 161 dwellings, creation of open space and associated highways.

INTRODUCTION: NAVIGATING THE DESIGN AND ACCESS STATEMENT

This Design and Access Statement accompanies a full planning application for the development of the site at Ashbrow Road, Huddersfield. The proposal will integrate and improve existing PROW within the layout, provide a central green community space in the form of a hilltop park and the creation of a new high quality residential development.

The site lies to the north of Huddersfield town centre on Ashbrow Road. The proposed development venture by Keepmoat Homes will provide 161 new dwellings and include two and three bedroom detached, semi-detached and terraced family homes and an Extra Care Facility, designed to create a high quality and attractive place to live and provide efficient, flexible and accessible homes.

The design of the revised layout and house types has evolved through constructive discussions with Kirklees Council following the Grant of Planning Permission, leading to the proposals outlined within this document. Local people are also being consulted on the revised proposals, with their views noted and responded to where appropriate.

The initial designs were developed by JTP with reference to the local context and with 'placemaking' principles to the fore, to ensure that a characterful and liveable new neighbourhood is created, of which all involved in the planning and implementation can feel justly proud. The revised proposals maintain these principles whilst ensuring the development of the site is viable and achievable.

The Design and Access statement has been structured to detail the approach to the design of the land at Ashbrow Road following the four keys stages of Assessment, Involvement, Evaluation and Design. The various sections are categorised as shown.

Assessment

Context

This provides an overview of the site in the local area and within the city wide context, site analysis including the local character and a photographic study. The planning context is also detailed to provide a comprehensive background of the issues being addressed.

Evaluation

Development Options

Investigations into constraints, opportunities and environmental sustainability. The design process is detailed including how the design has evolved through to the final proposals.

Design

Urban Design

From the concept design through to the proposed site layout and detail of the proposals including storey heights, waymarking, density, typology, site character and materials.

Quality

How the design has responded to the demands of the various design codes and Building for Life 12.

Landscape Strategy

The approach to landscape design for the site.

Access & Movement Strategy

How the proposed layout deals with the issues of site permeability, inclusive access, cars, parking, service vehicles and refuse collection.

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CONTEXT

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DESIGN DEVELOPMENT

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URBAN DESIGN

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LANDSCAPE STRATEGY

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ACCESS & MOVEMENT STRATEGY

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EXTRA CARE FACILITY

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APPENDIX

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I.I UNDERSTANDING - LOCAL CONTEXT AND DISTINCTIVENESS

The initial design development process undertaken by JTP began by evaluating existing and available studies, policy documents and undertaking desktop research into the Ashbrow Road site. The design team photographed, recorded and analysed the physical characteristics, the 'DNA' of the area and the surrounding settlement context; its form, its structure and its architecture. We familiarised ourselves with the site's history as it has evolved over preceding generations and the manner in which this area is put together and operates today. We assessed the local environmental conditions of climate, water, wind, orientation and landscape to ensure our design solutions are responsive and appropriate to their setting.

The Ashbrow Road site is approximately three miles north of Huddersfield town centre. It is a greenfield site of approximately 4.5 hectares with a developable area of 4.1 hectares.

The majority of the site was previously used by the former Huddersfield Technical College for the provision of agricultural and horticultural courses. The site consists of open grassland with some trees and hedges and a public footpath runs along the western boundary of the site.

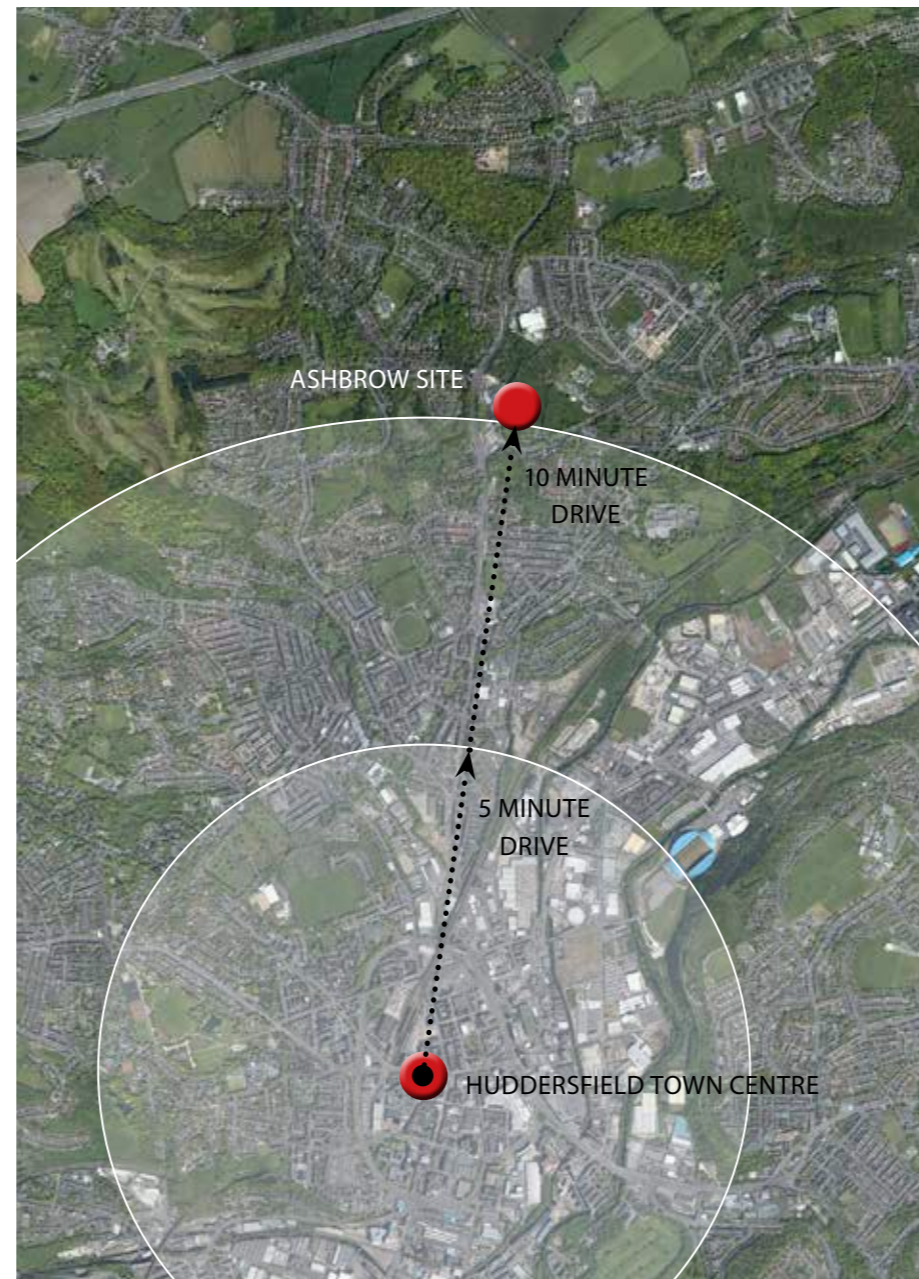
The site lies to the south west of Ashbrow Junior and Infant School – these are served by a single access point off Ashbrow Road / Bradley Boulevard (Ashbrow Road branches off eastward to follow the contour – Bradley Boulevard continues uphill towards the Brackenhall area).

There are industrial units to the west in the former Ashbrow Mills building complex in the valley below. A sizeable ASDA supermarket lies further to the north off the A641, separated by an attractive if unmaintained wooded area. There are small pockets of residential properties close to the site on Ash Meadow Close, Ashbrow Road and Bradley Boulevard.

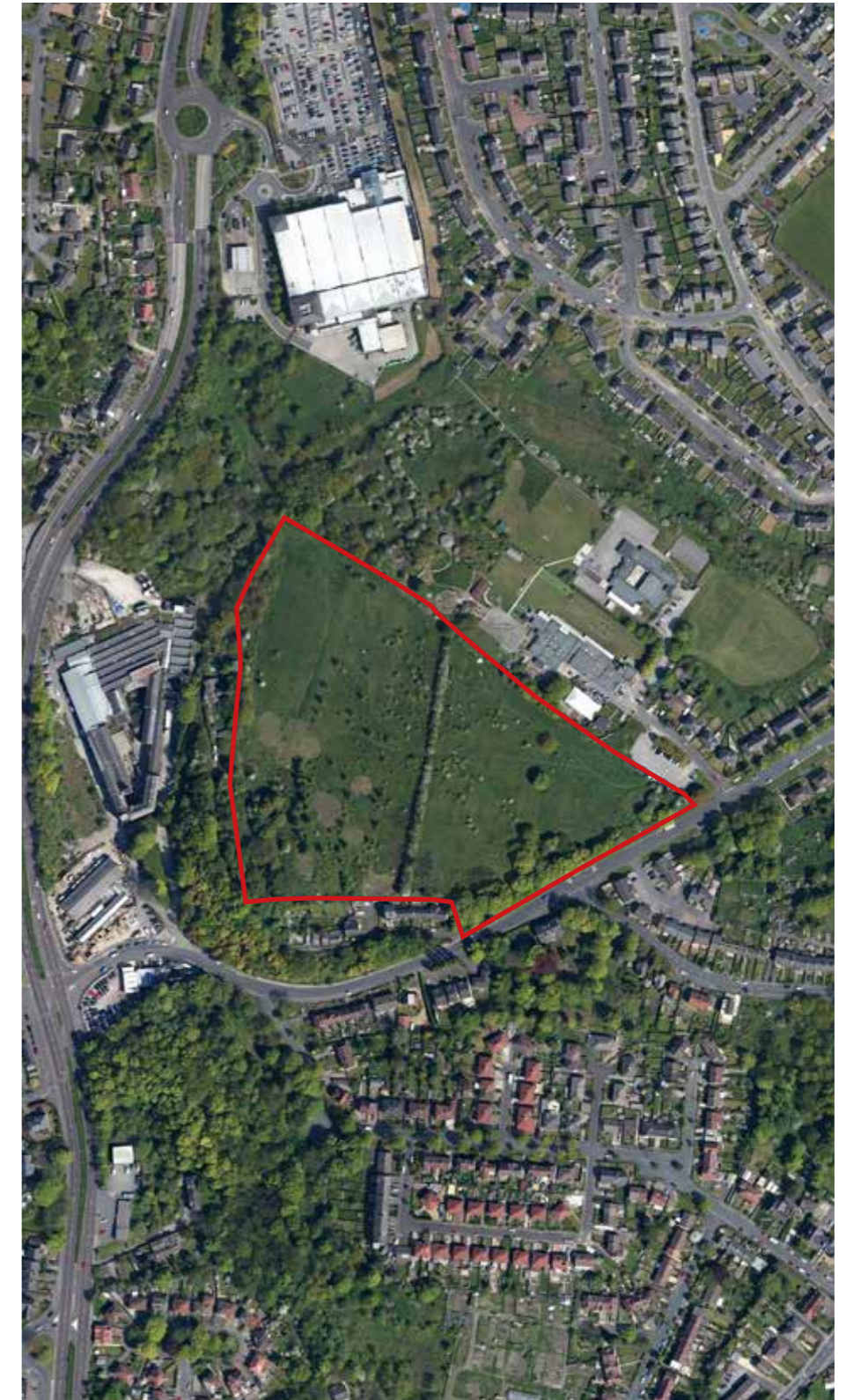
There are mature trees within the site, particularly along the southern and western boundaries; the trees on the southern edge are the subject of a Tree Preservation Order (TPO). The TPO does not include the area identified for access to the site.

Along the frontage of the site, there is some evidence of former housing, and to the west of the site, there are the remains of a small, unknown structure.

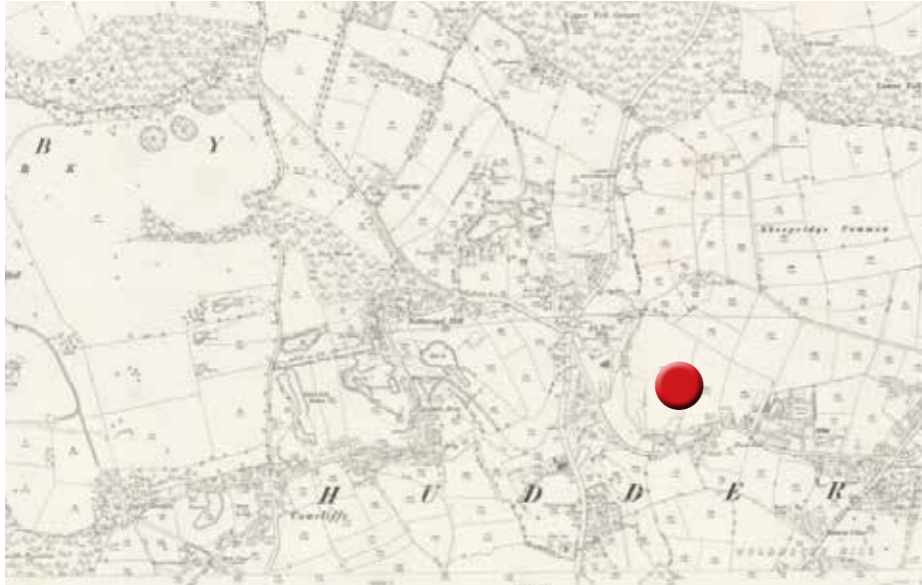
The site is shaped like a shallow "dome" with the higher areas towards the centre and then falling away to the sides,



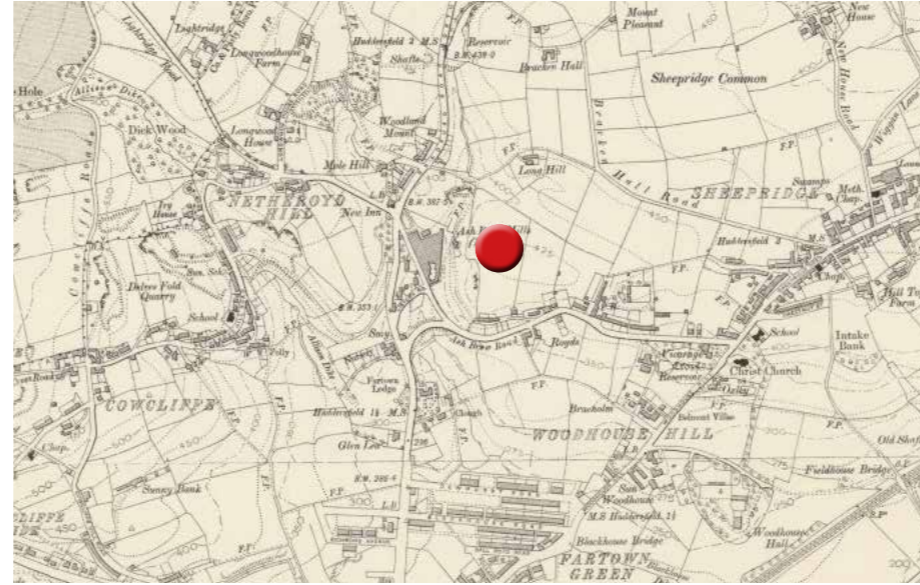
Site in relationship to Huddersfield town centre



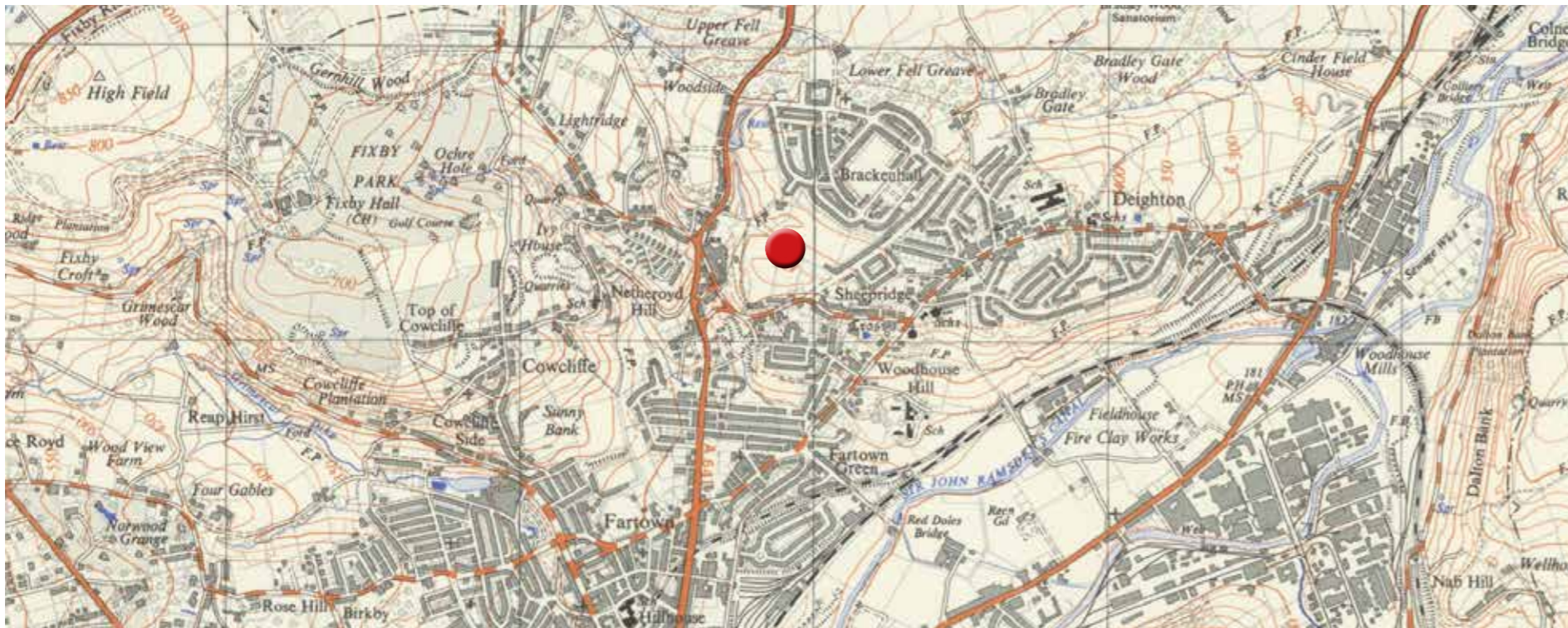
I.2 CONTEXTUAL ANALYSIS



Historic map c.1841



Historic map c.1888



Historic map c.1937

The site occupies an elevated, almost defensive position on the side of a south facing hill and is visible from several angles not least from Bradford Road – a main arterial route into Huddersfield town centre.

The site is broadly triangular in shape and bounded by:

- Ashbrow Infant and Nursery School property perimeter which runs diagonally north westward;
- The top of a wooded embankment along its western edge which falls sharply to form the valley containing Ashbrow Mills which fills the gap alongside Bradford Road; and
- Completing the triangle the boundary then turns at right angles to form the southern edge to the rear of properties forming a short terrace off Ashbrow Road, before angling north eastward to join Ash Meadow Close at its eastern most acute angle.

There is a discernible hilltop and plateau within the site area which commands impressive views southward over Huddersfield centre to the hills of the Peak District beyond, and a partial view westward up Netheroyd Hill Road (which leads to Huddersfield Golf Course). A short extension of Ashbrow Road follows the contours south of the site eventually forming a track leading to a single property (a cottage and dog kennels) located on the site's western boundary.

The site 'feels' green and is extensively planted. Mature trees exist along the south, north, east and west edges with self-seeded younger trees and shrubbery forming an almost continuous band broken in one or two locations, including the short terrace of properties off Ashbrow Road.

Internally there are small groupings and individual trees (silver birches common) spread across the site. A straight line of tall hedging tracks north/south across the site, however this appears a somewhat random subdivision of the former technical college site rather than a historically significant feature.

Pathways track around the perimeter of the site and across it, however connections to the surrounding area are limited (but not impossible). A new sizeable residential development is currently nearing completion to the north of the site complete with a modest local community building, a small local store.

I.3 PHOTOGRAPHIC STUDY



Ash Meadow Close from Bradley Boulevard



Site steeply sloping in areas - Ashbrow Mills beyond the treeline

SITE PHOTOGRAPHS



View north west to site northern corner where the site slopes steeply away



Panoramic view northward to highpoint on the site with existing birch trees

SURROUNDING CONTEXT



Elevated panoramic view south from Bracken Hall Road



Existing properties on Ashbrow Road



Neighbouring development with variety of scale and house types



Limited material palette - parking heavy streetscape

SURROUNDING CONTEXT



Timber merchants located on Bradford Road



View west to Ashbrow Junior School



Asda superstore off Bradford Road



Ashbrow Road - business park

LANDSCAPE FEATURES



Northern corner – natural 'glade'



Rocky outcrop – south western corner

LANDSCAPE FEATURES



Remnants of previous site activity



Culvert - dilapidation



Asbestos roofing tile



Saplings



Looking north east up Ashbrow Road - southern site corner foreground

VIEWS TO SITE FROM AFAR



Site can be seen on approach from adjacent roads



VIEWS FROM THE SITE



View westward – Lightridge Road in distance



Hilltop – internal site view south towards Huddersfield



Hilltop – internal site view northward to Ash Meadow Close



Huddersfield centre mid-ground - Victoria Tower, Castle Hill on horizon

SITE ACCESS AND CONNECTIVITY



327 bus route – to Huddersfield town centre



Access to the Primary School



Potential pedestrian access



Looking north east up Ashbrow Road – southern site corner foreground



Step access to overcome retaining wall from Ashbrow

I.4 SITE APPRAISAL



GENERAL CHARACTERISTICS

- The site is approximately three miles north of Huddersfield town centre. It is a greenfield site of approximately 4.5 hectares with a developable area of 4.1 hectares.
- The majority of the site was previously used by the former Huddersfield Technical College for the provision of agricultural and horticultural courses. The site consists of open grassland with some trees and hedges and a public footpath runs along the western boundary of the site.
- The site lies to the south west of Ashbrow Junior and Infant School – these are served by a single access point off Ashbrow Road / Bradley Boulevard (Ashbrow Road branches off eastward to follow the contour – Bradley Boulevard continues uphill towards the Brackenhall area)
- There are industrial units to the west in the former Ashbrow Mills building complex in the valley below. A sizeable Asda supermarket lies further to the north off the A641, separated by an attractive if unmaintained wooded area. There are small pockets of residential properties close to the site on Ash Meadow Close, Ashbrow Road and Bradley Boulevard.
- There are mature trees within the site, particularly along the southern and western boundaries; the trees on the southern edge are the subject of a Tree Preservation Order (TPO). The TPO does not include the area identified for access to the site.
- Along the frontage of the site, there is some evidence of former housing, and to the west of the site, there are the remains of a small, unknown structure.
- The site is shaped like a shallow “dome” with the higher areas towards the centre and then falling away to the sides, particularly to the north, west and south where the slope is more pronounced.

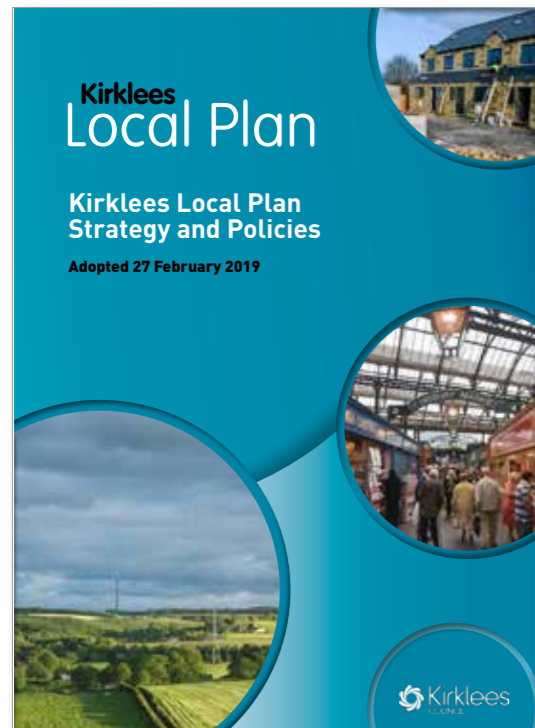
I.5 PLANNING CONTEXT

INTRODUCTION

Section 38 (Paragraph 6) of Planning and Compulsory Purchase Act 2004 states that:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

The adopted Development Plan for Kirklees comprises of the Kirklees Local Plan Strategy and Policies (adopted February 2019) and Local Plan Allocations and Designations (adopted February 2019). All proposals must therefore in accordance with the policies set out within these documents. The design policies considered relevant are:



Policy LP24 - Design

Policy LP24 seeks proposals that promote good design by ensuring:

- The form, scale, layout and details respects and enhances the character of the townscape, heritage assets and landscape;
- They provide a high standard of amenity for future & neighbouring occupiers, including appropriate distances between buildings;
- High levels of sustainability (proportionate to the proposal);
- The risk of crime is minimised;
- The needs of a range of different users are met;
- Any new open space is accessible, safe, overlooked and strategically located within the site and well-integrated into wider green infrastructure networks;
- Development contributes towards enhancements of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;
- The retention or valuable or important trees and where appropriate the planting of new trees and other landscaping;

The proposed scheme provides a visually attractive place, promoting a safe environment through crime preventative design. The proposed design compliments the surrounding area well with the correct scale, form and detailing; and provides 0.36 ha of green space whilst considering the importance of retaining mature trees. The scheme can therefore be seen as policy compliant.

Policy LP32 - Landscape:

Policy LP32 identifies that proposals should be designed to take into account and seek to enhance the landscape character of the area considering in particular the setting of settlements and buildings within the landscape.

The scheme compliments the surrounding woodland, trees and field boundaries; providing appropriate landscape mitigation to ensure a high-quality environment is created for future and existing residents. The proposed scheme is therefore policy compliant.

Policy LP22 - Parking

Policy LP22 sets out car parking requirements for the district. In relation to new developments, it states that provision will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development. The policy also expects that new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance.

The proposal provides car parking in accordance with Policy LP22, and is therefore policy compliant.

Policy LP63 - New Open Space

Policy LP63 seeks to secure well-designed new and improved open space, sport and recreation facilities in the district to encourage everyone in Kirklees to be as physically active as possible and promote a healthy lifestyle for all.

New housing developments are required to provide or contribute towards new open space or the improvement of existing provision in the area, unless the developer clearly demonstrates that it is not financially viable for the development proposal. New open space should be provided in accordance with the council's local open space standards or national standards where relevant.

Public open space is proposed on site as part of a central green space within the residential development, and a further Public Open Space is proposed in the north western part of the site. The development will provide a high-quality space, taking advantage of long-distance views across the district. The proposed scheme is therefore policy compliant.



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APPENDIX

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2.1 CONSTRAINTS AND OPPORTUNITIES

CONSTRAINTS

Profile and Land Use Strategy

The school and nursery are located at the heart of this community. Security, safety and access arrangements will therefore inevitably be of high priority and of great sensitivity with local people.

Similarly the housing along Ashbrow Road has existed for generations in isolation. Care will therefore need to be taken where 'new' abuts the 'existing'.

The site occupies an elevated almost defensive position and is visible from several angles, particularly from Bradford Road.

Access

Access appears to form a significant limitation. A logical and straightforward connection at the high point of the site might have been made via Ash Meadow Close over land currently used for the school/nursery drop-off and parking area, however given the existing footfall and traffic congestion generated at peak times of the school day this is an unlikely and problematic option.

Ashbrow Road incorporates a hairpin junction and is unsuitable for any volume of traffic in its current form (although emergency access might be possible). Access from Bradley Boulevard, the local bus and neighbourhood connection route, is the most suitable option however the level change, tree cover and rocky outcrops present a range of challenges.

Levels and Site Dimensions

The site slopes in every direction and at varying inclines, marrying an efficient internal layout with the surrounding infrastructure will be an interesting challenge. The northern edge, along the school boundary incorporates a 1m retaining structure along much of its length.

The domed form of the Ashbrow site contains a defined high-point from which impressive views can be enjoyed.

Landscape

The mature band of woodland which aligns Ashbrow Road / Bradley Boulevard and extends southwestward is a defining feature of the site and should be preserved and enhanced.

While we would advocate retaining as much of the existing, healthy and mature tree and hedgerow planting on site, the site requires a landscape plan which reflects a new and evolved structure and strategy rather than simply preserving.

OPPORTUNITIES

Profile and Land Use Strategy

The layout should form a positive addition to the Huddersfield skyline. Careful positioning of 'fronts and backs' contribute to the outward appearance of the town particularly from the main Bradford Road approach. Development should assist in the security of the school perimeter – embedding exposed edges.

Access

The new junction / roundabout off Ashbrow Road would create a sense of arrival and define a sensible site for the Extra Care facility near the existing parking area of Ash Meadow Close. Establishing new and attractive pedestrian connections to the south and north-west corner would assist the integration of the new development with the surrounding neighbourhood.








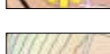
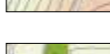


Levels and Site Dimensions

Arranging the layout along the contours where possible will complement the local landform and promote the notion of a 'hillside village'. Retaining the highpoint of the site within a public open space will allow residents to enjoy the views south to the hills that differentiate this site from others.

Landscape

The mature band of woodland which aligns Ashbrow Road / Bradley Boulevard could form an attractive foreground setting for the finished development creating a rising entrance through the trees. Retaining specimen trees and stretches of hedgerow within pockets of open space and/or along movement routes and desire lines. The north western woodland 'glade' could be upgraded and integrated into a broader neighbourhood-wide green movement strategy – linking the new development, surrounding housing and the ASDA supermarket and bus routes on Bradford Road.



-  Site Entrance
-  Bus stops
-  Main access road
-  Secondary road
-  Track
-  School access road and associated parking
-  Potential pedestrian connections
-  Paths and desire lines
-  Views to site
-  Views from site
-  High point on site
-  Contours
-  Existing hedgerow
-  Trees of varying maturity and size
-  Building remains
-  Culvert
-  Retaining wall and sensitive edge to school and nursery

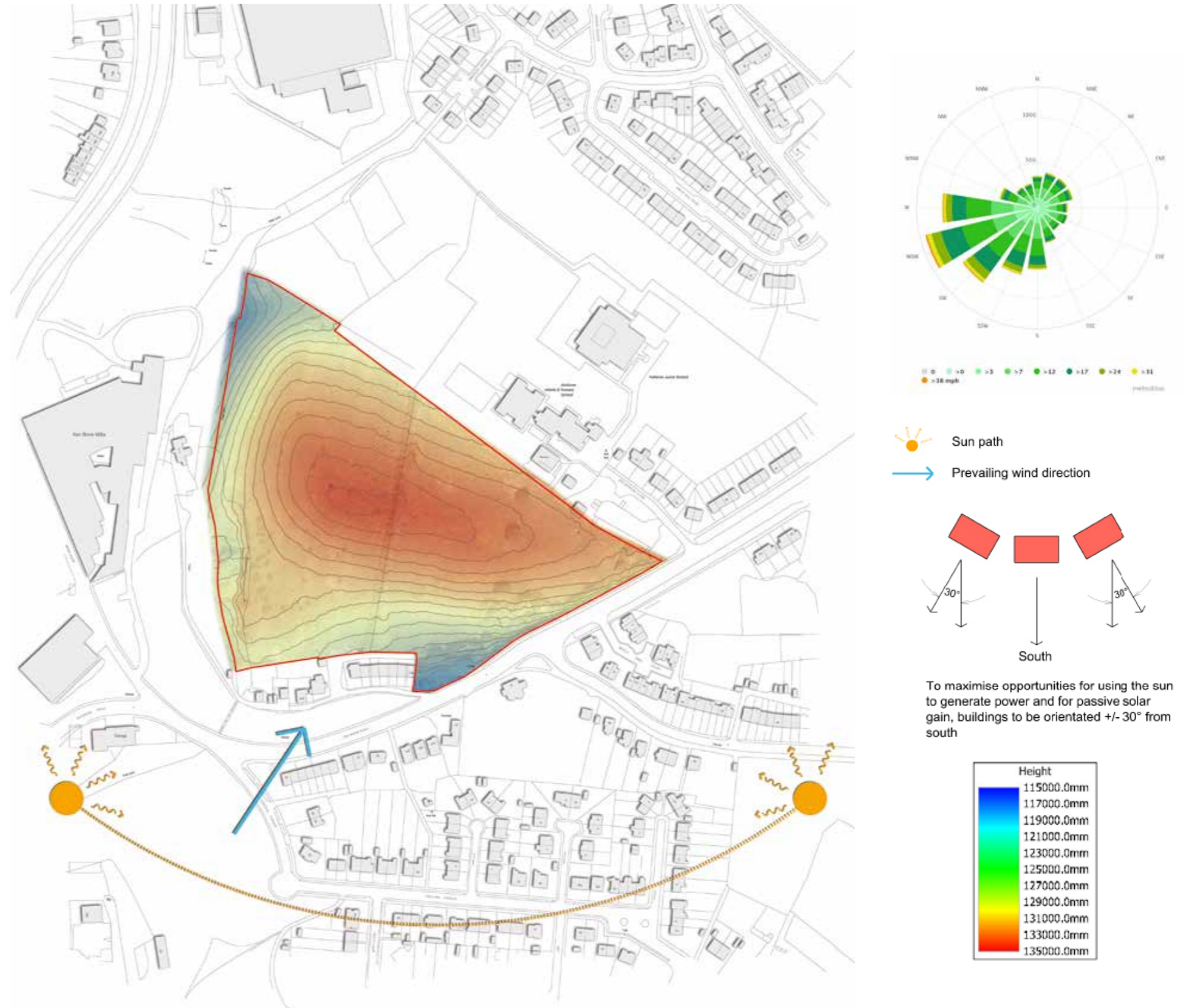
2.2 ENVIRONMENTAL SUSTAINABILITY

Accelerating climate change is acting as a catalyst for revolutionary change in the way the built environment is both developed and adapted. As community redevelopment specialists, Keepmoat have a key role to play in this agenda. Sustainability has become an integral part of their community regeneration service package and a key component of both organisations business strategy.

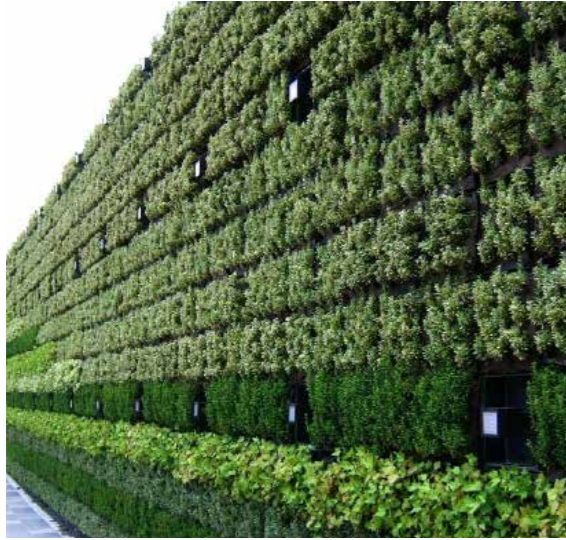
Environmental and social sustainability are the overarching guiding principle for these proposals which will inform and influence all aspects of development and shape the new place through the urban structure. The new developments will be successful neighbourhoods and sustainable communities, designed and developed to be inclusive and well balanced, and able to withstand future climate change whilst minimising its contribution towards resource depletion.

In keeping with best practice we have identified a series of practical and deliverable principles that will deliver energy efficient and sustainable construction:

- buildings orientated to take advantage of passive solar heating
- high levels of thermal performance
- low U-values for building components
- high airtightness levels to avoid loss of energy
- facilities for recycling within homes, and potentially for composting within private gardens
- Resources are used efficiently, waste is minimised and materials are recycled
- Pollution is limited to levels which do not cause damage to the existing natural ecosystems
- Health is protected by the creation of safe, clean and pleasant environments
- Where possible, local needs are met locally
- Everyone has access to the skills, knowledge and information which they need to be able to play a full part in society
- Local people have the opportunity to work in a vibrant and diverse economy and the value of unpaid work is recognised
- Everyone in the local community is empowered to participate in decision making; and everyone is able to live without fear of crime, or persecution on account of their race, gender, sexuality or beliefs



2.2 ENVIRONMENTAL SUSTAINABILITY



The development will meet strive to be as sustainable as possible within budgetary constraints, the first steps of which in design terms is to limit energy inputs which can be achieved through the design, construction and fit-out of homes to meet high standards of energy efficiency. High quality construction, well insulated homes, the appropriate use of thermal mass and low energy appliances will all contribute to a reduction in energy demand compared to a benchmark home.

Each home will have the following features to promote sustainable lifestyles and a reduced carbon footprint:

- Dedicated space for recycling waste
- High efficiency gas boilers

When approaching the layout of the site, care has been taken to assess the orientation of the buildings to maximise the potential of solar gain. Windows with deep reveals will allow the maximum benefit of solar gain but limit the effect in the summer months.

In addition, the following sustainability measures have been used:

- sanitary ware which will reduce water consumption
- strategy to attenuate surface water during storms
- materials specified which will be durable and low maintenance, and which minimise embodied energy
- increased biodiversity
- a clear maintenance plan and strategy to ensure longevity

2.3 DESIGN PROCESS AND EVOLUTION

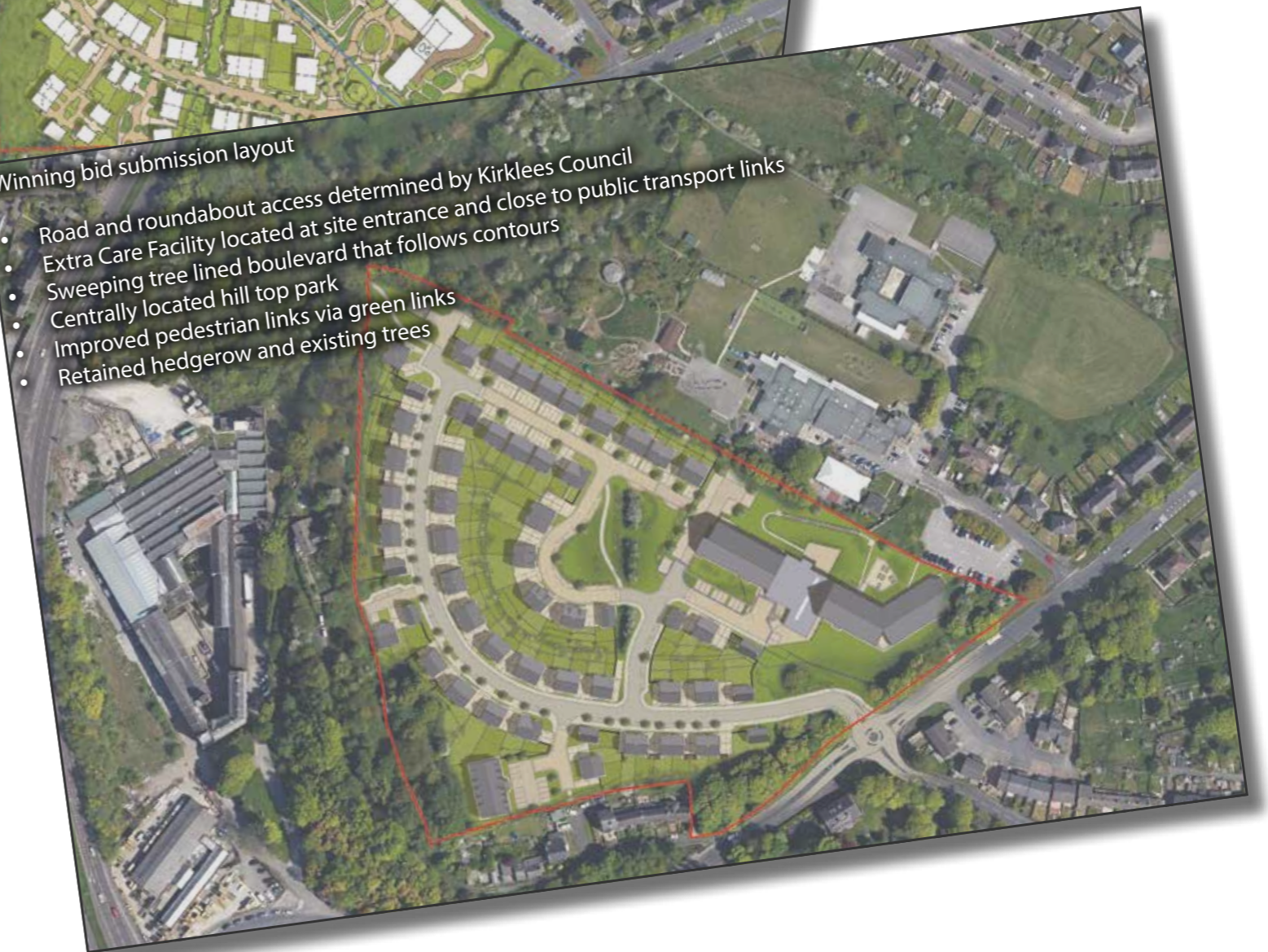
DESIGN EVOLUTION - EARLY SKETCHES AND FEASIBILITY STUDIES



2.3 DESIGN PROCESS AND EVOLUTION



- Winning bid submission layout
- Road and roundabout access determined by Kirklees Council
 - Extra Care Facility located at site entrance and close to public transport links
 - Sweeping tree lined boulevard that follows contours
 - Centrally located hill top park
 - Improved pedestrian links via green links
 - Retained hedgerow and existing trees





E. 25th

254

CC

220

W. 25th
(Caravan)

CONTEXT

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DESIGN DEVELOPMENT

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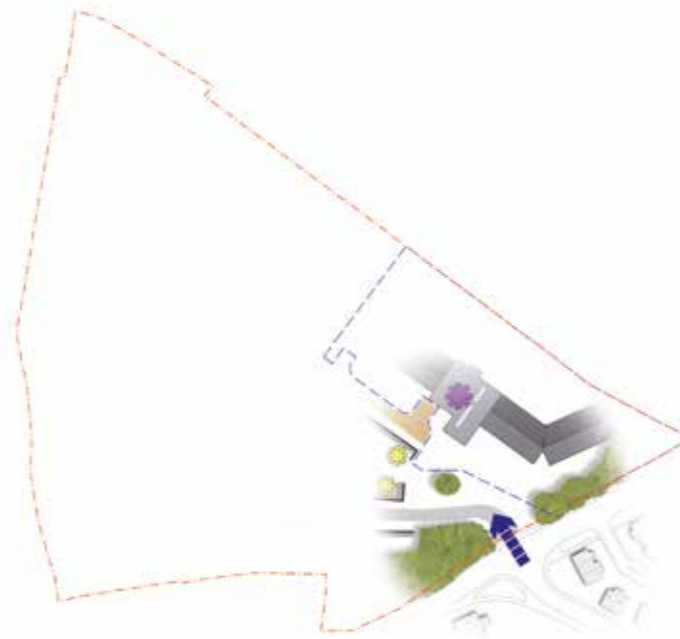
APPENDIX

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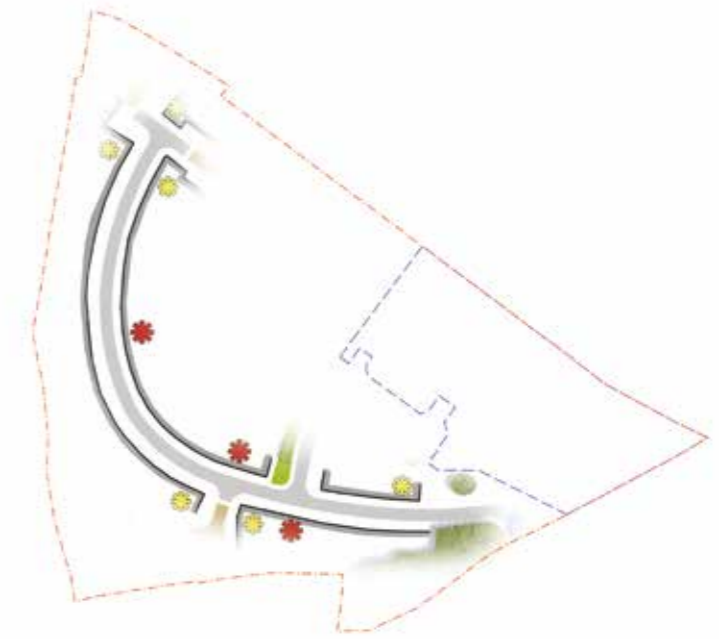
3.1 CONCEPT DESIGN

The revised proposal seeks to maintain the elegant simplicity of the previously approved layout, retaining the majority of the structure of the site layout within its highly constrained and complex context. The revised scheme maintains the core design principles and distinctive narrative for the development established by JTP in the initial proposals: formed of three basic elements – the Gateway, the Avenue and the Hilltop Park – with the Extra Care facility effectively straddling the first and last.

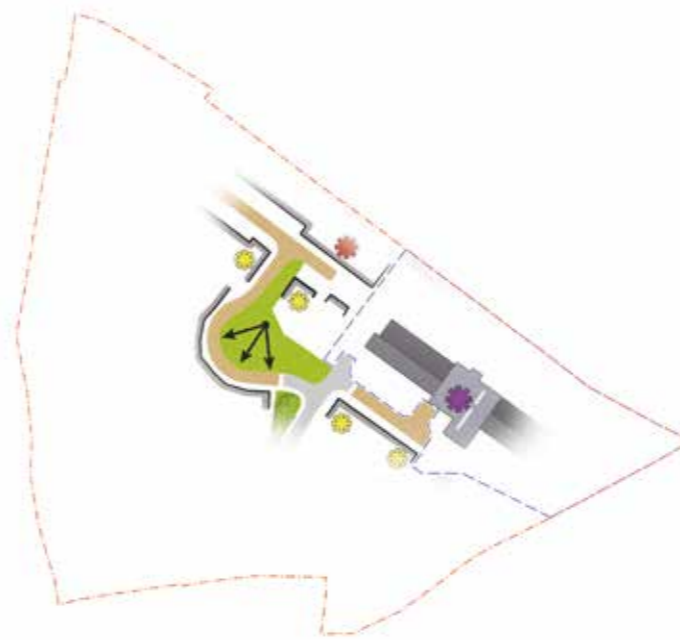
The structure of the plan considers the DNA of the place and how the visitor and resident will experience it:



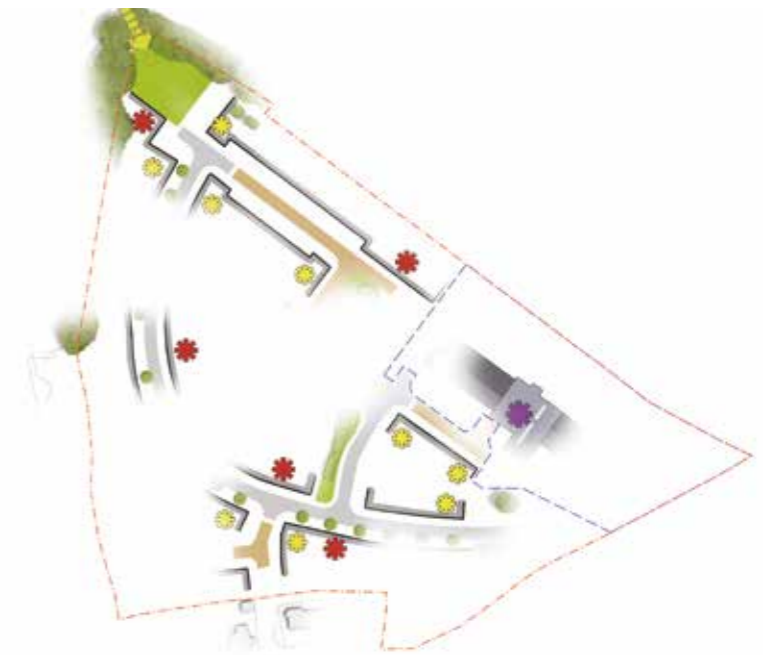
Arrival – a dramatic ‘lift’ from Ashbrow Road via a landscaped / wooded embankment - the opening scene.



Transition – the sweeping Avenue skirts around the contours – the ‘middle’ of our story.














Heart – the Hilltop Park forms the focal place in our design – the end of the story. Here the Extra-Care facility forms an active and integrated contributor to the vitality of the community.



Punctuation – along the journey buildings have been carefully positioned to punctuate the narrative – at corners, glimpses to spaces and routes beyond, vista stoppers etc.



-  Site access
-  Pedestrian access
-  Building frontage
-  Split level units
-  Road
-  Shared surfaces
-  Public open space
-  Existing mature trees
-  Vista stopper buildings
-  Dual aspect corner turner buildings
-  Views from hill top park

3.2 SITE LAYOUT: CREATING THE MASTERPLAN

The revised layout provides a fitting and respectful urban design response and one which exploits the site's many opportunities.

The entrance will form a dramatic gateway to the site, with retaining structure, new planting and existing trees forming an elevated green backdrop to the main access point. The gentle curve of the contours will be accentuated with an array of houses that vary in height between 2 and 3 storeys forming the avenue.

A cluster of homes are similarly arrayed around the Hill-top Park, delineating the high point of this public open space. Pedestrian routes meet in this space and connect into existing lanes and a proposed new path northward to Bradford Road via the 'Sinks' woodland.

The Extra Care scheme will form a fitting gateway feature which uses the slope to minimise its massing in split-level formation. The houses proposed on the western side of the Avenue have raised balconies with stepped access to lower rear gardens, maximising the opportunity presented by the site topography.

SITE LAYOUT KEY

1. Roundabout and site access
2. Extra Care Facility
3. Courtyard setting
4. Hill top park
5. Pedestrian access
6. Pumping station
7. Raised rear balconies
8. Shared surfaces
9. Private drives
10. Retained hedgerow
11. Existing mature trees

ILLUSTRATIVE MASTERPLAN



3.3 SITE LAYOUT: THE BUILDING BLOCKS

PLACE MAKING PRINCIPLES

The proposed masterplan uses a range of placemaking principles that have been used to create the place.

The illustrations below and opposite prepared by JTP show how these principles have been applied to the proposed layout.



Shared surface streets



Vista stoppers and nodes



Perimeter Block



Housing fronting public open space and pedestrian routes



Residential Streets

3.3 SITE LAYOUT: THE BUILDING BLOCKS



3.4 STOREY HEIGHTS & WAYMARKING

Our revised design proposal retains a range of building heights to assist in the creation of animated and interesting spaces, while overcoming the challenges of gradients and exploiting their potential.

One of the key design changes omitted the split level units along the western edge of the site, primarily due to the lack of usable garden space and inefficient internal layouts. The revised proposals include two-storey dwellings (with roofspace accommodation) and raised balconies to the rear of the dwellings (accessible from the main living spaces) to mitigate the visual impact and reduce the cost of tanking required to below ground habitable spaces. The revised proposals create usable tiered gardens to the rear of the dwellings (accessible via stepped external accesses) whilst maintaining a uniform appearance from street level.

-  1 storey
-  2 storey
-  2&1/2 storey
-  3 storey



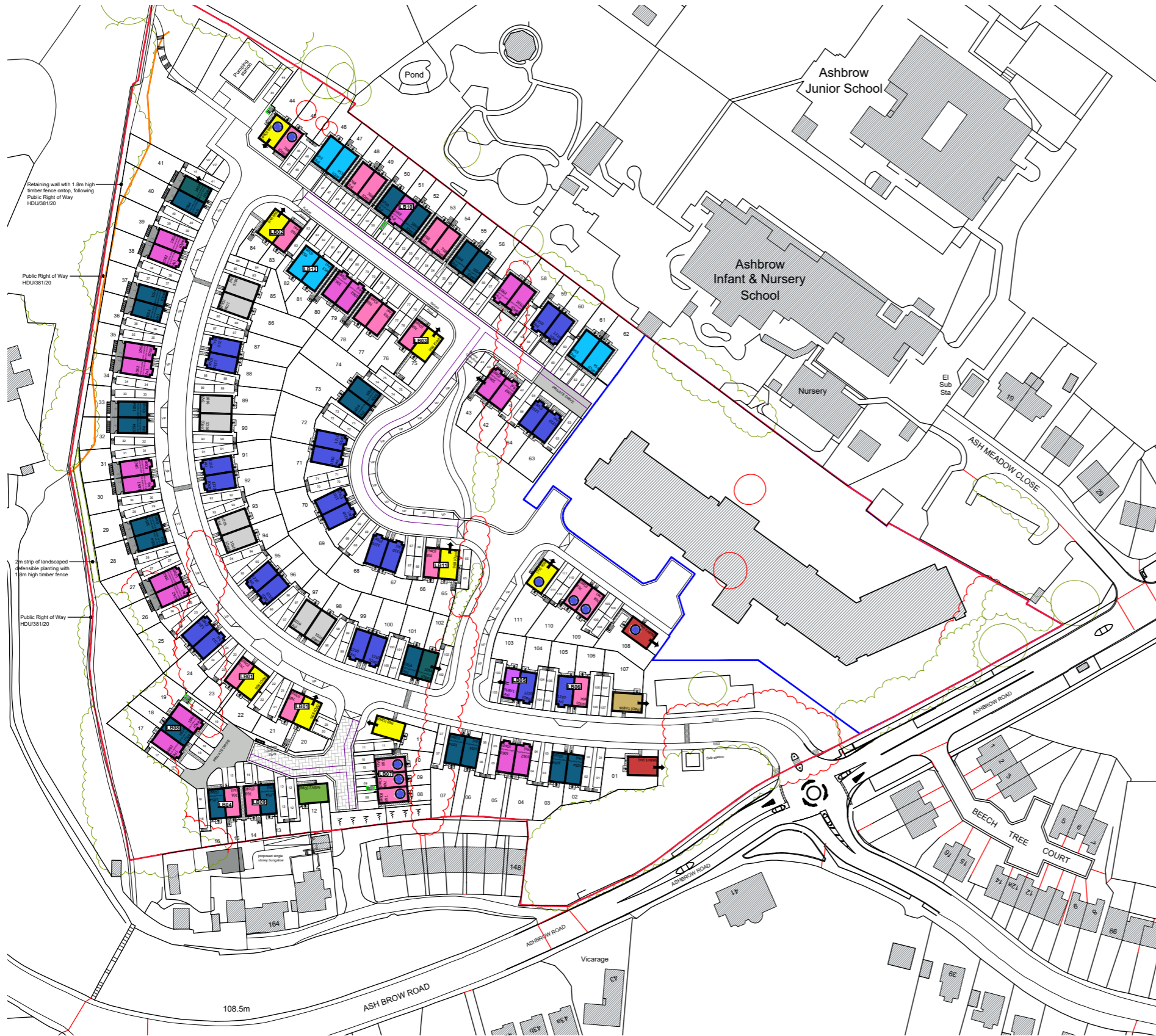
3.5 SCHEDULE OF ACCOMMODATION

Our proposals, which include the creation of 161 new homes to meet local housing needs, constitutes an imaginative and efficient response to the site while retaining the absolute best of its existing assets – namely the view south, the majority of existing and protected trees and its natural geography and topography.

Factors which have contributed to the layout design and housing mix include:

- the significant slope and the knock-on engineering implications affecting the majority of the site;
- the position of the new site entrance off Ashbrow Road;
- the economic necessity to limit engineered retaining structures;
- space stand-out, back to back property dimensions and garden size requirements;
- maximising the retention of existing trees and roots structure stand-offs; and
- achieving appropriate/prescribed POS requirements.

Our proposed house-type and tenure mix is summarised in the accommodation schedule. Further detail on each of our proposed house-types can be found in the Appendix of this document.



ASHBROW, HUDDERSFIELD - ACCOMMODATION SCHEDULE							
Private House Type	GIA		Sub-total GIA		No.	%	
	ft ²	m ²	ft ²	m ²			
768	2 bed 3 person	756	70.26	10,584	983.64	14	12.6
768V1	2 bed 3 person	756	70.26	756	70.26	1	0.9
953	3 bed 4 person	938	87.19	5,628	523.14	6	5.4
968	3 bed 4 person	955	88.73	5,730	532.14	6	5.4
968V1	3 bed 4 person	955	88.73	955	88.73	1	0.9
968V2	3 bed 4 person	955	88.73	955	88.73	1	0.9
968V3	3 bed 4 person	955	88.73	955	88.73	1	0.9
1016	3 bed 4 person	993	92.32	7,944	738.56	8	7.2
1054 NDSS	3 bed 5 person	1053	97.87	15,795	1,468.05	15	13.5
1054 NDSS Balc	3 bed 5 person	1053	97.87	6,318	587.22	6	5.4
1062 NDSS	3 bed 5 person	1063	98.82	11,693	1,088.12	11	9.9
1062 NDSS Balc	3 bed 5 person	1063	98.82	6,378	592.92	6	5.4
1210	4 bed 6 person	1209	112.32	26,598	2,471.04	22	19.8
Totals				100,289	9,321.52	98	88.3%

Site Information	acres	hectares
Site Area	11.12	4.50
Developable Area	10.13	4.10
Extra Care Facility	1.98	0.80
Public Open Space	0.90	0.36
Density (developable area)	15.9	39.3
Density (site area excluding POS)	17.3	42.8

Affordable House Type	GIA		Sub-total GIA		No.	%	
	ft ²	m ²	ft ²	m ²			
768	2 bed 3 person	756	70.26	4,536	421.56	6	5.4
968	3 bed 4 person	955	88.73	955	88.73	2	1.8
968V3	3 bed 4 person	955	88.73	955	88.73	1	0.9
1054 Balcony	3 bed 5 person	1053	97.87	2,106	195.74	2	1.8
1062 Balcony	3 bed 5 person	1063	98.82	2,126	197.64	2	1.8
Totals				11,633	1,081.13	13	11.7%

Housing Total ft ² /m ² for site	111,922	10,402.65	111	100%
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Extra Care Facility Flat Type	GIA		Sub-total GIA		No.	%	
	ft ²	m ²	ft ²	m ²			
Type A	1 bed (EC40)	592	55.00	23,680	2,200.00	40	80
Type A+	1 bed plus (EC42)	700	65.00	3,500	325.00	5	10
Type B	2 bed (EC41)	807	75.00	4,035	375.00	5	10
Totals				31,215	2,900.00	50	100

3.6 SECURED BY DESIGN

To ensure Secured by Design compliance:






- Vehicle, pedestrian and cycle routes are visually open, direct, and well used, and are not segregated.
- Footpath landscaping minimises the opportunity for crime and disorder.
- Footpath seating, design and location avoids areas for anti-social behaviour.
- Appropriate lighting has been provided for footpaths.
- Consideration has been given to the delay of a footpath in a phased development.
- Communal areas have been designed and located in such a way as to allow natural surveillance, prevent unauthorised vehicle access, reduce the opportunity for crime and disorder and not immediately abut residential buildings.
- Adequate mechanisms are in place to maintain communal areas.
- Private outdoor space has been secured, to restrict access to the occupants of the associated building.
- Boundaries between private and public space are clearly identified.
- Access paths to the sides of dwellings have been securely gated on or as near to the front building line.
- Side and rear boundary fencing is adequate for the crime risk.
- Sub-divisional fencing between gardens is adequate for the crime risk.
- Dwellings are positioned to face each other.
- Gable end walls have been avoided or designed to mitigate crime and disorder problems that they might generate.
- Rear access footpaths have been avoided or gated at the entrance to the footpaths at the building line.
- Dwelling identification will be clearly displayed.
- Aids to climbing have been avoided.
- Car parking arrangements have been designed to minimise crime opportunity.
- Internal courtyard car parking has been avoided or is protected by a lockable gate.
- Communal parking areas are to be lit to BS 5489.
- Planting (soft landscaping) arrangements do not impede natural surveillance and do not create hiding places.
- All street lighting for adopted highways, footpaths, private estate roads and car parks complies with BS 5489:2013.
- Overall uniformity of street lighting and its colour rendering qualities achieve at least the minimum levels required.
- Light pollution has been minimised.
- Doorsets and locking systems will comply with SBD security and performance standards.



3.7 DAYLIGHT AND SUN MAXIMISATION

The elevated nature of the site will promote healthy levels of natural sunlight to all areas with most houses orientated with a generally south facing aspect to provide a sunny front elevation or rear garden (assisted too by the slope).

Where properties following the contours align north/south they will benefit from morning and evening sunshine. Given the relative densities and generous unit separation, daylight and sun maximisation is fairly well assured.

-  North and east facing gardens
-  South and west facing gardens
-  Site contours
-  Existing trees
-  Possible overshadowing due to trees







3.8 PUBLIC AND PRIVATE SPACE

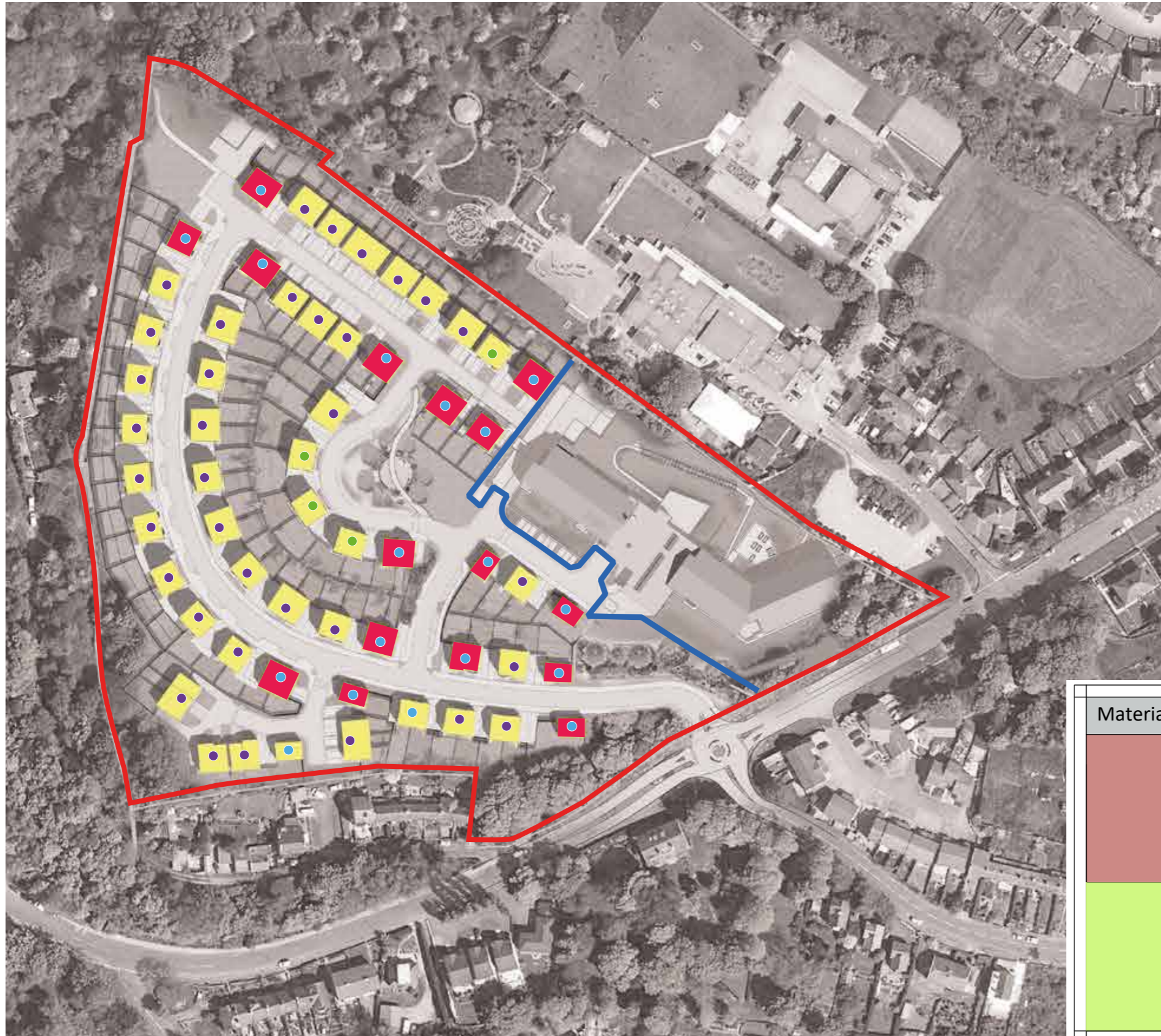


We have maintained a clearly defined perimeter block structure through the revised layout which ensures that a hierarchy of private, semi-private and public green space are created, alongside structural landscape and retained areas of mature woodland.

Much of the retained woodland - including pockets on the western edge and overlooking Ashbrow Road to east, and retained stretches of the existing shelter-belt - will exist and be maintained as areas of public open space.

-  Private gardens
-  Public open space
-  Extra care facility gardens
-  Existing trees

3.9 ELEVATION STYLE AND MATERIALS



Given the dynamic nature of the site, its topography and existing landscape features, we have maintained the somewhat restrained palette of materials, applied to a similarly simple collection of architectural forms and massing - that were proposed for the previously application.

In general we have maintained a consistent background of buff brick work, with two tone variants to emphasise key elevations and buildings. Cills and heads are picked out in reconstituted ashlar and traditional slated canopies will provide shelter over main doors. Eaves and ridges are in general arranged in parallel with the road way. Block paviors are used to provide a more pedestrian and play focused activity in shared areas, for example around the Hilltop Park.

Materials Key:	
	Walling Materials: Edenhall Darlstone Walling in black/buff Cill & Head: Artstone Eaves: Black UPVC Soffit and Fascia Roof: Sandoft Rivius Slate Grey Roof Tiles Window: White uPVC Casement with transom frame From Door: Black GRP with white frame
	Walling Materials: Edenhall Knaresborough Straw Brick Cill & Head: Brick Head and Cill, Soldier course Eaves: Black UPVC Soffit and Fascia Roof: Sandoft Rivius Slate Grey Roof Tiles Window: White uPVC Casement with transom frame From Door: Black GRP with white frame

3.10 HOUSE TYPOLOGIES

A SELECTION OF KEEPMOAT HOUSE TYPES



Keepmoat 2B3P HT 768 (Buff Brick)



Keepmoat 3B4P HT 953 (Buff Brick)



Keepmoat 3B4P HT 968 (Stone)



Keepmoat 3B5P HT 1016 (Buff Brick)



Keepmoat 3B4P HT 968 (Buff Brick)

*Please refer to Appendix for all house types.