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Design & Access Statement

**204- Site in Lepton,
Huddersfield**

Revised 04 . 03 . 21

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→ 2 . Site Context &
Analysis P03 —————

→ 3 . Masterplan P11 —————

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1. Introduction

1.1. Background

This document has been prepared to support a planning application for the site in Lepton, Huddersfield.

The applicant is seeking outline planning approval to erect up to 75 dwellings. It has been prepared by Carve Architecture on behalf of the applicant Farnley Estates.

2. Site Context and Analysis

2.1. Site Location

The site is located in Lepton, a suburb of Huddersfield, around 4 miles to the east from the Town Centre. It sits at the junction between Penistone Road (A629) and Rowley Lane.



Google Earth map with the site highlighted in orange.

2.2. Site Description

The site totals 3.65 Hectares and is currently open fields and is previously undeveloped. There is a line of trees at the northern boundary along Rowley Lane as well as several small trees and a dry stone wall along the western edge of the site to Penistone Road. The eastern boundary fronts a tree covered area which follows the line of the former railway embankment. To the south, is a light industrial and office building. It is a slightly sloped, green and open surface.

2.3. Character & Context

The site is surrounded mostly by residential buildings with majority of them developed after 1960. The houses are predominantly detached or semi-detached in light brick or stone with slate roofs and simple shape. Some of them have original historic details though most appear to have modern elements such as bay windows, small porches or wooden cladding to add interest and decoration to the front facades. The plots include both forecourts and backyards of different sizes, typically with a garage on the side. To the South of the site, there are few commercially used buildings which are generally kept in the similar style as well as showing some of the historic details.



Site location plan



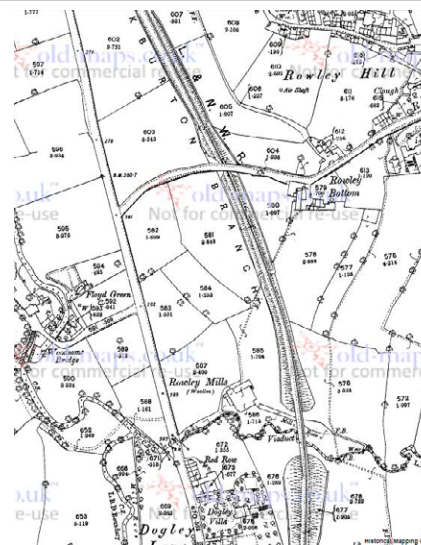
Local Context

2.4. Site History

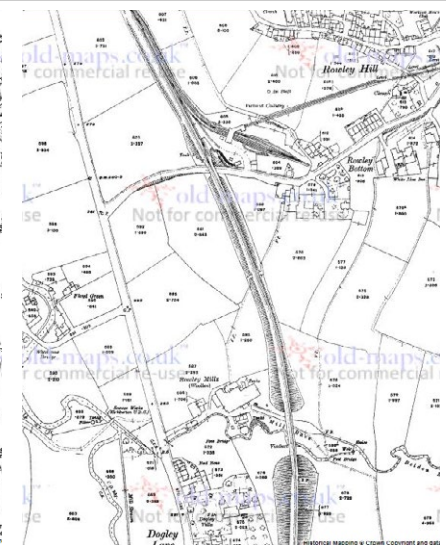
The site is and was originally open fields, with its surroundings being developed over the years. First buildings were erected around Rowley Hill and Dogley Lane and their layout has not changed significantly since 1854. The majority of them were houses built on the land towards the north of the application site but there were also few mills in the area. More extensive development appears between 1960 and 1993 when most of the currently existing dwellings were created along Rowley Lane and Woodsome Park. The commercial land adjacent to the southern edge of the site appears on the historical maps since 1854 as Rowley Mill and has been extended over the years.



1854-55



1893



1932



1938-48



1961-62



1993

Historic Maps

2.5. Existing Land Use

The surrounding area is predominantly a mix of green spaces and residential land uses. There are occasional commercial uses, including the small cluster immediately to the south of the application site. These include: bar, golf club, manufacturers, loading services and Bed and Breakfast. There is also a small nursery located among the residential area.



KEY:

- RESIDENTIAL
- COMMERCIAL/RETAIL
- NURSERY
- SITE BOUNDARY

Existing Land Use

2.7. Landscape and Open Space

The site is surrounded mainly by farmland made up of open fields and some wooded areas including Lepton Great Wood and Spring Wood.

The open fields are generally surrounded by lines of trees and hedgerows, occasionally joining up to larger areas of woodland as above.

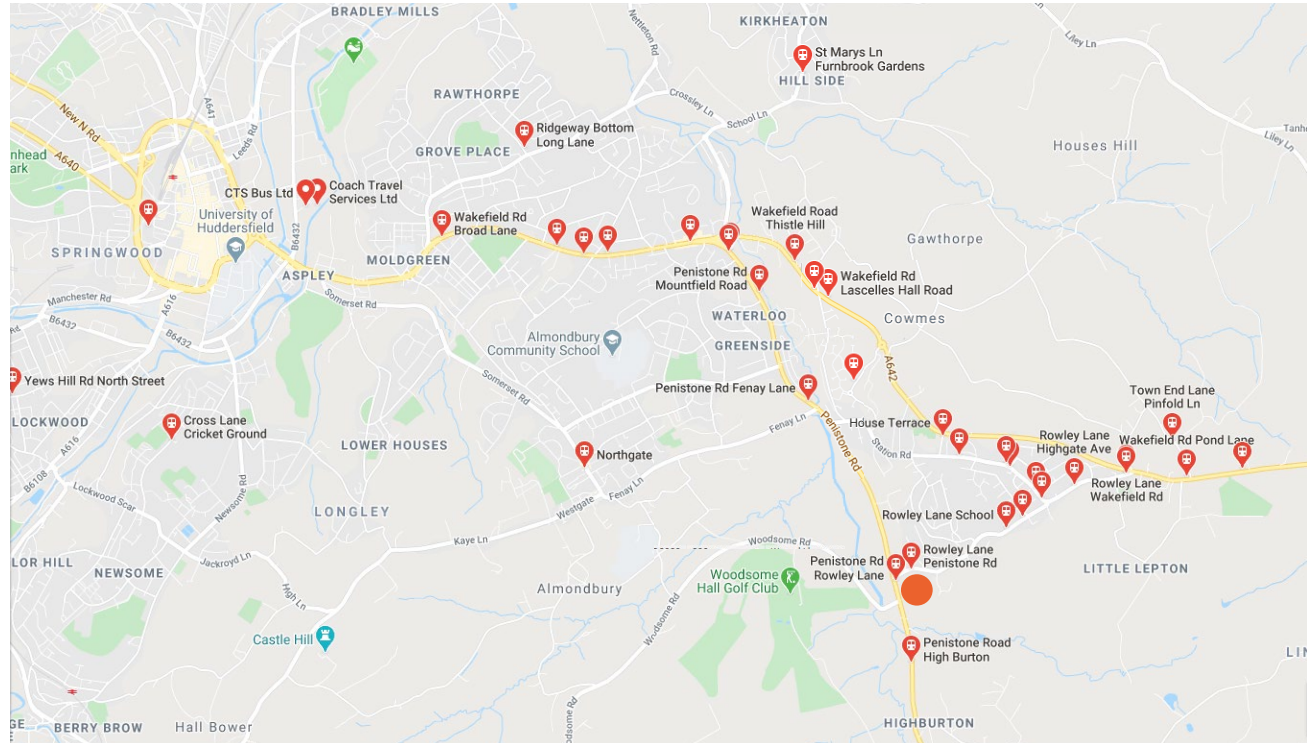
The application site terrain slopes slightly from East to West providing great views from the elevated points, towards the south-west. Besides some areas being developed, there is still a generous amount of green space remaining which results in an open, countryside feel to the neighbourhoods.



Landscape and Open Space map with site boundary indicated in red line

2.6. Transport & Access

There is currently no official vehicular access to the site though it is directly adjacent to the primary Penistone Road (A629) which runs from Skipton (North Yorkshire) to Rotherham (South Yorkshire) through Keighley, Halifax, Huddersfield and Chapeltown. It is also contiguous to Rowley Lane which connects Penistone Road (A629) with Wakefield Road (A642) leading towards Wakefield. The site sits 4 miles towards south-east from Huddersfield town centre. It is located along the routes of bus lines 233 and 84A, frequently running between Huddersfield and Denby Dale. There are 3 bus stops around the site within 1-2 minute walk, providing routes towards Huddersfield (20-25 minutes) or Denby Dale (40-50 minutes). The closest amenities, including shop, restaurants and petrol station are located within 15 minutes walk (~1mile), along Penistone Road. A more substantial retail park providing bigger variety of services is placed 1,5 mile (3 minutes drive) from the site towards Huddersfield.



Local Bus Network

2.8. SWOT Analysis

We have undertaken a SWOT Analysis of the site, interrogating the Strengths, Weaknesses, Opportunities & Threats associated with the site and proposed development:

Strengths:

- Surrounding majority of Residential Area
- Undeveloped land
- Location close to established bus routes
- Peaceful location
- Framed extensively by farmland landscape
- Slightly raised terrain provides views to west
- Bounded on all sides by previous development or major roads

Weaknesses:

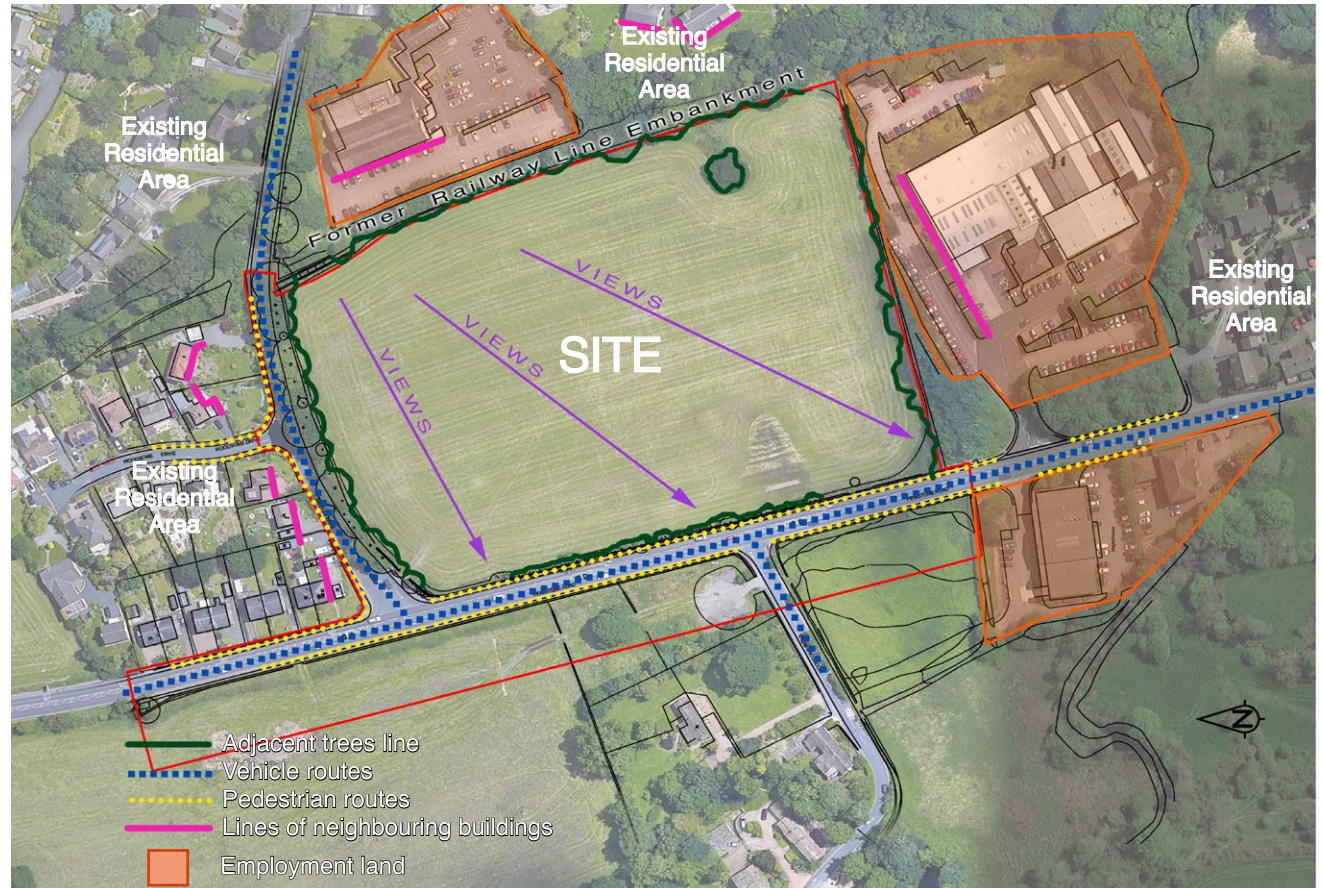
- Lack of existing vehicular access
- Proximity to a primary road- noise

Opportunities:

- Quality family housing
- Generous garden spaces
- Open landscape setting
- Contemporary design
- Take cognisance of surrounding materials and detailing
- Sustainable infrastructure

Threats:

- Need to connect to future phases?



SWOT Analysis Diagram

2.9. Site Photographs



View of the site from south-west corner



View of the site from north-west corner



Peninstone Road and Rowley Lane junction



View from Rowley Lane

3. Masterplan

3.1. Planning Context

In the Kirklees Local Plan, adopted in 2019, the application site, along with nearby and adjacent sites, was allocated as Housing Development Land. The application site forms the westernmost parcel of this land. It is separated visually from the remainder of allocated land by the former Huddersfield- Kirkburton railway line. It forms a key role of access for the wider masterplan area, due to its location on the major road, the A629-Penistone Road.

3.2. Approach

Wider Masterplan Framework designs have been developed by the owners of the two parts of the Masterplan Area, HS2 & HS3. The application site forms the first phase of this land. Over the following pages, this document looks first at the wider Masterplan for HS2 & HS3, then at HS2 in isolation. In Section 5 of this document, we will go into greater detail for Phase 1 with which this application is chiefly concerned.



HS2 & HS3- Opportunities & Constraints Plan

URBAN WILDERNESS
 338-P-001 NTS
 Opportunities & Constraints Plan
 SDJ/TBR 18 Nov 20



- KEY**
- Combined Allocation Boundaries
Combined Net Area: 17.07ha
 - Proposed Road
 - Dedicated Off Road Proposed Footpaths
 - Proposed Location for Play
 - Public Rights of Way
 - Potential Development - inc. areas for residential and other infrastructure
Circa 600 homes across 4 phases refer to 338 - P - 007 - Phasing Plan
 - Proposed green open space
 - Proposed Sustainable Drainage
 - Beldon Brook
 - Huddersfield-Kirkburton Branch Line (disused)
 - Existing Mature Trees
 - Existing Hedgerow
 - Proposed Structure Planting
 - Existing Woodland
 - 20m buffer from Ancient Woodland
 - Boundary between HS2 and HS3 Allocations
 - FW Pumping Stations

HS2 & HS3- Masterplan Framework Development Plan



338 - P - 006 - Rev E
Lepton Framework Development Plan
BVL/CH 09 Feb 20



KEY

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4

Area Measurements

HS3

- Phase 2**
- Developable Area: 3.12Ha
 - POS Area: 2.15Ha
 - Plus infrastructure

- Phase 4**
- Developable Area: 4.86Ha
 - POS Area: 3.65Ha
 - Plus infrastructure

HS2

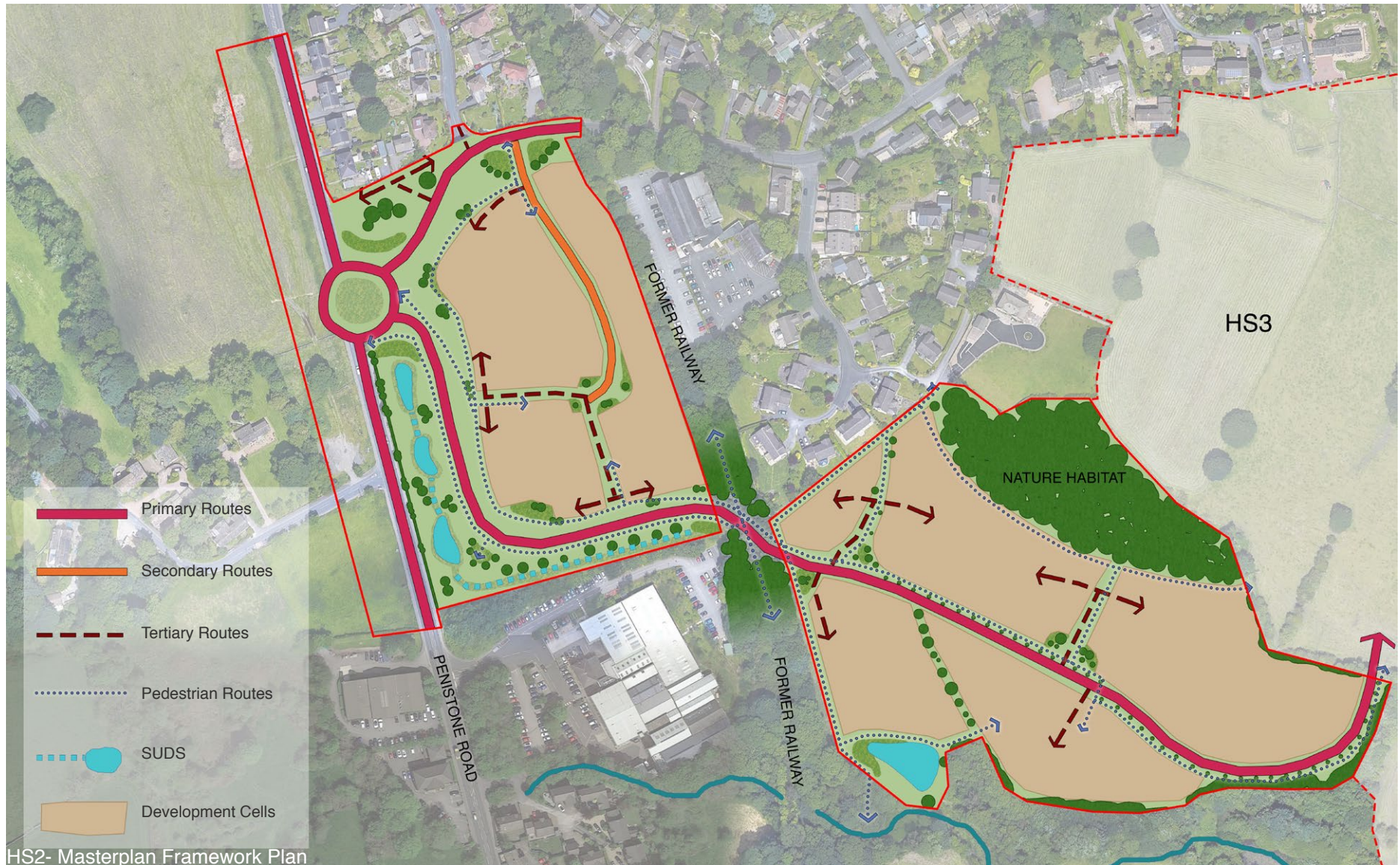
- Phase 1**
- Developable Area 1.79Ha
 - POS 3.23Ha
 - Plus infrastructure

- Phase 3 (excluding the roundabout works)**
- Developable Area 3.23Ha
 - POS 1.27Ha
 - Plus infrastructure



338 - P - 007 - A
Lepton Phasing Plan
BVL/CH

01 Mar 21



HS2- Masterplan Framework Plan



4. Design Code

4.1. Approach

In order to articulate the development, and to help to deliver a legible narrative to the places, a number of character areas have been developed. These character areas help to broadly determine the approach through different areas of the site.

4.2. Palette of Materials/ Vocabulary of Details

Generally facing materials to be natural stone with slate roofs. Some areas will use more traditional detailing, including stone window surrounds, while other areas can utilise more contemporary detailing and proportions.

4.3. Boundary Treatments

A range of front boundary treatments can be used to differentiate the different character areas to give a strong sense of place to the individual spaces.

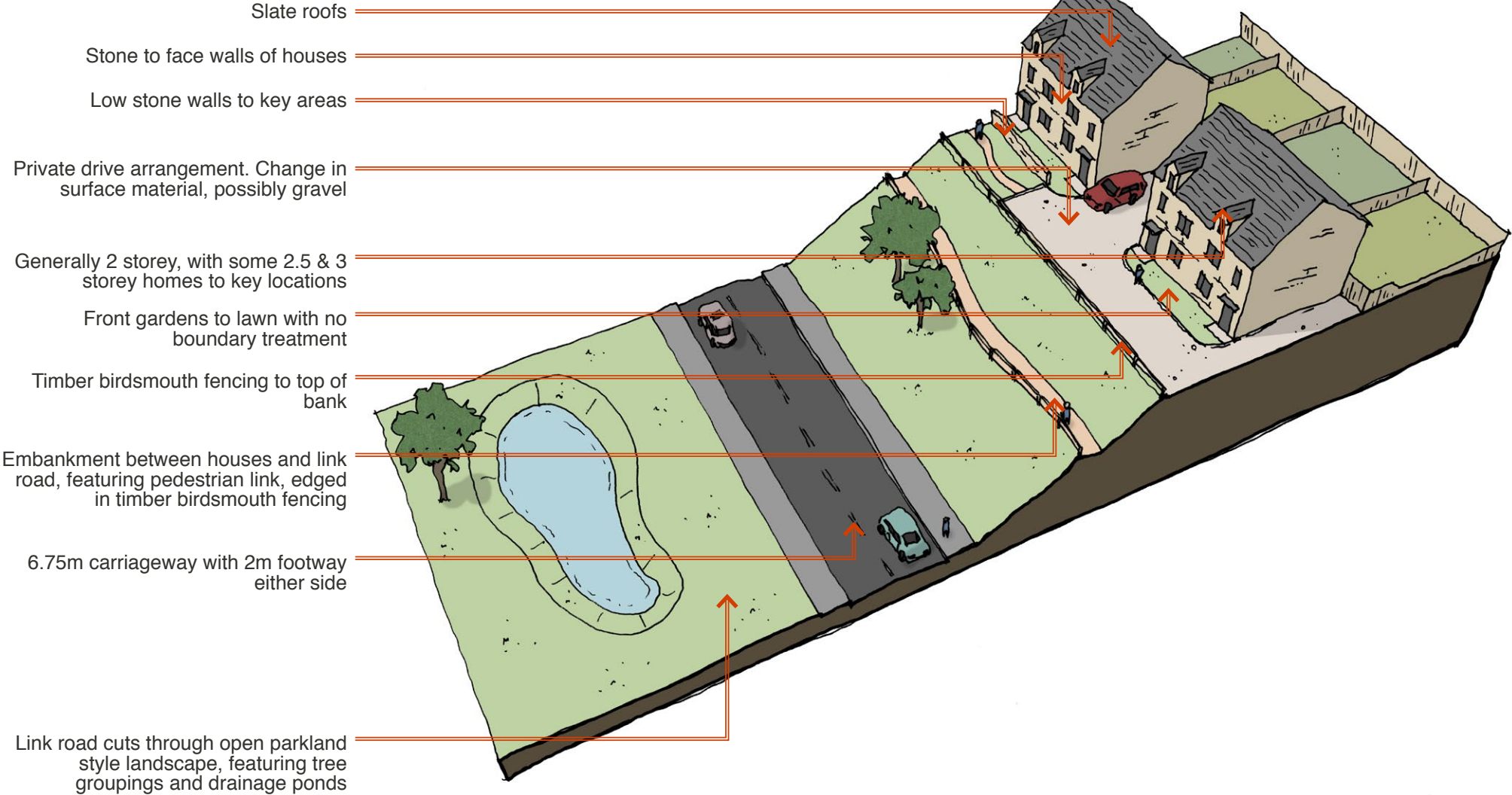
4.4. Highways

The vehicular and pedestrian routes through the development will have a strong sense of hierarchy, moving from more formal, wider highways of the Link Road and Spine Road to the informal private drives around the edge of Phase 1 or adjacent to the railway embankment.

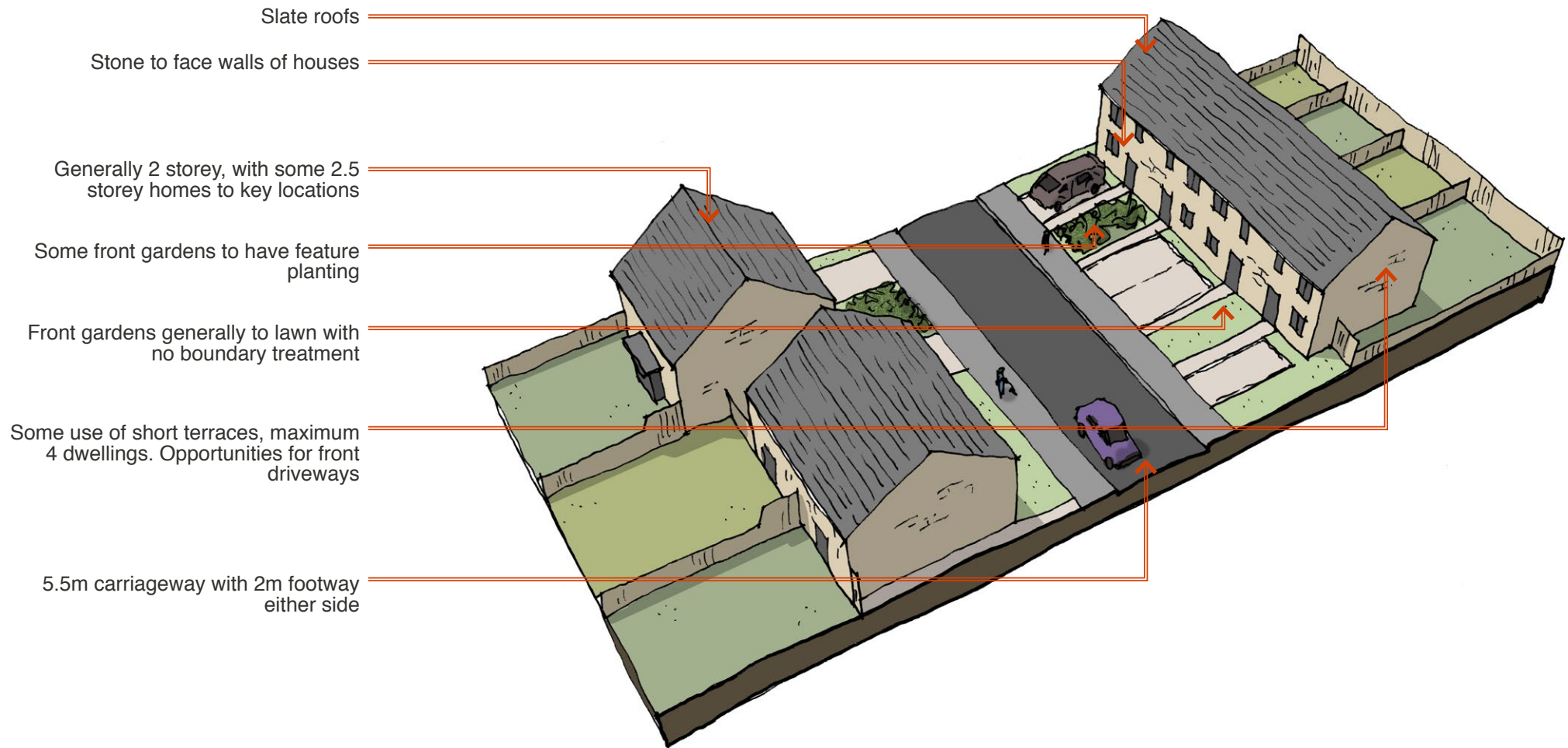


4.5. Character Areas

4.5.1 Edge



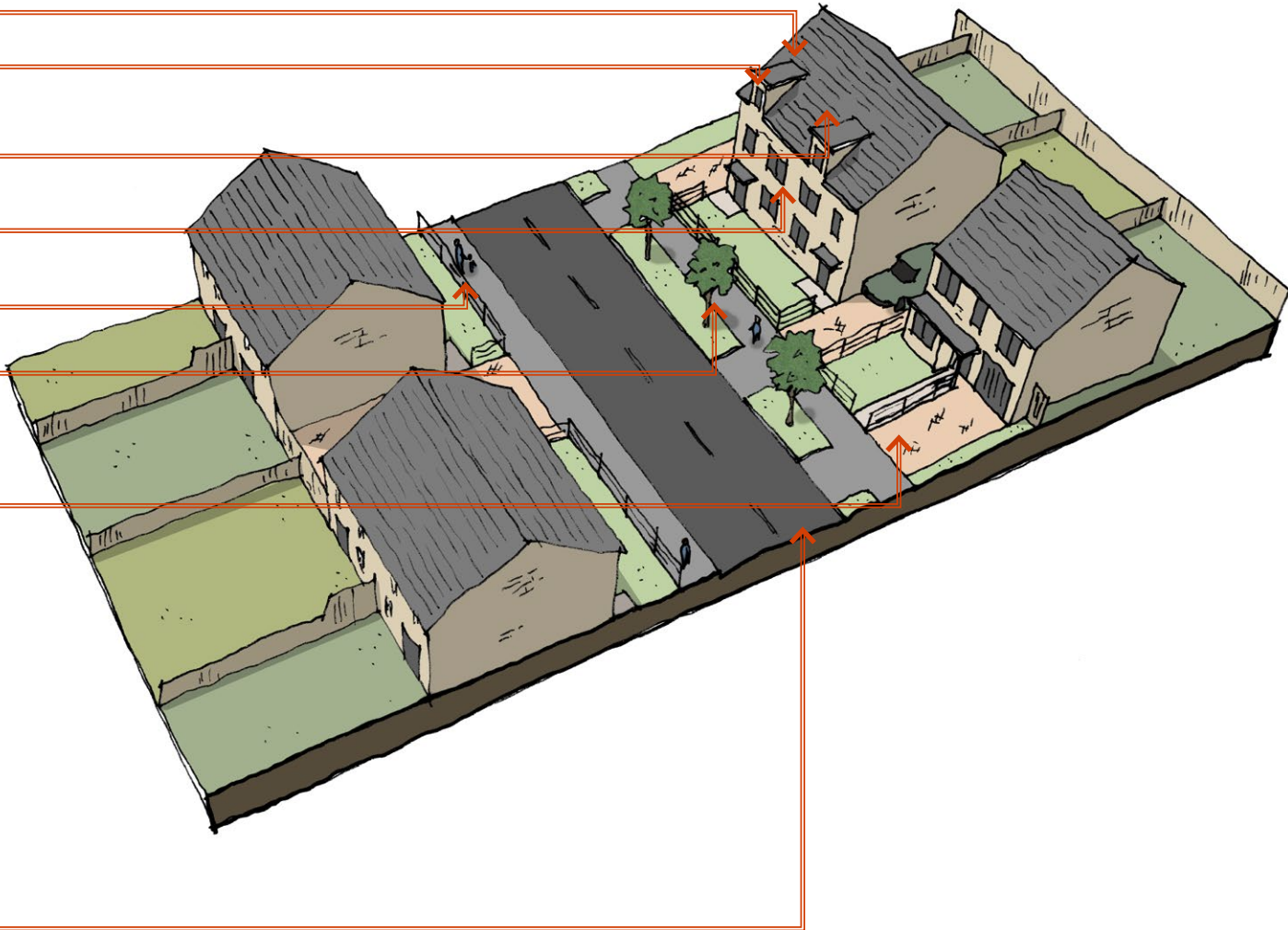
4.5.2 Internal



4.5.3 Spine Road

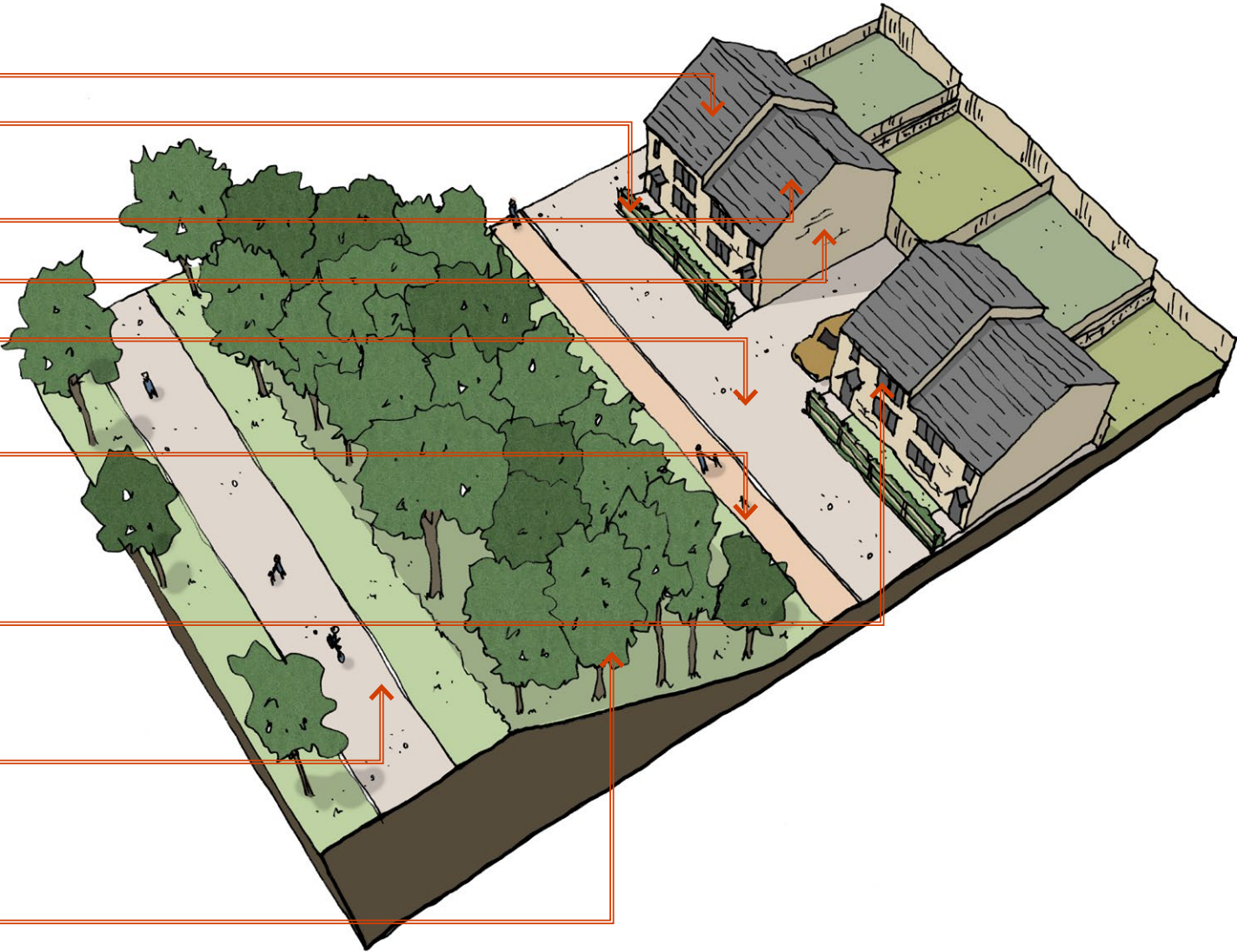
- Slate roofs
- Use of more contemporary, urban features such as flat roofed dormers
- Generally 2 storey, with some 2.5 & 3 storey homes to key locations
- Stone to face walls of houses
- Metal estate railings to front boundaries
- Boulevard of trees to grass verge
- Driveways in different material, potentially block paved

- 6.75m carriageway with 2m footway either side with addition of grass verge to one side



4.5.4 Railway

- Slate roofs
- Timber post and rail with hedges to front boundaries
- Generally 2 storey, with some 2.5 storey homes to key locations
- Stone to face walls of houses
- Private drive arrangement. Change in surface material, possibly gravel
- Public Right of Way footpath access across Beldon Brook retained
- Use of more traditional, rural features such as pitched roof canopies and stone mullioned windows
- Former railway line. Opportunity to be opened up as green link-way
- Tree covered railway embankment



5. Phase 1
5.1. Concept

The conceptual layout for the site gives the opportunity for a generously landscaped scheme which provides family housing while satisfying wider infrastructure aims.

There are various infrastructure requirements. In particular, plans to develop the wider Masterplan area necessitate the provision of a link road through to future phases. As such, space is required to allow for a new roundabout connection to Penistone Road and Rowley Lane, which will also feature a spur leading towards the other phases. This is aligned along the south and eastern edges of the site, with the allowance for landscaped SUDS area to serve the site forming a green edge.

The main access to the housing site is from a new junction on Rowley Lane. From here, it is suggested that the vehicular circulation is central, and will feed to private drives around the perimeter of the site. This will ensure there is an attractive active frontage visible all around the site, which due to the elevated nature of the site, will be clearly visible.

Surrounding the dwellings is a large landscaped swath which helps to manage the level differences between the new dwellings and the future access road, and also creates a generous green setting into which the development sits. This green swath also forms a key pedestrian



Strategy Plan (NTS)

route around the site, connecting the different areas of dwellings and providing opportunities for amenity and play.

5.2. Developing the Concept

This initial concept has been further developed to show how this might be further developed. In addition to the movement patterns suggested in the initial concept, the spaces can begin to be formed. These are articulated by the careful use of building frontages, containment and pinch points. These then begin to create a sequence of distinct spaces, crucial in way-finding and place making.

In developing the indicative layout, these initial diagrams have been further developed to show a mix of dwelling sizes, typologies and arrangements.

5.3. Amount

The development proposals are as follows:

- ↳ 75 dwellings
- ↳ Generous landscaped spaces incorporating amenity and play spaces, along with SUDS
- ↳ Vehicular access into the site and sufficient space allowed for access to future phases



Developing The Concept (NTS)



Indicative Layout (NTS)



Artists Impression

5.4. Access & Movement

Vehicular movement is designed to follow a clear hierarchy. This will result in a gradual progression through the development, from the more formal, wider spaced entrance road, through to informal Private Drives. Through the change in materials and reduction in road widths, the highways will reflect the transition from more public spaces to more private spaces, and the general reduction in vehicle movements and speeds.

Pedestrian movement patterns are designed to ensure that direct pedestrian routes are possible within the development, including the linking up of private drives, and the inclusion of a perimeter landscaped footpath.

5.5. Landscape and Open Space

The Landscape strategy for the site is generally to provide a spacious landscape setting within which to carefully locate the new dwellings. As such, a key feature is the perimeter landscaped slope, including swathes of wildflower grass, naturalistic play, and sustainable drainage solutions.

In several key areas, planting will focus on a colourful, bio-diverse make-up. This will provide relatively low maintenance areas of feature planting at low level.

There is also suggested a line of buffer tree planting between the proposals and the adjacent Reliance Precision Engineering property.



Movement Diagram (NTS)

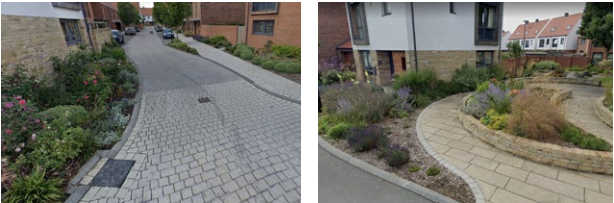
Boulevard Trees

Semi-formal ornamental trees within front gardens. Creates scene-setting and transition into the development



Entrance Area

Low level feature planting. Colourful bio-diverse some native species, semi-formal. Gives sense of arrival



Indicative Road Patterns

Indicative Pedestrian Routes

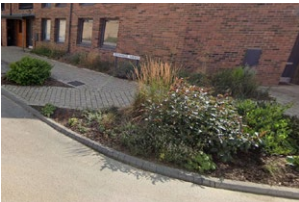
Embankment Area

Mainly laid to grass with swathes of wildflower meadow grass. Informal pedestrian route meanders through with 'play along the way' naturalistic play equipment



Central Hub

Low level feature planting. Colourful bio-diverse, some native species, semi-formal.



Swale and Buffer Planting



Area reserved for future road

Pocket Parks

Mixed height feature planting in beds and raised planters. Colourful bio-diverse, some native species. Landscaped seating areas



SUDS Ponds



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