

Residential Development
Former Huddersfield Fine Worsted,
Shop Lane, Kirkheaton

Design and Access Statement

April 2021

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Introduction

1



Introduction

This Design and Access Statement has been prepared by JRP in support of the reserved matters application for 48 dwellings (layout, scale, appearance and landscaping) at Shop Lane, Kirkheaton.

In accordance with condition 1 of the outline consent 2014/60/92535/W the matters for consideration are: appearance, landscaping, layout and scale.

This Statement responds to the requirements of the article 2 of the Town and Country Planning (Development Management Procedure (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of new developments; this further reinforces guidance contained within the National Planning Policy Framework.

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement should also address the following factors:

Use - What the land and buildings will be used for

Amount - How much development can the site accommodate

Layout - How the buildings and public and private spaces will be positioned and the relationship between them and buildings and spaces around the site.

Scale - How big the buildings and spaces will be, specifically their height, width and length

Landscaping - How open spaces will be treated to enhance and protect the character of a place

Appearance - What the building and spaces will look like, for example building materials and architectural details and elevations.

The access element of the statement, must include two aspects of access to the development:

Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.



Development Framework

2



National and Local Guidance

National Planning Policy Framework, 2019

This document replaces the first National Planning Policy Framework published in March 2012.

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and

by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Achieving well-designed places

Paragraph 124 states in respect of achieving well-designed places that:

The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 127:

Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130:

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker

as a valid reason to object to development.

Local Planning Policy

Kirklees Local Plan (2019):

The relevant policies are:

- [LP1 – Presumption in favour of sustainable development](#)
- [LP2 – Place shaping](#)
- [LP3 – Location of new development](#)
- [LP5 – Masterplanning sites](#)
- [LP7 – Efficient and effective use of land and buildings](#)
- [LP11 – Housing mix and affordable housing](#)
- [LP20 – Sustainable travel](#)
- [LP21 – Highway safety and access](#)
- [LP22 – Parking](#)
- [LP24 – Design](#)
- [LP26 – Renewable and low carbon energy](#)
- [LP27 – Flood risk](#)
- [LP28 – Drainage](#)
- [LP30 – Biodiversity and geodiversity](#)
- [LP31 – Green Infrastructure Network](#)
- [LP32 – Landscape](#)
- [LP33 – Trees](#)
- [LP35 – Historic Environment](#)
- [LP48 – Community facilities and services](#)
- [LP51 – Protection and improvement of local air quality](#)
- [LP52 – Protection and improvement of environmental quality](#)
- [LP53 – Contaminated and unstable land](#)
- [LP63 – New open space](#)
- [LP65 – Housing allocations](#)

Supplementary Planning Guidance / Documents:

- [Highways Design Guide Supplementary Planning Document \(adopted November 2019\)](#)
- [Interim Affordable Housing Policy \(adopted January 2020\)](#)
- [West Yorkshire Low Emissions Strategy \(2016\)](#)

Site Area and Analysis

3



The Site

This section demonstrates that a clear understanding of the site's characteristics and its context has been gained. "Context" relates to the physical, social and economic characteristics of the area that affect and shape the development of the site. These are now addressed in turn.

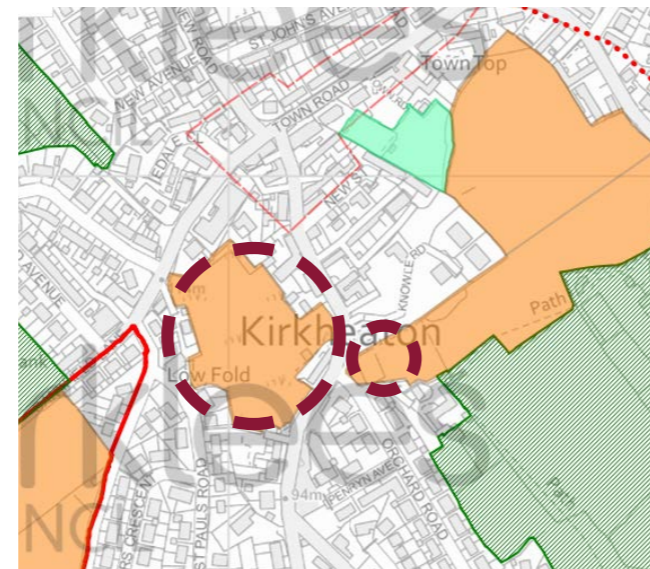
Physical Context

The site is located within Kirkheaton, a village which is sited 3 miles (5 km) north east of Huddersfield.

The site is a former Mill, as the photograph below demonstrates. However, the buildings have now been demolished and the site has stood vacant for some time.



The site is allocated within the Kirklees Unitary Development Plan under reference HS24. The site constitutes Brownfield land, being the site of a former mill, residential development surrounds the site and as such, the re-development of this site with a residential use is therefore considered appropriate.



Kirklees Local Plan Extract

Social Context

The site is within 800m distance of local shops and services, which include:

- Pharmacy
- Post Office
- Public House
- Dentist
- Doctors
- Library
- Shops
- School

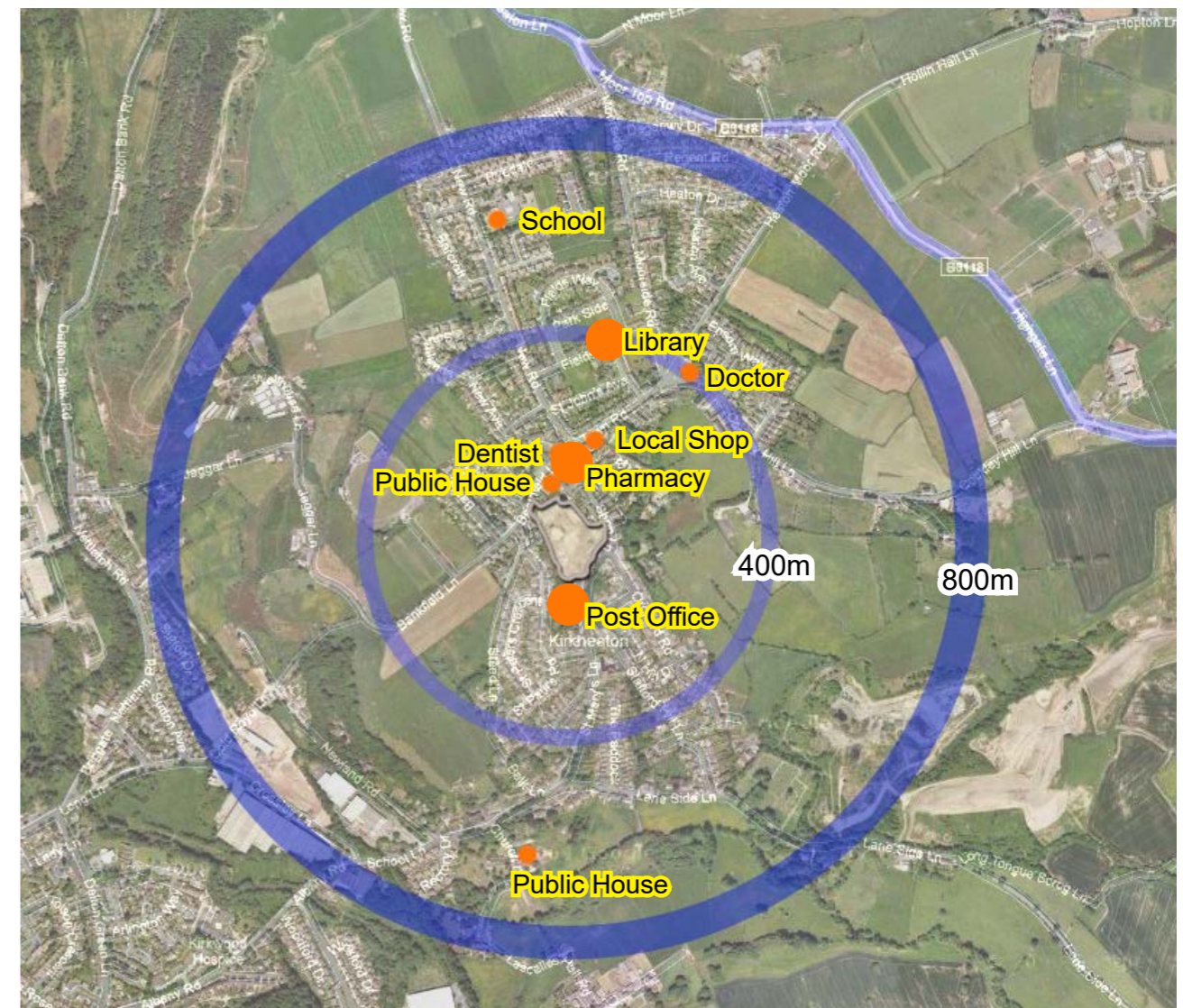
The proximity of the site to public transport services provides access to nearby urban centres including Huddersfield, Leeds, Batley, Dewsbury, Wakefield and Mirfield

Economic Context

The site is well placed to provide development that will contribute positively to maintaining the future sustainability of Kirkheaton via the introduction of residents and employees, including those who would otherwise be forced to look beyond the settlement to live and work.

Planning History

The site has the benefit of outline application for erection of 48 dwellings, the formation of access and associated infrastructure approved under reference 2014/60/92535/W dated 12th April 2018.



The Site



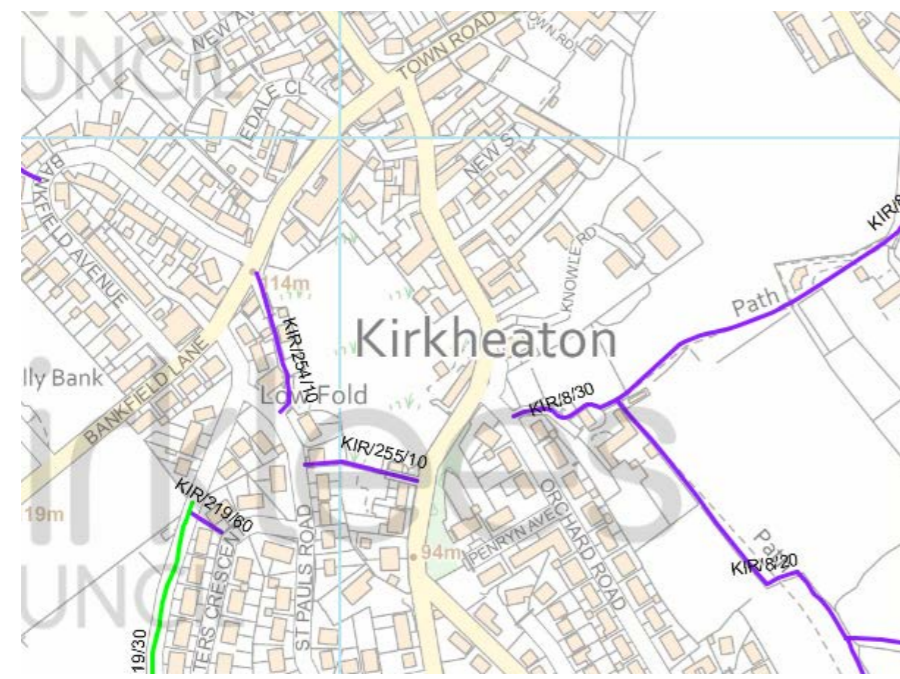
The red line plan opposite shows the extent of the site, which forms this reserved matters submission.

Key Views



Existing Movement Framework

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved. This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.



Kirklees Local Plan Extract



Footpath KIR/255/10



Footpath KIR/255/10



Footpath KIR/8/30



Key

- Primary Road
- Public Rights of Way

Urban Grain

Inspiration for the architectural style and built form should be taken from the local context. The context should be analysed in detail to determine its positive and negative characteristics in order to inform the design solution.

A development should reinforce or enhance the positive aspects of the locality. Negative aspects will determine what should be avoided. In some cases, it may be appropriate to depart from the local context with high quality innovative proposals.

An understanding of local vernacular, including existing urban form close to the site is important in formulating the design proposals for the site. The following pages therefore provide an analysis of the existing built form in terms of layout and local vernacular.

The existing urban grain is demonstrated opposite. The main points of interest are:

- Former dominant footprint of the former Mill is visible.
- Urban form comprises of a mix of terraced, semi detached with some detached properties also present. This results in a relatively tight urban grain.
- No common structure to the built form.
- Storey heights range from single storey bungalows to 3 storey dwellings.



Local Vernacular

As the photographs demonstrate, the existing built form varies in style and in the use of material.



Examples of the materials found within the locality of the site are as follows: -

- Natural Stone
- Red Brick
- Render
- Grey Roof Tiles
- Red Roof Tiles

Architectural detail

- Presence of hipped and gabled roofs
- Exposed Rafter Feet
- Chimneys are a common feature
- Heads and Cills
- Simple Elevations

Boundary Treatments

- Low stone walls are a common feature
- Presence of hedges in the street scene

Local Vernacular



Design Evolution

4



Consented Scheme



The illustrative layout shown opposite was submitted as part of the outline planning application and demonstrated how the site could be developed.

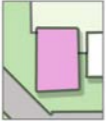
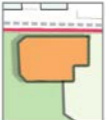


Opportunities and Constraints



Concept Masterplan



Key

-  Corner/Gateway building
-  Existing dwelling to be retained
-  Primary Access Road
-  Secondary route

Design Solution

5



Amount

This application seeks reserved matters approval for residential development pursuant to the outline consent for erection of 48 dwellings, the formation of access and associated infrastructure approved under reference 2014/60/92535/W dated 12th April 2018. The proposed layout shown opposite identifies that this would include the provision of 48 new dwellings.

The total site area is 1.76 hectares.

The scheme will be developed with an overall density in the range of 27 units per hectares (gross based on 48 dwellings). The net density is 31 dwellings per hectare based on 1.55 hectares.

The proposed quantum of open space totals circa 0.21 hectares.

Mix of Housing

In line with the aspirations of the NPPF, the provision of a mix of house types and styles can be attractive to a wide demographic and help to meet local housing need.

The development would provide a mix of 2, 3 and 4 bedroom properties which will range from terraced to semi-detached and detached dwellings.

This comprises of:

- 22 x 2 bed
- 20 x 3 bed
- 6 x 4 bed

The Section 106 which accompanies the outline requires affordable Housing at 20% of the number of units on site as starter homes (maximum of 10 units). A scheme to be submitted prior to implementation of development. This site will provide 10 units.



Development Summary

No. of Dwellings: 48

Gross Site Area: 1.76 hectares

Type of Dwellings: Detached, semi detached, terraced and apartments

Storey Heights: 2-3 storey development

Bed Range: 2, 3, & 4

Layout

“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.” (NPPF para.124).

The following key points identify the elements, which demonstrate that the scheme has been developed in line with the opportunities and constraints established as part of this design process.

- The proposal comprises a residential development of 48 dwellings.
- The layout will include for a mix of detached, semi detached, terrace and with the development served from Shop Lane.
- The proposals will seek to deliver 20% affordable homes on site.
- The layout demonstrates a hierarchy of movement corridors from a primary connection which provides a route through the development to secondary connections. The primary route would typically be 5.5m wide with 2m footpaths to both sides.
- Visibility splays at 2.4 x 43m are provided at the Shop Lane access in accordance with condition 6.
- Pedestrian permeability is a key consideration as part of any development

and this is achieved as part of this development. Integrated, high quality, naturally surveilled and direct routes are provided providing connectivity both within the site and to the services in the wider locality.

- The layout responds to the topography of the site.
- Entrances to the properties are located along the main elevations making it easy for residents and visitors to find their way around.
- All streets, open spaces and pedestrian routes are overlooked by the principle aspect of the dwelling.
- The current proposed housing mix of 2, 3 and 4-bedroom homes which seeks to meet the needs of first time buyers through to families.

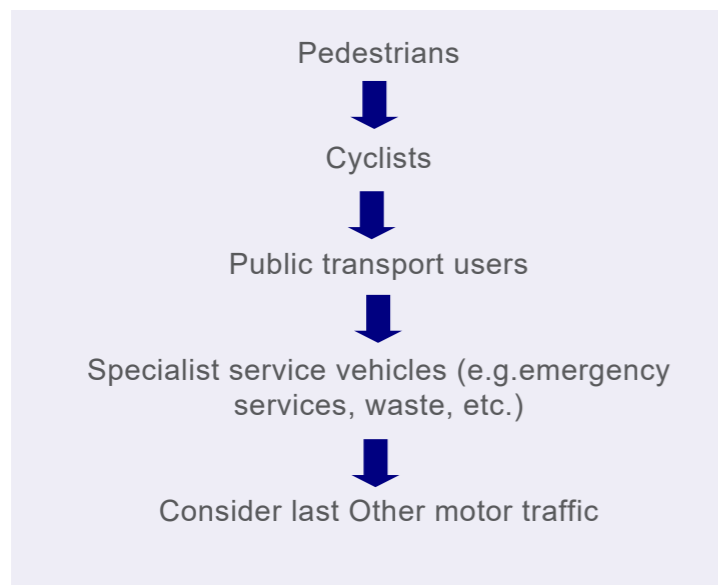
- 1 Proposed access to be taken from Shop Lane
- 2 Pedestrian links provided within the site and to the wider locality
- 3 Access from Orchard Road
- 4 Strong presence designed to Shop Lane with terraced units.
- 5 Existing landscape features retained.



Movement Framework

It is important that when considering the design solution that an understanding of how the existing area functions in terms of place enables the proposed connection points and linkages to be identified, both within and from the site, so that important desire lines are achieved. This process ensures that the new development enhances the existing movement framework of an area rather than disrupting or severing it.










Manual for Streets specifies a user hierarchy, which comprises:



In accordance with condition 22 electric vehicle charging points are shown for all dwellings.



Key

-  Primary Access Road. Carriageway and separate footpath. Road speeds designed to be a maximum of 20 m.p.h
-  The tertiary routes penetrate further into the development providing direct access into quieter, less trafficked residential areas. Shared surface philosophy where pedestrians and cyclists have priority. The streets will vary in width to allow vehicle passing. Road speeds to be maximum of 10 m.p.h.
-  Pedestrian Links
-  Existing Pedestrian Links
-  Additional pedestrian links provided to the wider locality
-  Pedestrian Routes provided within the development for safe and convenient movement.
-  Change in surface material and style of road informs drivers that priority has changed. Pedestrians and vehicle share the same area and this naturally slow traffic speeds.
-  The road has been designed to accommodate appropriate levels of visitor parking.
-  The dwellings have been sited to overlook the internal road network and pedestrian links. This creates a strong street presence, increases activity levels and ensures a high level of natural surveillance.

Improvements to the Public Footpath



Footpath KIR/255/10



Footpath KIR/255/10



Footpath KIR/255/10

Condition 7 requires:

Before the development commences a scheme detailing suitable boundary treatments to those parts of the development abutting footpath Kirkburton 255 shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.

Boundary treatments to be confirmed.

Urban Design Principles

The primary point of view should be that of a person resting or moving at a slow walking pace throughout a development site.

Elements to consider include Landmarks, Focal Points or Nodes, Gateways, Edges, Enclosure, Skyline and any possible Views.

The purpose of identifying or including these elements is to highlight, emphasise or pick out parts of the development and give them an identity that differentiates them from the identity of the wider area.

By default, developments should form perimeter blocks by creating connected streets and maintaining well defined frontages. The layout opposite demonstrates how this could be achieved.

The development of perimeter blocks offer many advantages, these include:

- Active frontages
- A clear distinction between the public and private realms
- Good security by enclosing private space with buildings
- Significant contribution to townscape, legibility and spatial enclosure
- A robust form that allows for adaptation

The design of blocks should not be uniform but should reflect the character of the different surrounding streets that make up the block.

The plan opposite and key identifies how these important elements can be integrated into the development of this site.

General Principles Considered

Buildings are positioned to create focal points, which guide the visitor through the site and create visual stops. These are emphasised with higher storey dwellings at key locations.

A clear distinction between public and private spaces avoids confusion. This has been achieved through careful landscape treatments and / or appropriate boundary treatments.

Entrances to the properties are located along the main elevations making it easier for residents and visitors to find their way around.

Access to amenity space or gardens to the rear of properties is as

direct as possible from the street. For detached and semi-detached types, access is direct from the street by a gate.

Access paths are as short and direct as possible and any single path does not serve more than three or four dwellings.

Clear paths along desire lines lead pedestrians across the site with minimal effort, vehicle speeds are being kept to a minimum via the use of highway design, this gives more time for motorists to locate their routes in a clear and safe manner.

Active Frontages

The façade arrangement, type and proportion of openings of buildings is appropriate to their location within their neighbourhood and character area as well as within the street and block or plot series.

The façade is well considered and coherent as viewed from the street.

Front doors are prominent and, in particular, more prominent than garage doors.

Entrances should address the street and be regularly spaced to achieve active frontage.

Careful material choice can also assist in creating a high quality legible environment, this will be discussed in more detail.

Corners

Both sides of a corner include windows and/or entrances for reasons of both security and visual character. The minor side elevation is properly composed and coordinated with the shape of the elevation and internal spaces.

We have sought to avoid entirely blind gable ends at corners.

Smaller plots and building types have been used in corner locations to make best use of frontage and provide a wider range of building types within the area while still maintaining a strong and coherent character.

Key Frontages

This relates to any prominent, active built frontages within the site, particularly to the site boundaries and open space areas. The key frontages are annotated on the plan and extract opposite.

Frontages onto the lower order streets more centralised to the development are less prominent and could present the less active side on a corner, as determined by the character of the streets.

Gateway Buildings

These properties mark the entrance to the development creating legible entrances. The most prominent area being the initial entrance to the site from Whitechapel Road though other examples are demonstrated opposite.

These gateway properties could be further emphasised by an increase in height or by a change in material to the rest of the street

Urban Design Principles



Key



Dual Aspect / Corner Building



Primary Aspect

Storey Heights



It is important that the existing site and its surroundings be considered as a means of informing an appropriate scale for future development.

The wide diversity of styles found within Kirkheaton as outlined earlier indicates that design cannot simply replicate what exists at present since there is no dominant style. Simple traditional design would therefore help to unify and build character within the neighbourhood. Buildings found in the surrounding area do offer a variety of starting points for developing an architectural approach to the new neighbourhood that will balance the joint objectives of integration and facilitation of individual expression using traditional built forms.

The following principles have been utilised:

- Existing built development within the area varies from bungalows to three storey dwellings.
- As the photographic assessment has identified, the site is quite challenging with a number of constraints to consider and as such, in order to provide a varied and interesting development, a variety of roofscapes would be encouraged within the site which would not be detrimental to the wider locality.
- The development of the site with 2-3 storey properties given the above is considered appropriate.

Key

- 2 Storey
- 3 Storey

Landscape and Biodiversity



LANDSCAPE PROPOSALS KEY:

EXISTING TREES & HEDGES

- EXISTING TREE AND HEDGES RETAINED
- EXISTING TREE AND HEDGES FENCED

PROPOSED TREES

- JOB MIXTURE TREE (20-25m HIGH)
- ZONA HIGH STAMEN TREE (14-16m HIGH)
- SUBJECT TO STAMEN TREE (10-12m HIGH)

PROPOSED DRIVERS & HEDGE PLANTING

- ORNAMENTAL DRIVERS AND HEDGES (PERMANENT)
- PROPOSED HEDGE (PROVISIONAL WITH TREES)
- DIKEN/HEDGE

PROPOSED GRASS AREAS

- GRAZE LANE TO FRONT GARDENS
- PERM GRASS
- SPREAD RUN THROUGH

LANDSCAPE DESIGN STRATEGY

The landscape strategy for the site aims to achieve the following:

- Retain and enhance existing hedges and trees for site boundary.
- Provide a hedgerow for the site of vegetation through the planting of new hedgerows, specimen trees and woodland areas.
- Provide protection and enhancement for wildlife by providing near grassland, hedge, tree & woodland planting of native species.
- Provide an attractive and distinctive environment for residents through the use of ornamental trees, hedge and shrub planting in external streets and in front gardens.

RESIDENTIAL PLOTS

The landscape strategy for the site aims to provide an attractive and distinctive environment for residents through the use of ornamental trees, hedge and shrub planting in external streets and in front gardens.

LANDSCAPE TREATMENTS

TREE PLANTING

Specimen planting of native heavy standard and standard trees are proposed throughout the development to create a structure to the new housing which is in keeping with the scale and context of the development and helps to filter views into the site, breaking up the massing of the housing when viewed from a distance. Planting at the site entrance, the public open space areas and front gardens will not impinge on the existing and completed existing mature trees and hedgerow on site.

Where practical there will be an emphasis of native species which are locally prevalent and trees will be procured and planted in accordance with BS5834:2014.

Trees shall have a sturdy, reasonably straight stem and a well-defined head with a clearly defined straight and upright leader and no main branch crossing the crown. They shall be in a healthy condition with a strong fibrous root system and of a normal habit for the particular species.

All open ground planting areas shall be staked out using two stout stakes (1.5-1.8 metres long) driven into the ground to show approximately 1 metre above ground and a cross bar secured across the top. Trees shall be level, secured to the ground by means of a system which is suitable for the species of tree. The stakes are to be placed to prevent damage to the trees. The stakes shall not cause rubbing of the tree bark. Each stake shall be marked by the stake with 2 No. 40mm long galvanneal steel nails. The nails must be positioned on the opposite side of the stake to the tree trunk.

Where shown on plan a lead bearing crane system is to be used beneath the footway to assist the rooting of the trees into the ground. A product such as GreenStar Drive System should be used, only one for the lead with wide, low tension to BS5834 or suitable alternative. Stake dimensions: 500mm x 500mm x 100mm to be used. 2 metres deep, growing 500mm deep of uncompacted rooting. Refer to detail P1 @ S270:104.

SHRUB PLANTING

Each tree shall be cultivated to a depth of 500mm. All stems in excess of 75mm in any dimension shall be removed from the site during the first cultivation. Planting compost shall be spread over the proposed shrub root at the top of 500mm depth of loose planting compost, spread over every square metre of shrub bed. The planting compost shall then be thoroughly mixed and incorporated into the top 500mm of soil by tilling or rototilling during a second cultivation.

ORNAMENTAL HEDGE PLANTING

Hedges are proposed in various locations throughout the site to define plot boundaries. Deciduous hedging will be planted in a double alternate row of 50-60cm transplants, or larger. The evergreen hedges will be planted in various sizes according to species availability.

NATIVE HEDGE PLANTING

Native hedging will be planted in a double alternate row of 50-60cm transplants, or larger. The prescribed mix is to replicate those in the surrounding area. Hedges are planted at a density of 6 plants per linear metre.

MULCHING

Prior to planting, the Contractor is to restate the previously cultivated soil by leveling undulations caused during planting operations, and by leveling over the area to restore construction if required. Final finish surface to be left in situ, retaining levels and near condition. All work areas and tree pits shall be restored using a uniform 75mm depth minimum grade, bank register with particles ranging from 5-40mm, free from pebbles, clumps and lumps.

GRASS TREATMENTS

Front gardens will be turfed with a quality variety turf such as Ribour Moulton.

Species Rich Meadow areas:

DM1 - Grassland Turfless Meadow Mixture, or equivalent, supplied by Emerald Seeds

Preparation:

No more than 3cm of topsoil will be spread over the subsoil profile. This will be loose tipped and spread with a back actor to avoid compaction, and harvested to a 100mm depth for seeding.

Seeding:

Seed according to supplier's instructions. If seeds have been sown before September, any excess growth that has not returned to the seedbed will be sprayed with glyphosate and a herbicide or herbicide.

There will either be broadcast by hand or by approved herbicide machinery at 400g/ha. Following seeding, the site will be lightly raked to incorporate the seed with the growing subsoil.

Management:

Year 1: Full care, weed control and remove from site.

Year 2: Initial care, weed control at year 1 to all weeds - Green thistle, creeping thistle, broad-leaved dock, docked dock, wood dock, clover dock, white, ragwort and others according to recommendations.

Year two onwards: Single cut in late summer (August/September), with mowing and removal.

Plantation design of new buildings shall accommodate proposed tree and shrub planting in accordance with NERC standards.

100 / LANDSCAPE MASTERPLAN

jrp ARCHITECTURE | PLANNING | LANDSCAPE

CLIENT: HARTLEY PROPERTIES

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT SHOP LANE, KIRKHEATON

DRAWING: LANDSCAPE MASTERPLAN

DRAWING NUMBER: P09-4266-100

SCALE @ A1: 1:500

DATE: APRIL 21

CHECKED: DATE: APRIL 21

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 01924 383322 / www.jrplandscape.co.uk / info@jrplandscape.co.uk

Landscape and Biodiversity

Condition 21 requires that:

Prior to the commencement of development, details of a bio-diversity habitat enhancement scheme shall be submitted for the written approval of the Local Planning Authority. The scheme shall include details and potential locations for bat / bird roost opportunities within the new development and surrounding retained trees. The approved scheme shall be implemented prior to the first occupation of any dwellings / plots containing such opportunities.

Biodiversity habitat plan has been undertaken by the Ecologist, mitigation includes:

- Bird boxes
- Bat boxes
- Hedgehog provision

Bird boxes

Rationale
Ready made nesting boxes can be incorporated into developments to provide shelter and breeding sites for declining garden birds, such as swift and house sparrow.

Specification

Box Type	No.	Plan ref.
Mansthorpe swift box	24	Orange dots

Although designed to attract swift, Mansthorpe boxes have been shown to be used by house sparrow.

Location Notes
Sited as high as possible on new buildings, ideally directly below the eaves or verges.
Boxes will not be positioned directly above windows, to prevent potential conflict with new homeowners.
South-facing elevations have been avoided, to reduce the risk of boxes overheating during peak summer months.
Where possible, boxes have been positioned so as to face onto retained boundary hedgerows or new rear gardens. This fronts them onto favourable habitat and enables boxes to be discrete. Front elevations, or elevations fronting onto new roads have been avoided, to avoid illumination from street lights.

Installed
During construction.



Bat boxes

Rationale

Ready made roosting boxes can be incorporated into developments to provide shelter and breeding sites for crevice dwelling bats, such as pipistrelles.

Specification

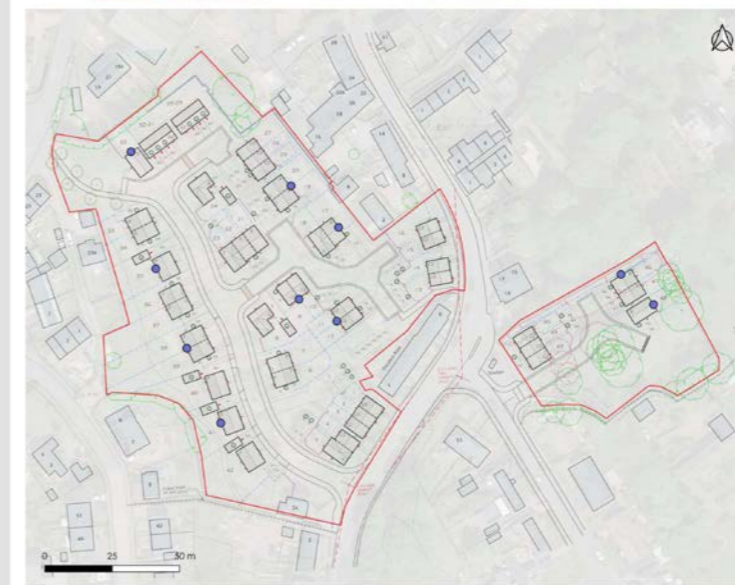
Box Type	No.	Plan ref.
Integrated Eco Bat Box	10	Blue dots

Location Notes

Sited as high as possible on new buildings, ideally directly below the eaves or verges.
Boxes will not be positioned directly above windows, to prevent potential conflict with new homeowners.
A range of elevations have been selected, so as to provide a variety of potential roost environments.
Where possible, boxes have been positioned so as to face onto retained boundary vegetation or rear gardens - which represents higher value foraging habitat for bats.
Front elevations, or elevations fronting onto new roads have been avoided, to avoid illumination from street lights.

Installed

During construction.



Hedgehog Provision

Rationale

Hedgehog have seen significant declines over the last few decades, with one of the major factors being loss of habitat. This species is listed under Section 41 of the NERC Act (2006) as a 'Species of Principle Importance'. New gardens provide excellent hedgehog habitat and whereas previously, these gardens were accessible to this species by virtue of hedgerow planting, a shift in industry practice to hard borders (fences and walls) has inadvertently excluded hedgehog from this extensive foraging resource. Simply providing a means of access into and between these new gardens can very easily and cheaply increase the amount of habitat available to hedgehog.

Hedgehog access holes

At least one hedgehog access hole (measuring at least 13cm x 13cm) will be installed in each boundary fence or wall within gardens highlighted in green in the figure opposite.
This will be done by contractors during the fence or wall installation. For fence lines, these will be either purpose made panels such as those supplied by Jackson Fencing, or be cut into standard fences, by contractors, during installation. Where concrete gravel boards are used, either purpose built ramps to access holes in the fence panels or underpasses beneath the boards will be made.
All holes will be simply labelled 'Hedgehog Highway' (see photos below) so home owners know why there are there. This will reduce the risk of holes being sealed.



Example of hedgehog access hole location (black & white dot) within new garden network.



Noise

15. Prior to development commencing a noise attenuation scheme relating to dwellings which front onto Shop Lane and also the rear elevations and garden areas of dwellings to the NE corner of this site, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the dwellings concerned.

A noise attenuation scheme is currently being undertaken.

Access

This section of the Statement will address access issues to the site, including the following aspects:

Policy – justification of the relevant national, regional and local planning policies.

Site Circumstances – how any specific issues, which might affect access to the development, have been addressed.

Consultation – indicating who has been consulted in relation to access for all, particularly the disabled.

Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive access - how everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

Policy

At a national level, National Planning Policy Framework (2019) provides guidance on how transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

Paragraph 111 requires that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport

assessment so that the likely impacts of the proposal can be assessed.”

Paragraph 110 states applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

A Transport Assessment was submitted with the outline planning application and means of access has been determined.

Manual for Streets, 2007

Manual for Streets supersedes Design Bulletin 32 and its companion guide Places, Streets and Movement.

MfS provides a clear framework for the use of local systems and procedures; it also identifies the tools available to ensure that growth and change are planned for and managed in an integrated way.

MfS aims to assist in the creation of streets that:

- help to build and strengthen the communities they serve;
- meet the needs of all users, by embodying the principles of inclusive design
- form part of a well-connected network;
- are attractive and have their own distinctive identity;
- are cost-effective to construct and maintain; and
- are safe.

Proposals

This application seeks outline approval for residential development with means of access taken from Shop Lane and Daw Knowl. It is proposed that the development could accommodate 49 dwellings at this site.

Vehicular and Transport Links

Public transport services are available for future residents of this site with the provision of bus services running along Shop Lane. The following services run from bus stops along this lane on a regular basis to the following destinations:

Service 261/262

Huddersfield / Waterloo / Kirkheaton / Mirfield / Dewsbury

Service 371

Upper Heaton - Dalton - Huddersfield - Marsh - Huddersfield Royal Infirmary - Lindley

Deighton train station is also located 1.25 miles from this site which provides access to the Huddersfield line with transport to the following destinations

Huddersfield Line Leeds / Cottingley / Morley / Batley / Dewsbury / Ravensthorpe / Wakefield Westgate / Wakefield Kirkgate / Mirfield / Deighton / Huddersfield / Slaithwaite / Marsden / Stalybridge / Manchester Victoria / Manchester Piccadilly / Manchester Airport / Warrington / Liverpool Lime Street

Facilities at this station include a Public address system and Shelter and seating.

Inclusive Access

External Access

The proposed development has direct, at-grade access to the surrounding footway network off Shop Lane. There is also direct, at-grade access from the proposed development to bus networks that extends along Shop Lane.

People are very different in their needs, and in the way they use the built environment. An inclusive environment recognises and accommodates these differences in a way that is universal. An inclusive design provides a single solution for everyone.

The principles of an inclusive environment will

Access

be:

- Easily used by as many people as possible without undue effort, special treatment or separation.
- Able to offer people the freedom to choose how they access and allow them to participate equally in all, activities it may host.
- Able to embrace diversity and difference, to be safe, legible and of high quality.

Internal Access

Inclusive access within the layout provides for ease of movement by all social groupings and the house types and commercial units will be compliant with Part M of Building Regulations. This ensures that certain minimum standards for disabled access for such items as steps, ramps, door widths, accessible toilets etc, are adhered to. Access for disabled people to services, employment and the built environment is playing an increasingly important role in the development of new and the refurbishment of existing buildings. New legislation, regulation and planning requirements are currently being introduced and an increasing range of design guidance being published.

In response to this evolving ideal, the design team has adopted an approach, which incorporates measures to facilitate access and use by all people using the building including disabled people who may be wheelchair users or have a mobility, sensory or cognitive impairment. By following good practice guidance on accessibility it has been recognised that there is a benefit to all users of the environment, not only those with recognised disabilities.

The design considers access and use of the environment and the dwellings by residents and visitors. Dwellings incorporate features that can be easily adapted to suit the evolving and varying requirements of the residents. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

Approach to Building

The approach to the building is the area of land within the curtilage of the property, from the boundary of the site up to the building itself. Consideration should be given to the construction of the pathways and use of various surface materials, dropped kerbs, tactile paving, parking and drop off points.

Entrances

Entrances should be located in a logical relationship to the accessible routes that serve it. Consideration should be given to signage, lighting, contrast etc. Where security is required to prevent unwanted access, means of access should be located in a position suitable to all users.

Emergency Access

The site layout demonstrates that emergency vehicles can access the site and adequately manoeuvre within the proposed highway network.

This Design and Access Statement demonstrates that the proposals accord with relevant national and local planning policy and design best practice in relation to planning applications.

Overall, the proposed layout and supporting illustrations have been developed based on a clear set of design parameters.

These principles ensure a well designed detailed proposal with careful consideration given to a range of dwellings in a pleasant, safe and secure environment

New residents will benefit from links to public transport, footpath/cycle permeability with well defined public green spaces.

These combined elements will ensure a pleasant, attractive and thriving environment to live.

Development Summary

No. of Dwellings: 48

Gross Site Area: 1.76 hectares

Type of Dwellings: Detached, semi detached, terraced and apartments

Storey Heights: 2-3 storey development

Bed Range: 2, 3, & 4

