



Blue Hills Farm Estate

B i r k e n s h a w

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1.0 | Introduction

THE PURPOSE OF THIS DOCUMENT:

This Design and Access Statement has been prepared by Acanthus WSM Architects to accompany the Reserved Matter Planning Application for the proposed residential development at Blue Hills Farm, Birkenshaw. An Outline permission was granted on the 9th of December 2019, Application Number 2019/60/90527/E.

The statement has been prepared on behalf of Vistry Partnerships Ltd. (Yorkshire) and is to be read in conjunction with the submitted drawings and accompanying documentation:

- Location Plan,
- Proposed Site Layout,
- Materiality Plan,
- Site Sections,
- Typical Street Scenes,
- General Arrangement Plans and Elevations,
- Topographical Survey

Further reports and drawings will accompany the reserved matters planning application.



2.0 | Site Location



Figure 1



Figure 2

SETTING THE SCENE:

The site is located Kirklees roughly 3 ½ miles (5.6km) from Bradford, 7 miles (11.2km) from Leeds and 8 miles (12.8km) from Huddersfield centres.

The application site is 8 acres (3.24 hectares) in size and is allocated for housing in the Local Plan (site location ref: HS93).

To the northeast of the application site is West Yorkshire Fire and Rescue Service Headquarters – this large site is enclosed by stone walls, and includes the Grade II listed former Oakroyd Hall, several other buildings, trees protected under Tree Preservation Order 19/92/a1, and soft landscaped areas.

To the southeast the site is bounded by Whitehall Road West (A58), beyond which is the Heathfield Farm PH/restaurant, vacant large employment unit, and the Emmet's Reach residential development.

The southwest edge of the application site borders the private access lane to Blue Hills Farm. The working farm comprises several buildings (including a farm shop, cafe & indoor soft play barn) close to the west corner of the site. Beyond the access lane is an embankment down to the M62 motorway. Public footpath SPE/14/10 runs along the application site to the southwest and northwest boundary, and cuts across part of the site at its west corner.

Further to the northwest, beyond the public footpath, are agricultural fields.

The site is allocated for housing in the local plan and was granted outline planning approval in December 2019 for 127 dwellings, 39 of which were apartments. An indicative layout was submitted with the application (10575 – L03-C) and included details of the new access road off the exiting Whitehall Road West roundabout (1811701C).

SITE CONSTRAINTS:

The above diagram illustrates the constraints present within and adjacent to the site.

The application site slopes downhill from north to south. The north corner is approximately 172m AOD, and its south corner is approximately 152m AOD. There are some variations in levels where earthworks and a hard surface exist close to the site's west corner and southwest boundary.

Most of the application site is greenfield and is grassed. No significant buildings exist within the site's boundaries, although there are some small and temporary structures and a hard surfaced areas towards the site's west corner.

The application site is not within or close to a conservation area. The site has some landscape sensitivity resulting from its location, surrounding topography and visibility from land to the south and from public footpaths.

High-level overhead power lines run north-south, across the site with a Pylon Tower located towards the norther corner of the site. A further set of powerlines cross the site in an east west direction however these will be diverted as part of the development.

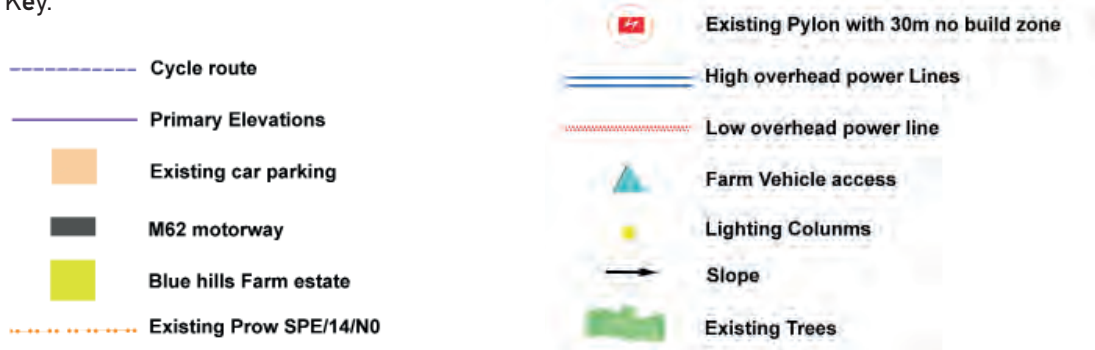
Close to the northwest boundary is a belt of TPO trees. Whilst the trees are outside of the development site the root zones encroach into the site. The trees have been surveyed and root protection zones established.

The Noise Impact Assessment has identified that the key noise sources impacting upon the development are road traffic from the M62 to the south west and the A58 to the south east.



Figure 3 – Constraints Plan

Key:





3.0

Evaluation & Consultation

Various sketch schemes were presented as part of the first pre-application consultation submitted by others. Examples of the layouts are shown below. Following feedback changes to the layout were made resulting in an indicative layout which was included as part of the outline planning application.

OVERHEAD POWER LINES
NEGATIVE BUILDING EXCLUSION
ZONE BASED UPON 10' EITHER SIDE
OF CABLE TO BE CONSIDERED

10000 10TH AVENUE

PLAY SPACE
(TERRACE)

PLAY SPACE

EXISTING CAR PARK

AREA RESERVED BY CLIENT FOR
LATER DEVELOPMENT
BETWEEN 10' OF SIDEWALK AND
AREA A

10' BUFFER ZONE TO 10' BUFFER ZONE

OVERHEAD POWER LINES
NEGATIVE BUILDING EXCLUSION
ZONE BASED UPON 10' EITHER SIDE
OF CABLE TO BE CONSIDERED

[illegible]

Figure 6- Site layout by others

RESERVED MATTERS PRE-APPLICATION :

A Pre-application based on 99 dwellings was submitted on the 10th October 2021 and a subsequent meeting was held on the 10th January 2022. A formal written response was received on the 11th February.

The pre-application meeting was considered very positive and the initial comments were discussed as follows:

- The principle of residential development at this site has already been accepted through the adoption of the Local Plan and the proposed density is acceptable.
- A phased development would be considered acceptable in principle provided consideration is given to the location of affordable housing provision and open space, noise impact and avoiding unresolved / un-finished boundaries.
- The proposed layout resembles the indicative layout submitted at outline application stage and is acceptable in principle. Whilst a loop road would be preferable given the site constraints it was accepted this would not be feasible.
- Consideration should be given the diversion of public footpath SPE/14/10. It was suggested gates are provided to connect the development to the public footpath and farm.
- The proposed number of dwelling and typologies is acceptable with variations in materials. Rear garden access for all plots was deemed positive and generally the car parking driveway arrangements appear acceptable and comply with the councils parking expectations.
- The proposed number of dwelling and typologies is acceptable with variations in materials. Rear garden access for all plots was deemed positive and generally the car parking driveway arrangements appear acceptable and comply with the councils parking expectations.
- High quality landscape scheme should be included with the application along with boundary details.
- Noise from the M62 is a concern. In accordance with the noise report the recommendation is to ensure all plots are positioned to ensure gardens are protected by the dwellings.
- National Highways previously had concerns regarding the stability of the M62 banking. The recommendation is for the structural engineers will liaise with National Highways and provide the necessary information.



Figure 7- Pre-app site plan

- It was noted at the time of the pre-app Kirklees Highways confirmed the highway network can accommodate the development which was based on 127 units. The current proposal is for 99 units resulting in less demand on the highway.

Previously Kirklees Highways confirmed 'Proposed development can be accommodated by the highway network and there are no highway capacity or safety reasons why this development should not be granted planning permission. Visibility splay needs to be adopted as part of the public highway (surface treatment can be determined at detailed design stage).

- Replacement overflow parking for the farm will need to be identified which currently forms part of Phase II.

- Highways requested the confirmation of the vehicle manoeuvres, turning heads and forward visibility splay.

- Additional 2m footway adjacent to public open space areas were recommended to ensure safe connectivity throughout the site.

- Separate public open space layouts will be required are part of the overall landscape designs. These should consider lower fences and access gates to connect to the public footpath.

- All dwellings should achieve National Describes Space Standards and the minimum affordable requirement would be 20%. The proposal to allow for over 40% was positive and it will be need to be retained in perpetuity.

RESERVED MATTERS PRE-APPLICATION :

A further reserved matters pre-app meeting was held with the Planning Case Officer and Highways on the 1st March 2022 to discuss:

- Impact the development will have on the farms current parking arrangements and numbers.

- Possible improvements to Whitehall Road West and the existing roundabout for both cyclist and pedestrians.



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Design Response

THE PROPOSAL:

Following feedback provided at the pre-application meeting a revised site layout has been prepared which takes into account the comments made.

The revised proposal is to develop 91 No. two, three and four bedrooms houses of which 38 (41%) will be affordable. The houses will be two and three storey and all have private in curtilage car parking spaces, some with garages. All houses will benefit from private, secure rear gardens, electric charging points and space for the opportunity for residents to provide secure cycle parking.

In addition, to private parking spaces there will be a number of visitor parking space provided within the shared surface area plus further unallocated parking around the site offering up to 10 visitor parking spaces (1 for every 9 dwellings).

The reduction in unit numbers from the outline consent ensures all private amenity areas are protected by the buildings mitigating noise pollution from the M62 motorway. Any gardens which may suffer from potential noise will have acoustic fencing as identified on the site layout.

The sites topography and constraints, such as the overhead power lines, influence layout and building position. The design follows a similar highway layout to the outline design with access off the existing roundabout and the main spine road within the power line easement.

The height of the overhead powerlines has been assessed to ensure the building can be built safely and are outside of the limit of approach set by Northern Power.

The majority of the highways will be based on traditional residential roads with vehicle turning heads and footpaths. A highway consultant has been appointed to ensure the layout complies with Local Authority requirements and vehicle manoeuvres including ensuring the turning heads are of sufficient size, correct radii and the 25m forward visibility splays are achieved.

Retaining structures will be in the form of stone filled gabion baskets and contiguous stone face piles, the latter will be used in areas close to tree root protection zones to ensure minimal disturbance particularly along the eastern boundary. All works will be outside root protection zones.

The houses fronting onto Whitehall Road are elevated as the road falls away. Access and parking to these properties will be from the rear. There will be no direct access onto Whitehall Road from the front however, a communal access footpath is proposed. This will run parallel to the back edge of the main public footpath, albeit at a higher level. This will give the residents the best possible amenity being raised above road level whilst preventing people from parking on Whitehall Road.

There are three areas of public open space, all benefitting from natural passive surveillance from the surround properties. The combined area will be circa 4244m² comprising amenity greenspace, natural/semi-natural greenspace and children/young people. The drainage designs are currently being developed and the proposal is for the southern POS to be used to accommodate surface water storage. This below ground storage will be designed to ensure it will not impact on the banking or motorway.

The current intention is for a phased development. Phase one – 77 dwellings and Phase two – 14 dwellings. The layout submitted as part of the initial reserved matters pre-application was for a total of 99 dwellings. This has since been reduced to 91 to ensure the existing farm overflow car parking area is not impacted. Currently the full parking area is not utilised. A section is used for storage of materials however, this can be cleared to ensure existing parking numbers are maintained following completion. A full weekend parking survey has been undertaken and details of the findings are contained in the application.

The reduced layout will also have less impact on the public footpath SPE/14/10 running along the application site's northwest boundary, and across part of the western corner of the site. This will be diverted and formalising through the car park subject to agreement with the PROW Officers. It is also the intention to provide a new, alternative, public rights of way through the development.

DESIGN OUT CRIME:

West Yorkshire Police have been consulted and recommended the development is built to secure by design standards and referenced AD Part Q of the building regulations. Defensible planting will be provided to the external side of the plot boundaries that abut the Public Right of Way.

The highway will be adopted and a lighting scheme will be agreed with the Highways Authority.

All public open space and publicly accessible areas benefit from natural surveillance from adjacent dwellings.



Figure 9 - Street Scenes

APPEARANCE:

The proposed development consists of predominantly 2 storey properties (with some 2.5 storey dwellings), reflecting the surrounding residential areas.

From a site assessment it was deduced that the local materials include, red brick, art stone and render, grey and red concrete tiled roofs, artstone window heads & cills all in rather traditional architectural style.

The proposal aims to reflect the surrounding area, picking up elements of architectural detail as well as the material pallet identified within figure 7 overleaf.

Key:

- External walls- FL quality red brick multi with soldier course brick heads and cills.
- External walls- Artstone splitface textured block with artstone cills.



Figure 10 – Material plan