

PROPOSED RESIDENTIAL DEVELOPMENT

LINGARDS ROAD, SLAITHWAITE

FOR

S B HOMES LTD

2019 572 19 DESIGN, HERITAGE AND ACCESS STATEMENT

Rev E 16/11/2020

**WILLIAM BEST RIBA.
The Chapel House
22, Pole Gate
Scammonden
West Yorkshire
HD3 3FW**

2019 572 20 Design, Heritage and Access Statement

Site : Stalled Application Site to the north of Lingards Road, Slaithwaite, HD7 5HY.

Client: S.B.Homes Ltd

Project : Proposed development of 57 No dwellings in 2 and 3 storey terraced houses, 3 storey semi detached and detached housing, flats and associated new road layout, footpaths, parking and open space.

Contents

1.0 Introduction

2.0 Context.

- 2.1 History
- 2.2 Physical – Site and Surroundings
- 2.3 Social
- 2.4 Economics
- 2.5 Planning Statement
- 2.6 Consultations
- 2.7 Statement of Community Involvement
- 2.8 Affordable Housing Element

3.0 Design Development.

- 3.1 Concept
- 3.2 The Design
- 3.3 Heritage Impact Statement
- 3.4 Public Realm, Permeability and Pedestrian Access
- 3.5 Access to Town Centre
- 3.6 Impact on surrounding uses.
- 3.7 Vehicle Access and Car Parking

4.0 Development Layout.

- 4.1 Accommodation
- 4.2 Materials for Buildings
- 4.3 Landscaping and Highways
- 4.4 Access
- 4.5 Refuse Collection
- 4.6 Health Impact Statement
- 4.7 Crime Impact Assessment
- 4.8 Flood Risk
- 4.9 Ecology
- 4.10 Trees

5.0 Conclusion

6.0 Appendices.

Appendix A Application Drawings

Appendix B Reports

Appendix C Site Photographs

Appendix D KMC Pre Application Response

1.0 Introduction.

This Design and Access Statement has been prepared in support of the full Planning Application for the proposed residential development consisting of 57 dwellings on the site bounded to the south by Lingards Road and to the north by the rear gardens to dwellings on Manchester Road. This statement describes the justification for the proposed development. The Appendices at the end of the statement contain the site photographs and the schedule of application drawings, and the various reports and assessments required under this application.

2.0 Context

2.1 History

The site is an open field bounded to the south by late twentieth century residential development along Lingards Road and to the south by the rear gardens to the early twentieth century development along Manchester Road.

To the north east corner the site is bounded by the curtilage to two listed buildings, 1) a terrace of cottages and 2) Lower Wood Farm and Barn both accessed from the track lower down off Lingards Road.

The terraced cottages are listed grade two dating from 1767 and described below:

SE 0713 LINGARDS ROAD (OFF)

Slaithwaite

13/250 Nos 25 to 31

- Lower Wood Farm

- II

1767 (datestone). Farm terrace and barn. Coursed rubble. Quoins. Pitched stone slate roof. Barn has rooflights. Coped gable and moulded footstones. 2 storeys. South elevation: Ground floor; Two doors have large lintels. Raised datestone above door with inscription: G

E E

1767 One 6-light stone mullioned window (recessed). One 3-light stone mullioned window (recessed). Two 4-light stone mullioned windows (recessed mullions, modern case-ments with stone surrounds). First floor; Two 3-light stone mullioned windows (recessed mullions). Two 2-light stone mullioned windows (recessed mullions). Three 3-light stone mullioned windows (recessed) (two have 1 mullion removed). One 2-light stone mullioned window (recessed). Loading door to barn. North elevation: Ground floor; One 5-light stone mullioned window. One 2-light stone mullioned window (recessed mullion). Two 2-light stone mullioned windows (recessed) (one has 1 light blocked). One later single light. Stone water spout. First floor; Two 2-light stone mullioned windows. Three later single lights. One 3-light stone mullioned window (recessed mullions).

Listing NGR: SE0739613487

Lower Wood Farm is listed grade two built in the late eighteenth century and described as follows:

SE 0713 LINGARDS ROAD (OFF) Slaithwaite 13/249 Lower Wood Farm and - barn

- II

Late C18. Formerly farm cottages and barn at 90°. Coursed rubble. Quoins. Pitched stone slate roof. 2 storeys. South East elevation: One 4-light stone mullioned window (recessed). One 2-light stone mullioned window (recessed) (2 mullions removed). North West elevation: Ground floor; Two entrances with stone surrounds. One 2-light stone mullioned window (recessed mullions). Two windows with stone surrounds (mullions removed on one). First floor; One 3-light stone mullioned window (recessed) One window with stone surround. Barn at right angles to farm has barn door with large lintel and quoins. Extension to east end.

Listing NGR: SE073091343

2.2 Physical – Site and Surroundings

The site is several green fields bounded to the north by the rear gardens to the houses on Manchester Road, to the west by open fields with a dry stone wall and public footpath and to the south by Lingards Road, on the opposite side of which a row of detached houses stretches beyond the top corner of the site. Only one boundary of the site is bounded by open countryside. The dwellings on Lingards Road are a mixture of 2 and 3 storey detached houses with at least 5 No 3 storey properties. These have two storeys over garage storeys while most of the properties on Lingards have steep drives up to ground floor levels and garage levels elevating these further above road level.

There is a considerable fall across the site, south to north, which steepens up to Lingards Road, creating a north facing slope. The total fall from the top at Lingards Road to the rear gardens to the south is approximately 27.0 metres.

The development site has an area of approximately 22,600m² (2.26 hectares), excluding the proposed attenuation tank location on the adjacent field. The area required for the attenuation tank and associated connections is 919 m². There are a couple of existing trees within a dry stone walled sump from where a drainage stream runs to Lower Wood Farm. The slope is particularly steep as it reaches Lingards Road where there has been some slippage. Dry stone walls mark former field boundaries.

The surrounding uses are all residential apart from Lower Wood Farm.

2.3 Social

The re-development of the site for residential use responds to the current housing shortage and would contribute to the release of existing housing stock. This development includes a mix of types including 3 and 4 bedroom detached houses, 3 bedroom semi detached and terraced houses, 2 Bedroom flats together with an affordable housing portion consisting of 10 No 1 and 2 bedroom flats all together providing a good varied mix of dwellings.

The scheme is well positioned within walking distance of Slaithwaite centre and easy access to a well served bus route along Manchester Road and Lingards Road.

2.4 Economics

The development of the site as residential, would benefit the local economy bringing more people into the village who have the opportunity to access the local services.

2.5 Planning Statement

The site is within the Slaithwaite boundary and outside the Slaithwaite Conservation area. The site's planning status is as a 'stalled' site and the site has currently been allocated under the Kirklees Local Plan as housing; ref HS125.

The site currently has previously received planning approval for a residential development of 33 houses together with road access and junction.

The site area is approximately 2.26 hectares and with 57 dwellings results in a proposed density of approximately 25 residential units per hectare. The proposed density has been restricted due to the steepness of the site especially up to Lingards Road and the need to provide meaningful green space.

2.6 Consultations

Early consultation with the planning authority took place on 30th August 2019. A Pre Application was then submitted on 3rd September 2019 followed by a further meeting with local planning authority on 16th October 2019 after which a formal response was received on 18th November 2019.

The main points contained within this response were as follows with extracts are shown in italics:

Principle and Policy:

This site is allocated for housing on the Kirklees Local Plan (allocation HS 1250) and as such the principle of residential development is acceptable, and the Council supports the bringing forward of stalled sites as soon as practicable.

Policy LP7; Effective use of land and buildings , indicates that housing density should ensure efficient use of land, in keeping with the character of the area, and the design of the scheme, achieving a density of at least 35 dwellings per ha, where appropriate.

LP11 Housing mix and affordable housing. The Councils policy for affordable housing requires the provision of 20 of numbers of units, with a preferred tenure mix of 55% social rental and 45% intermediate.

LP63 New Open space New Open Space. Given the scale of the site, and the number of units involved this policy applies.

Urban Design/Heritage:

Whilst the site is somewhat screened from Manchester Road, the upper slopes are visible from a wider distance. The use of detached dwellings on the highest point of the site is a reasonable approach, given the nature of the existing housing on Lingards Road, providing space between the buildings to avoid building mass dominating the hillside. Given the steepness of the site, and the road gradients needed for reasons of road safety(see Highways Section below), the layout of dwellings on a number of development platforms that step down the hillside is logical and makes use of the topography rather than conflicting with it.

In the northern corner of the site, nearest the listed buildings, and containing plot 39-46, the style of development is different ie terraces and flats form the remainder of the site....Your latest sections indicate a relationship between this area of the development and the listed cottages minimising the impact of the height differences between the two. This is a positive approach which is together with sensitive mitigation, is considered appropriate.

Heritage Impact Statement to be provided.

Highways Issues:

This approval (2014 93946) allowed a proposed access to the site at the location of the existing gated access at the eastern boundary of the site off Lingards Road via a new priority junction.

Details of any highway retaining structures will need to be approved by the Councils highways structures section.

The majority of new 2 to 3 bedroom dwellings within Kirklees have provided 2 offstreet car parking spaces; with 4+ bedroom dwellings providing 3 off-street car parking spaces. New 1-2 bedroom apartments have provided 1 space. One cycle space per unit is recommended.

Transport Statement to be provided.

Consideration should be given to a 2.0m wide footway to the full site frontage onto Lingards Road.

Environmental Health Issues:

The proposed development is not shown as being potentially contaminated from a former use.

However given the numbers of units involved any application should include a Phase 1 Contaminated Land Report (Desk Top Study and site walkover).

Drainage:

There is no predicted surface water flooding on this site.

Due to the presence of watercourses on the site, it is likely that it will impact the site layout.

Consideration should be taken to allow these watercourses enough room.

Attenuation must store the critical 1 in 30 year storm. Volumes generated by storms up to and including the 1 in 100 + 30% climate change critical storm also has to be stored on site.

Management of sustainable drainage: A detailed maintenance plan including access and safety is expected to be included so it can be enforced against non-compliance.

Bio –diversity/natural heritage:

In accordance with the findings of the Habitats Regulations Assessment, for those development allocations within 2.5km of the SPA, further surveys will be required at planning application stage to assess detailed impacts on SPA birds and, if found to be necessary,

appropriate avoidance and/or mitigation measures will be required to address any identified impacts in line with policy PLP30.

Survey will need to be undertaken in April, May and June of the same year

Conclusions:

The principle of residential development is already established, and confirmed in the sites allocation in the Kirklees Local Plan. The density proposed is considered appropriate for this area, and more than satisfies the estimated capacity mentioned in the Local Plan allocation. Also it is accepted that there are constraints on this site ie the steep slope, the requirement to retain a footpath link across the site, and the relationship to a group of listed buildings which need to be accommodated in any layout.

Any submission should be accompanied by the following information:

- *A Design and Access Statement*
- *A Planning Statement*
- *A Heritage Impact Assessment*
- *A Flood Risk Assessment*
- *A Health Impact Assessment*
- *An Ecological Survey*
- *A Transport Assessment*

The full response is contained in Appendix D.

2.7 Statement of Community Involvement

A public consultation exercise was commenced in June 2020 when neighbouring properties were sent a letter with a link to an SB Homes website set up specifically to enable the proposals to be viewed, and people given the opportunity to provide feedback of which a number were received. Drawings 16A and 18 included in the Appendix A were used as the Consultation Drawings while the site plans and sections were also made available.

The website address is <https://www.sbhomes.co.uk/blog/proposed-site-plan-for-lingards-road>

Approximately 27 No responses were received and the main concerns expressed were regarding the number of dwellings proposed, the building heights and the impact on the highway all of which have been addressed in this design statement and amendments made to the proposals.

The adjustments made to the scheme include reducing the height of Units 21, 22 and 38. Unit 38 has been amended to a single detached house in lieu of the originally proposed 3 No flats.

Units 1-4 have also been amended by replacing semi detached units with a single detached unit (1) and 2 semi detached houses (2&3) and lowering the ground floor of Unit 1 by one storey with access to the front door at second floor level. Semi detached units 2 and 3 have been reduced in height by a half storey. These measures remove the need for considerable retention and heights above existing ground levels facing the adjacent field.

Units 41 to 50, the affordable housing, have been reduced in number by 2 Units to allow a greater distance from the existing house on Lingards Road and now includes some open space between these.

The 4 house terrace, units 5-8 have been amended to 4 No semi detached houses in response to local residents along Manchester Road.

It is also intended to widen the open space corridor along Lingards Road reducing terraced gardens to 10.0 metre depth and consideration will be given to heights and species of trees to allow views across the valley.

SB Homes have responded to each consultee.

2.8 Affordable Housing Element

S B Homes are currently in negotiations with their Housing Association preferred partner, Connect Housing, for the delivery of the affordable housing consisting of 10 flats in the Lower Wood area of the site in the north eastern corner.

3.0 Design Development.

3.1 Concept

Due to the steep gradient of the site the proposed housing development has been set out in three rows accessed by 2 roads, all following the site contours in order to facilitate good access and gradients especially for the elderly and people in wheelchairs.

The row of detached dwellings along the highest contour are equally spaced on square footprints with pyramid roofs and will appear as pavilions set along the upper site contour. As the housing extends to the lower levels and towards Manchester Road the density increases with the introduction of semi detached houses and some terraced housing. In this way the layout knits in well with the existing urban grain relating to the detached housing along Lingards Road and the increased compactness of the houses along Manchester Road, adjacent Lower Wood Farm and lower down Lingards Road.

3.2 The Design

As covered in the previous section the steep gradient across the site has a major impact on the design layout of the site and dwellings. It is not feasible to include access roads crossing site on a NW/SE access but to set out the roads along level contours where possible. This results in two access roads serving 3 rows of 3 storey dwellings also set out along the contours.

The level changes between roads and the resultant sections through the houses gives rise to first floors, level with the ground facing south and ground floors level with the ground facing north including significant retention structures. This has resulted in living space in most cases being mainly located on first floors to enjoy the aspect in both directions ie overlooking gardens to the north and the view to the south. Bedroom accommodation is located on the second floors while the ground floors accommodate utility rooms, toilets to some and additional living space and/or bedroom or study providing flexibility in room use.

The detached dwellings along the uppermost levels have been visualised as a row of pavilions with pyramid roofs sitting on top of a continuous retaining wall incorporating garages to the side of each dwelling. They have been set out in accordance with the golden section which relates to the Fibonacci mathematical sequence. So building footprints are 8 metres square, 8 metres high and 5 metres apart, the plinth is 3.0 metres high and the distance from the corner wall to the main window reveal is 3.0 metres. The larger space where the green space runs between houses is 13.0 metres. Thus 4 numbers in the sequence are generated 3,5,8,13...the sequence therefore continues as it extends along the frontages.

Windows are also based on the proportion 3:5 at 1:1.6 and the top floor and first floor main windows are brought together within a surround set out to the same proportion.

The middle row of houses is a combination of semi detached and detached houses while the lower row adds terraced housing into the mix. The houses have reasonable distances apart and in most cases exceed 21.00 metres between opposite habitable rooms. These distances also apply between existing and new houses.

All the houses have reasonable garden areas and in many cases these are generously sized however inevitably include sloping gardens and/or terraces created by retaining walls.

Two proposed 2 storey houses at the far southern corner above the upper row of detached houses are treated in a different manner. These are located where the gradient is shallower than further down the hill and allows a new vehicular access from Lingards Road. The roof levels are kept below the Lingards road levels and the driveway is level with the roof level of the uppermost house. This lessens the impact of the houses to the aspect from the existing

houses along Lingards Road. From within the site itself being of 'modernist' design they provide an interesting focal point for the open space which leads from the centre of the site. This aspect of the scheme is described in more detail in section 3.4 Public Realm.

Roof forms to the existing houses along Lingards Road present a mixture of gable ends, hipped roofs and pitches together with a mixture of walling materials stone and white render and there is no consistent approach here to which the new proposals can relate. The proposed new buildings employ a mixture of pyramid roofs and gable frontages and two stone types, 1) a rusticated stone to the ground floor storeys and retaining wall facings and 2) a lighter and smaller gauge stone to the upper storeys set out to the proportions described earlier. In this way the new buildings present a unified development.

The new development will be visible from across the valley which is why careful attention has been paid to this treatment with ground floor storeys with rustic stone coursing and matching retaining walls and upper storeys of a lighter stone, together with the end on gable roof forms and pyramid 'pavilion style' roofs, broken up by the introduction of trees. This provides an overall pleasing appearance while development following contours is both a traditionally acceptable and practical arrangement of development on hillsides, as Lingards Road itself, and is not alien to the local environment.

In addition, the heights of the respective ridge lines to the existing houses above Lingards Road when compared with the height of ridge lines to the new 3 storey houses above their respective new road levels, these are approximately equal and in some instances the height to the ridge lines of the existing houses is greater. This justifies the proposed new housing at 3 storeys due to their matching heights above road levels and by implication the scheme's relationship to its surroundings.

With its variety of different building forms along Lingards proposed dwellings numbered 39 and 40 add to this diversity while the varied roof forms of the new development reflect those along Lingards with its variety of hipped roofs and gable frontages.

The Lower Wood Farm area of the site in the northern most corner provides the opportunity to set out a more compact site plan which is designed to knit into the existing urban grain. This part of the site has been given over to affordable housing and is made up of 10 flats. Again the levels here are challenging with the ground floor flats are dug in with stairs down from the entrance/road level. In these cases ground floor areas are extended forward of the building line to form Areas and allow sunlight into the ground floor habitable rooms.

This leads conveniently on to this section due to the proximity of the listed Lower Wood Farm and associated terrace of cottages.

3.3 Heritage Impact Statement

Analysis:

The listing details have been provided in an earlier section and the farm and the cottages date back to the late eighteenth century.

Both these listings form a complex of original farm buildings 1) the main farmhouse and barn and 2) the terrace of cottages built for farm workers with attached barn with their frontage along the existing access track to the farm, which together form an important and interesting historical grouping.

Both these buildings are at a lower level than the application site which slopes down towards these with some dry stone walled retention. A line of trees separates the access road to the farm from the lower part of the site behind a dry stone wall.

It is this grouping together with the original stone detailing that is considered significant. Photographs of the listed buildings are included in the appendices.

It was therefore considered that new development should not cause harm to the group of historical buildings and where possible should enhance this.

Design description:

To this end the new buildings in this northern most corner of the site are limited to two storeys and have been set back from the access track. The new buildings are at a higher level due to the contours and are set back and partially obscured by the existing row of tall trees.

The new grouping of dwellings has been designed in a compact arrangement which fits in with the existing urban grain of the surroundings and forms a neat edge to the majority of the new development further into the application site.

The south elevations of the new dwellings being a terrace with two 'wings' forms a meaningful external space also bounded by retaining boundary wall to the rear gardens of houses on Lingards Road and the wall to Lower Wood Farm. An area of open space has also been created between the southernmost wing and the existing house on Lingards Road at the corner of the site.

The new buildings are constructed of stone and in particular the new gable end facing the existing cottages includes details to match.

To the south of Lower Wood Farm itself, a new terrace of housing (23-25/51) is proposed but this is a considerable distance from the historic farm and it is considered does not cause harm to its setting. Further more the closest house namely Unit No 9 has been reduced to 2 storeys to avoid any impact on the farm.

In conclusion, due to the relative building heights, the manner in which they have been set back and the compact nature of the new buildings that these do not present any harm to the listed grouping and by way of providing more compact enclosure can be seen to enhance. The distances between new and existing together with the relative level changes in ground level provide ample separation between the two resulting in no harm to the historic grouping.

3.4 Public Realm, Permeability and Pedestrian Access

Under Planning LP63 it is important to include meaningful public open space within the development and this has been proposed in the following ways:

There is an existing stream crossing the site from an existing dry stone wall and sump to the existing farm. There are also existing trees within the dry stone wall enclosure. It is proposed that these features become the focus for the public open space. The stone wall surround will be repaired as will the banks of the stream. A footpath will run alongside the stream which will need to be diverted and culverted under the new road and rows of trees will be planted alongside.

From the existing trees and dry stone surround a wide open space with steps and further trees will climb through the new housing up to Lingards Road. This will connect to the existing footpath and repaired dry stone walls along the south western edge of the site which links Manchester Road with Lingards Road. This footpath winding its way through the site up to Lingards Road with additional new trees helps to provide variety to the development and provide amenity space for the enjoyment of residents and adds to the permeability through the site.

The steep bank up to Lingards Road, especially due to the difficulties building here, will be planted with new trees which will also help with surface run off by absorbing some and helping to stabilise the bank. These trees and shrubs will be carefully selected so as not to compromise views across the valley from the existing houses while at the same time screening the new housing.

The total area of public open green space as a result of these proposals amounts to approximately 2,500m² and these aspects of the scheme are illustrated on both the site plans and sections together with the 3D visual Image.

3.5 Access to Slaithwaite Town Centre

The site is within walking distance of Slaithwaite and a pedestrian link has been provided via the northern most corner of the site through the flat development to the existing access track along the frontage of the existing terraced cottages. This leads to an existing footpath which drops down to Manchester Road and the frequent bus services.

This access route provides a short cut to Manchester Road and Slaithwaite avoiding the walk up to Lingards Road from the new dwellings.

See Circulation Strategy Drawing 2019 572 18

3.6 Impact on surrounding uses.

It is considered that any impact to the surrounding dwellings will be minimal due to the slope of the site and roof levels. This is demonstrated on the site sections which show that the majority of rooflines are below the level of Lingards Road. In addition the introduction of a proposed belt of small trees between the new rear gardens and Lingards Road will further reduce any impact. These will be carefully selected to avoid obscuring views from the existing houses.

To the north of the scheme further down the site the rear facades of the dwellings along Manchester Road look into their steep gardens and the steep bank beyond therefore any impact is minimal. This is also illustrated on the site sections.

3.7 Vehicle Access and Car Parking

A new highway access to Lingards Road to the same design and location as the previously approved is proposed. This is in effect the only practical location due to the gradient of the site and serves the three roads leading to all the dwellings. This is apart from the individual access point from Lingards Road to the 2 houses (39 and 40) at the southern corner of the site where the levels allow.

Parking is provided on the curtilage of all the houses 2 spaces for 3 bedroom houses and 3 spaces to 4 bedroom houses which in many cases include garages.

1 space per flat is provided in a communal parking layouts.

Parking spaces are 4.8m by 2.4m and garages are 6.0m by 3.0m.

All parking is overlooked by dwellings.

Cycle storage will be provided within dwelling curtilages, garages and Utility spaces and this has also been shown to the flatted developments.

4.0 Development Layout.

4.1 Accommodation

Detached 4 bedroom house 2 and 3 storey **22 No** @ 164m² (some include integral garage)

Semi Detached and terraced 3 bedroom house 3 storey **15 No** @138m²

Flats: 2 Bedroom **10 No** in 3 storey block @55m²

Flats: 2 Bedroom **6 No** in 2 storey terrace @ 61m²) affordable housing provision

Flats: 1 bedroom **4 No** in 2 storey terrace @ 50m²) ditto

Drawing and Unit Number references

House Type A (11 No) Drawing 100: Units 28-37 inclusive.

House Type B (5 No) Drawing 102: Units 8, 10, 15, 23 & 24.

House Type C (17 No) Drawing 104: Units 2-8 inclusive, 16-22 inclusive, 25-27 inclusive and Unit 51.

House Type D (1 No) Drawing 106: Unit 9.

House Type E (1 No) Drawing 108: Unit 39.

House Type F (1 No) Drawing 110: Unit 40.

House Type G (1 No) Drawing 112: Unit 1.

Flat Grouping (10 No) Drawing 114: Units 41-50 inclusive.

Flat Grouping (10 No) Drawing 116: Units 11-14 inclusive.

Total Dwellings 57 No. (25 / hectare)

4.2 Materials for Buildings

Walling materials will be a mixture of two stone types.

A plinth wall up to 3.0 metres high linked by retaining walls will be faced with a dark heritage treated stone of larger gauge.

Upper storeys will utilise a newer lighter stone to a smaller gauge.

Roofs will be concrete tiles with thin leading edges.

Windows will be dark grey UPVC.

4.3 Landscaping and Highways

Roads will be at 5.5 metre width with 2.0 metre width footpaths.

Materials for roads will be tarmac with stone sett crossover points as indicated on the site plan drawings.

Footpaths will be a combination of York stone pavers and setts or similar.

Driveways will be tegula type setts

Consideration was given to extending a 2.0 metre footpath along the north side of Lingards Road as suggested by Kirklees Highways. This has been ruled out due to the difficulties building this which would involve substantial retention structures to support the highway and disturbance to the already slumped steep banking and is considered impractical.

Instead a raised table crossover has been proposed across Lingards Road at the head of the footpath at the southern corner of the site.

4.4 Access

Clearly access is challenging on such a sloping site however this has been mitigated by access roads running along contours, accessing the houses at first floor level, and providing a connection to the access track in the northern most corner as previously described in section 3.4.

4.5 Refuse Collection

Adequate turning heads have been provided at the end of each road to accommodate an 11.850 metre long refuse vehicle. Bin stores are provided to each dwelling for 1 green bin and 1 grey bin. Communal bin stores for both grey and green eurobins are provided for the flats. All locations are within approved distances from front doors and the public highway.

4.6 Health Impact Statement

Sustainable Community, Health, Well-being and Recreational Provision.

With respect to travel distances in relation to adjacent public transport routes, all accommodation is within easy walking distance, with bus stops located along Manchester Road accessed by footpaths from the site.

On other issues of travel distance the site offers direct access, for the pedestrian and cyclist, to the Village Centre with its range of local shops, bank, library, churches, (bus and train) and arts and leisure opportunities within Slaithwaite and the Huddersfield Canal, and would therefore encourage less use of short car trips.

The development of substantial residential stock can make a considerable contribution to the socio-economic structure of the town, the inference being that a proportion of the 'new' population would work locally, shop locally and spend leisure time locally, taking advantage of a central location with all its amenities within walking distance.

All of the residential units will be designed to a good level of natural day-lighting, with well placed and appropriately sized windows orientated towards natural sunlight. All dwellings are provided with external garden space and the flats have access to communal external areas and/or gardens and yards to ground level flats. In addition the public realm proposals described in section 3.4 add to the enjoyment and well being of the occupants.

The site is remote from any main roads and therefore noise and pollution from busy roads is minimal.

The Development offers defined pedestrian routes, controlled vehicular access and visible recreational spaces all of which combine to provide a safe, healthy and attractive environment for residents and visitors alike.

4.7 Crime Impact Assessment

The Secure By Design principles that have been addressed in the formulation of the design proposals are set out below:-

- Maximises the opportunity for natural surveillance along all frontages
- Active frontages – orientation of habitable rooms looking onto the street, parking areas and courtyard to maximise surveillance.
- Provide passive surveillance to public realm areas.
- Give clear identity to areas that are in the public realm to engender a sense of belonging and pride in the residents and also to encourage respectful behaviour from visitors ie the courtyard.
- Defensible space in the form of private amenity.
- Control boundary treatment relative to location – screen walls, landscaping, and natural levels.
- Well positioned good quality lighting to provide illumination and offer security on routes within the courtyard and parking areas.
- Control movement by careful consideration of the permeable routes within the development.
- Secure access doors to communal residential areas.
- Site Security during construction phases seen as essential.

4.8 Flood Risk

The site is outside the flood risk areas requiring any mitigation measures. Surface water drainage however has been designed to provide sufficient attenuation to reduce flows into the existing drainage system. These proposals are included in Haigh Huddleston's report 7567 FRA01A.

4.9 Ecology

A SPA bird assessment survey has been carried out during April/May/June of 2020. By introducing additional trees onto the site, retaining any existing trees, repairing and retaining the existing stream as a feature and enhancing the existing bank up to Lingards Road between this and rear gardens with trees, this will go some way to mitigating the loss of green open space and will encourage wildlife with additional measures such as the siting of bird boxes, sparrow terraces, bat boxes, hedgehog habitats etc which can all be considered in consultation with the local authorities ecology officer. The preferred locations being the public realm open space, the walkway along the stream and the banking up to Lingards Road.

These measures however do not fully compensate for the loss of the site's ecological value and in order to address this it is proposed to create an area of new woodland on a 1.6ha area on the moorland fringe. This will provide a net gain of 10%. The site, Purl Clough OS grid ref 03630 12550, allocated for offsite Enhancement is described in Appendix 6 of the Ecological Report.

4.10 Trees

Apart from protecting and retaining the existing trees on the site it is proposed to introduce further tree planting along Lingards Road and along the proposed open space along the stream, open space and footpaths to the top of the site at Lingards Road. New trees are also proposed behind the row of garages on Lingards Road along the boundary of the open space created by the 2 storey flat development in the north Lower Wood area of the site.

5.0 Conclusion

In conclusion it is considered that the proposed development, due to its relationship with the site, its surroundings and sensitive approach to the historic settlement and the provision of open space offers a good opportunity to provide a much needed variety of housing in the local area.

Appendix A Application Drawings.

Location Map 2019/ 572/ 01 @1:1250

Proposed Site Layout drawings 2019/ 572/ 10G,11G and 12G @ 1:200

Proposed Site Sections 2019/ 572/ 13G,14F, 15G and 17A @ 1:200

Proposes House Type Plans and Elevations 2019/572/100-117 inclusive

Visual Image 2019/ 572/ 16A) Consultation Drawing

Circulation Strategy 2019/ 572/ 18) Consultation Drawing

LOROC topographic site survey 1419-103A @1:500

CoDa Site Access setting out 7364/001A

Haigh Huddleston Preliminary Engineering Feasibility E19/7567/001E: Road Layout showing retention walls, drainage lines, surface water attenuation and refuse vehicle tracking.

Appendix B Reports

SLR Extended Phase 1 Habitat Survey August 2015

Phase 1 Environmental Assessment with accompanying Haigh Huddleston Letter 19/06/2020

MBE Ecological Survey and SPA Bird Report

Paragon Highways Transport Statement June 2020

7567FRA01A Haigh Huddleston Flood Risk Assessment

SWS Drainage Calculations

Appendix C Site Photographs

Appendix D KMC Pre Application Response

William Best November 2020