

**Design and Access Statement
Revision A**

for

Residential Development at

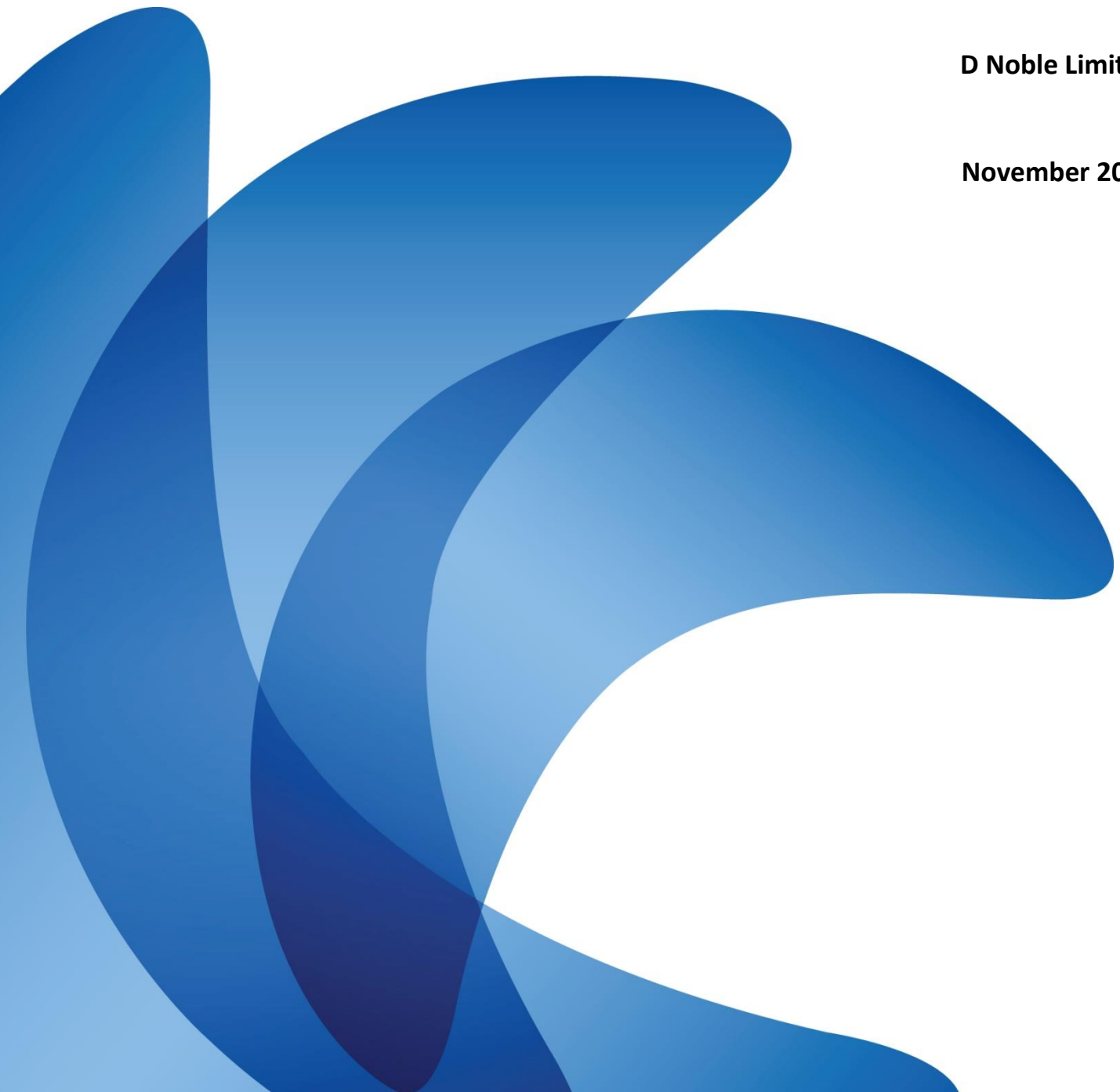
Lady Ann Road,

Soothill, Batley

for

D Noble Limited

November 2021



CONTENTS

- 1. Introduction
- 2. Site Context
- 3. Existing site
- 4. Social and Economic Context
- 5. Planning History
- 6. Design Principles
- 7. Safety and Security
- 8. Sustainability
- 9. Access
- 10. Appendices:
 - Appendix 1: Aerial Photograph
 - Appendix 2: Site Location Plan
 - Appendix 3: Materials
 - Appendix 4: Photographs

1. Introduction

This Design and Access Statement accompanies the full Planning Application by D Noble Limited for a residential development consisting of 67 dwellings and associated car parking and landscaping works on land accessed from Lady Ann Road, Batley, WF17 0PY.

Proposal

This application is for a residential development of 67 dwellings, ranging in size from three to five bedrooms, with associated car parking and landscaping works.

The range in house types is to cater for a diverse mix of people, with starter homes for first-time buyers and larger detached family homes.

intended to provide a good mix of homes ranging from 3 and 4 bed semi-detached family homes and larger 4 and 5 bed detached family houses.

The land is designated for housing in the Kirklees Local Plan, adopted February 2019.

2. Site Context

Batley is a town with a population of approximately 38,000 in the Kirklees District, located 7 miles south-east of Bradford, 7 miles south-west of Leeds and 1 mile north of Dewsbury.

The site is a large plot of land of approximately 3.3 hectares situated between Lady Ann Road and Primrose Hill. The south-eastern edge of the site bounds directly onto Lady Ann Road, along which runs a small watercourse called Howley Beck. The north-eastern site boundary is marked mainly by dense bushes/trees beyond which is the Lady Ann Business Park. The domestic timber fencing of the rear gardens of the terraced houses on Lady Ann Road form the western boundary, while a 1m high wooden fence and bushes form the northern boundary.

The site slopes, steeply in places, in a west to south-east direction. Currently the site is covered in overgrown weeds, reeds, bushes trees and rough grass. A row of mature trees cuts the site roughly in half from east to west.

The site is well connected, lying 1 mile to the east of Batley town centre.

- The site lies 1 mile to the east of Batley town centre.
- Batley train station is 0.5 miles away with trains running to Leeds, Huddersfield, Manchester and Halifax.
- There is a bus stop on the corner of Primrose Hill and Lady Ann Road with services to Wakefield city centre, and Dewsbury and Batley going in the other direction.
- There are several primary schools just under a mile away, and a high school 1.5 miles away.

- There are many shops in Batley – supermarkets, takeaways, post office, pharmacy, cafés, pubs, dentist, doctors, hairdressers, restaurants and various independent shops.
- The dwellings on Lady Ann Road are terraced and semi-detached two storey residential properties. Predominantly stone with slate roofs.
- To the north-eastern boundary onto Lady Ann Road is a large three storey red brick mill, comprising rentable units with numerous uses.
- To the West the site is bounded by the rear gardens of predominantly terraced house on Primrose Hill. Most are Victorian stone built with slate roof covering. To the top of Primrose Hill are later brick built terraced and semi-detached houses.
- To the north-eastern boundary is Howley Lane which has a row of stone built terraced houses that step down the steep hill.
- Beyond Lady Ann Road are 20th century brick and render houses and 3 storey flats in a variety of styles. The site is overlooked by the 3 storey red brick built mill and a collection of industrial units that form the industrial estate to the North West corner of the site.

3. Existing Site

- The site covers an area of approximately 3.3 hectares and is located approximately 3km north of the centre of Dewsbury. The Ordnance Survey grid reference is SE 250 246.
- The site is a large plot of land situated between Lady Ann Road to the east and Primrose Hill to the west. Access to the site was in the south west corner across a bridge formed by a railway sleeper and then along a footpath that crosses the site.
- The site slopes (up to 1:6 slope) down steeply from the west towards the east and south. The site is surfaced by overgrown weeds, reeds, bushes, trees and rough grass.
- In the central eastern corner of the site, a depressed area of reeds exists, which is very soft underfoot. The same is noted in the north-east corner of the site.
- A row of mature trees cuts the site in roughly half across the centre from east to west.

4. Social and Economic Context

- The proposed residential development will contribute to the long-term sustainability of the town, local area, businesses, and services increasing activity, pedestrian flow, investment and employment.

- The scheme will help to increase the availability of good quality affordable family housing in the town. A good range of dwellings (3,4 and 5 -bed houses) is proposed, providing a good housing mix and affordability in accordance with Policy CS6.
- The applicant is a local developer/builder who employs local labour and sources materials locally where possible. The construction of the development itself will therefore support local jobs and businesses.

5. Planning History

- June 2017 - 2017/91851 Erection of 84 dwellings and associated works including new access off Lady Ann Road, regrading works and landscaping by D Noble Ltd. Refused September 2018.
- July 2019 – 2019/92462 Erection of 71 dwellings and associated works, by D Noble Ltd. Refused January 2020
- September 2020 – 2020/93071 Erection of 71 dwellings and associated works, by D Noble Ltd. Withdrawn May 26th
- The above applications were refused or withdrawn due to a number of factors, namely insufficient information relating to viability, and insufficient information to demonstrate that there would be no adverse impact on wildlife and biodiversity, highways impacts, flooding and protected trees.
- The site is large and complex, and the client and consultants did their utmost to provide sufficient information and solutions to resolve these issues, in the context of discussions with local planners and statutory consultees, including the Environment Agency. Application 2020/93071 was withdrawn because discussions were progressing, but Kirklees Council did not want to extend the application period any further and advised withdrawal and submission of a new application would be preferable.
- We feel that the present application has redressed all these issues, having been informed by the discussions and advice noted above. The present application redresses these issues as follows:
- A fully detailed Viability Appraisal based on the complexity of constructing much needed housing on this challenging site.
- A Biodiversity Management Plan and Water Vole Mitigation Strategy, and Ecological Impact Assessment by Brooks Ecological. They conclude that the scheme has 'engaged with the NPPF Mitigation Hierarchy and have been able to avoid most significant effects at the site'. They also conclude a 'net gain in Hedgerow and River Units is achievable' but note that, inevitably, there will be an overall 'net loss in Habitat Units'. However it should be noted that the applicant has progressively reduced the number of proposed units on site (from 84 to 67), and increased the area of open space available for biodiversity.

- A revised Flood Risk Assessment by JOC Consultants Ltd. This has been revised following discussions with the Environment Agency and Kirklees Flood Risk Team, including a meeting with all parties in September 2021. The Flood Risk Assessment now demonstrates that proposed development will not result in flooding to the proposed properties, the proposed access road or any exacerbate the risk of flooding to existing properties in the area.
- Advice and vehicle tracking from traffic consultants, Paragon Highways has been incorporated into the final scheme to improve road safety and accessibility. Likewise comments from Kirklees Highways officer relating to the previous schemes have been reviewed, with the final layout revised to reflect residential and visitor parking numbers and layout, access and storage for refuse and recycling vehicles and general road layout.
- A landscape scheme indicating new planting, hedgerows and other boundary treatment, amenity space and the play area.
- Plots 55 and 56, and 68 and 69 have been omitted from the current scheme to preserve the trees protected by Tree Protection Orders.
- Therefore, we believe the present scheme addresses all of the issues that caused the previous schemes to be refused.

6. Design Principles

- This is a steeply sloping site surrounded by existing urban development. The aim is to create a residential development that is legible and sits comfortably within the existing urban fabric. Residential development should be safe and secure. This can be achieved with a careful and well-considered housing layout. An assessment of the local vernacular allows creation of a scheme which fits within the local context in terms of materials and grain.

Key design principles are summarised below: -

Sense of Arrival

- The single primary access road into the site from Lady Ann Road, which marks the entrance to the development, and gives an enticing glimpse of a pleasant residential estate.
- Once beyond the access over Howley Brook, the road follows the contours and climbs up an around the hill with two private roads branching off to give access to a variety of house types to form a pleasant and private cul-de-sac environment.
- This layout aids legibility and navigation around the development and will enhance the sense of security of residents.

Clear Distinction Between Public and Private Spaces

- All dwellings have their principal elevations overlooking the street and small front garden areas
- The steep topography is reflected in the architecture of the estate. All the houses on the development will be split level. Houses are either three storeys facing onto the road and two storeys facing onto their rear gardens, or two storeys facing onto the road and three storeys facing the gardens, depending on their location.
- Rear gardens are gated with secure boundary treatments.
- Defensible private spaces are created which benefit from natural surveillance from each property.
- Parking spaces are in-curtilage and well overlooked.
- Windows have been introduced to gable elevations which overlook public spaces to provide security and natural surveillance.

Prevention of Car-Dominated Frontages

- A mix of parking arrangements and house types avoids car-dominated frontages. The 3 houses have 2 parking space each, whilst all the other dwellings have a minimum of 3 parking spaces which, to some properties, will include an integral garage. A mixture of house types gives variety and interest to the street scene. We have also provided 16 visitor parking spaces, and ample turning, to allow safe access and manoeuvrability of utility and emergency services vehicles.

Connections and Simple Road Layout

- A simple road layout has been created with a single route through the site.
- The principal road/vehicular route into the site is 5.5m wide with 0.7m berms with turning head provided for refuse vehicles etc. The head of the turning head is a minimum of 5.5m wide.

Architectural Character

- The dwellings on Lady Ann Road are terraced/ semi-detached split level two/three storey residential properties. Predominantly constructed of art stone with slate roofs.
- We have therefore followed this character through the design of the house types with Sandstone Artstone and cast stone headers and cill details and slate effect roof tiles throughout.
- Window openings are simple with a vertical emphasis to give well balanced elevations. and a sense of quality to the development.

- A range of house types have been used on the site to create interesting and varied street scenes, but also to strengthen the legibility of the development.
- All dwellings are split level two/three storey units to reflect the scale of the existing houses adjacent to the development. A density of 20 dwellings per hectare is achieved, which reflects the challenging topography of the site and the need to keep a large proportion of the site available for trees, biodiversity and amenity.

7. Safety and Security

- As described above, the layout of the residential development has been carefully designed to promote safety and security.
- Where necessary, new 1.8m high close boarded vertical timber fencing will be erected along boundaries.
- Existing walls and fences along these boundaries to residential boundaries will remain with localised repairs to be carried out where necessary to maintain the integrity and security of the site.
- To the front of the plots fronting on to Lady Ann Road, we have employed landscaped banking that soften the visual impact and provide a natural edge to this wild area.
- We have also echoed the prevailing architectural language of low stone walls present to the front of the terraces on Lady Ann road on the houses that overlook the existing terraces. This ties in the old with the new, and provides a pleasant transition from the Victorian street scene on Lady Ann Road, into the contemporary modern housing being provided in the development.
- Secure gates to rear gardens and side paths will be provided with 1.8m high privacy fencing between properties, dropping to a 1500mm high post and rail timber fence between back gardens.
- 600mm black metal railing will be provided along the boundaries between the front gardens.

8. Sustainability

- Sustainability is integral to the scheme at Forest Road, Almondbury, informing decisions on many different levels.
- The proximity of the site to local amenities, services, public transport networks has all been outlined above.
- By increasing the number of dwellings and therefore the number of residents in the local vicinity, the proposed development of this site will help to support the existing

businesses and facilities ensuring their long-term success and the sustainability of this urban centre.

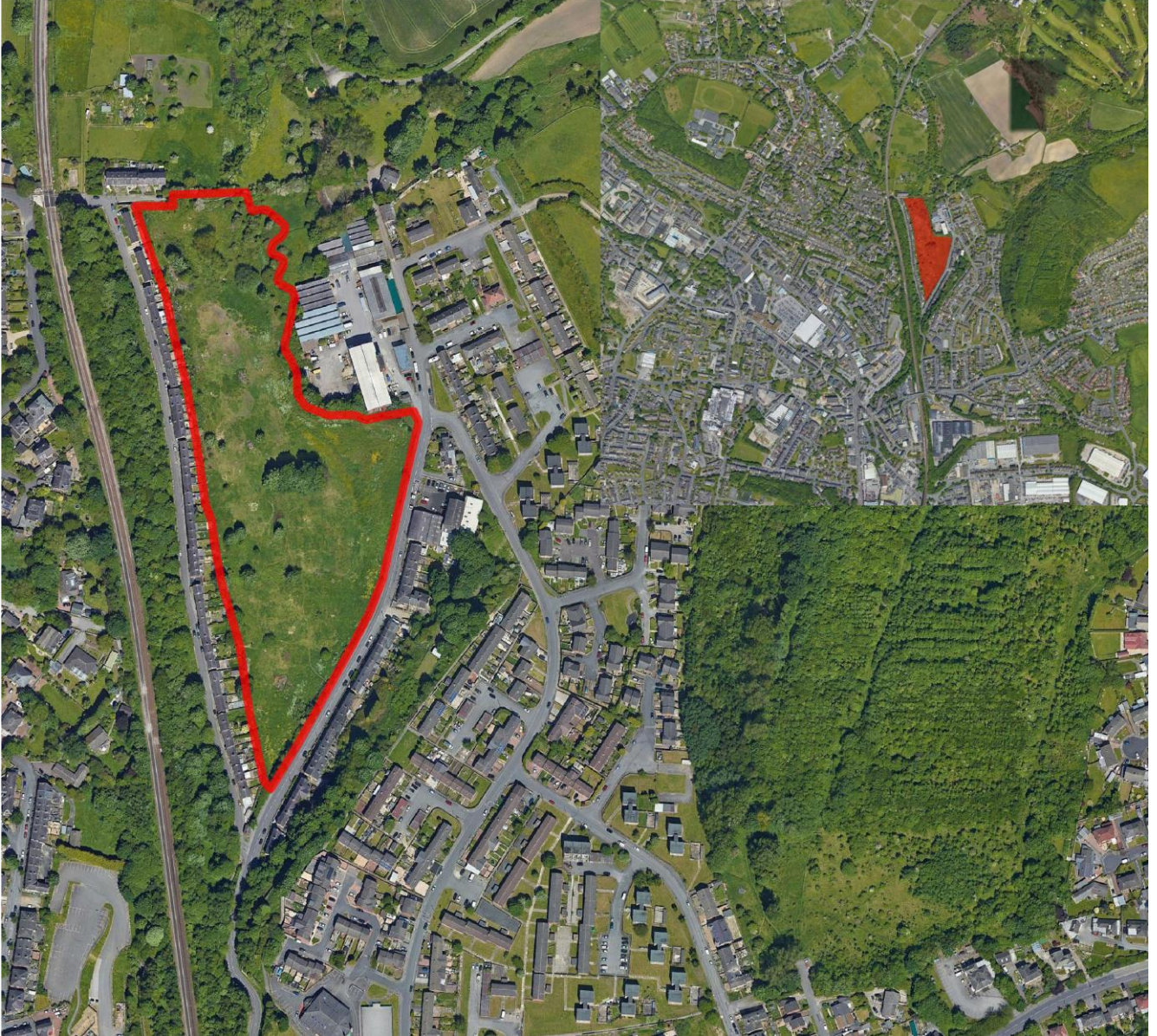
- The location of the site is inherently sustainable as it is already supported by local infrastructure and services. As this site is in an existing urban location, no energy consumption is required to construct surrounding roads, sewer networks etc. as they are already in place.
- As described previously the scheme has been designed with safety and security in mind. The new buildings have their main elevations facing onto and overlooking the street with parking areas well overlooked and secure gates and robust boundary treatments to rear gardens. Where possible windows have been introduced to gable elevations to overlook streets and pedestrian routes.
- Materials will be sourced locally wherever possible.
- D. Noble Ltd will ensure that waste produced during the construction process is minimised, re-used or recycled as part of a Waste Management Plan.
- The applicant will aim to utilise energy from a renewable source for up to 15% of the development's predicted energy needs, subject to this being technically feasible and/or financially viable.

9. Access

- The pathways and approaches to all buildings will be designed to give precedence to the pedestrian over the car wherever possible. Where pedestrian routes and vehicular access points do cross, there will be dropped kerbs wherever necessary. All non-adopted pathways on the development will be a minimum of 900mm wide, with gradients not exceeding 1:12 (existing topography permitting) and of solid construction to be firm and even. All approaches to dwellings will have level or ramped access from the car parking /drop off points in full accordance with Part M of the Building Regulations.
- Parking spaces for dwellings will be provided on driveways or in plot parking spaces.
- All the houses will have their own private garden space.
- All garages will be a minimum of 3m x 6m internally.
- All the dwellings have a w.c. at ground floor and are to be designed in accordance with Building Regulations Part M for access to and use of buildings:
- All entrance doors to the houses will have level egress with a maximum threshold of 15mm and clear opening width of 900mm. All internal doors within houses will have a 775mm clear opening width, with a minimum corridor width of 1050mm in accordance with Building Regulations Part M1, Section 7.

- All switches and sockets are to be positioned between 450mm and 1200mm from finish floor level, in accordance with Building Regulations Part M. Windows provided to all lounges to have maximum sill height of 800mm to provide views out from a seated position.
- First floor windows from habitable rooms will be suitable for emergency egress in accordance with Building Regulations Part B.

APPENDIX 1
AERIAL PHOTOGRAPH



APPENDIX 2
PROPOSED SITE LAYOUT



**APPENDIX 3
MATERIALS**

All house types are constructed using Marshalls Yorkstone Artstone Walls, flat slate effect roof tiles and white windows doors and fascia.



Marshalls Cromwell - Pitched Weathered



Forticrete SL8 Roof Tile - Slate Grey

APPENDIX 4
SITE PHOTOGRAPHS



Aerial view of the site from the south bounded by Lady Ann Road to the West and Primrose Hill to the East.



Industrial Estate with terraced housing on Primrose Hill beyond.



Primrose Hill and Howley Lane



The site viewed from Lady Ann Road