

Thomas Street, Lindley Huddersfield

Design & Access Statement

June 2022



DESIGN AND ACCESS STATEMENT

To accompany an Outline Planning Application for a

PROPOSED CARE HOME DEVELOPMENT

21 THOMAS STREET,
LINDLEY
HUDDERSFIELD
HD3 3JJ

This document has been prepared by ADG Architects
for Muller Property Group

June 2022



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1.1 THE BRIEF

This Design and Access Statement has been prepared by ADG Architects on behalf of Muller Property Group to support an Outline Planning Application for a Care Development with associated access, car parking and landscaping.

The proposal has been informed and defined by the surrounding context, with details for the proposal having a great consideration for:

- Existing surrounding context
- Relationship to surrounding land uses
- Height, scale and massing
- Access
- Parking
- Landscaping and biodiversity of the site
- Existing trees within and around the site
- Space requirements for provision of specialist care

Site Address:

21 Thomas Street,
Lindley,
Huddersfield,
HD3 3JJ

Local Planning Authority:

Kirklees Metropolitan Council



2.1 SITE LOCATION



The site is situated 2.4 miles to the north west of the large market town of Huddersfield.

Located on to the south of West Street, the site sits between Thomas Street, Brian Street and Thorncliffe Street. The plot that occupies approximately 2,500m² (0.25 hectares).

The public transport link to this site are good with a bus stop opposite the site on Thorncliffe Street which provide an hourly service to Huddersfield and Halifax. The bus stops to the surrounding area are highlighted on the map to the left by a circular sign.



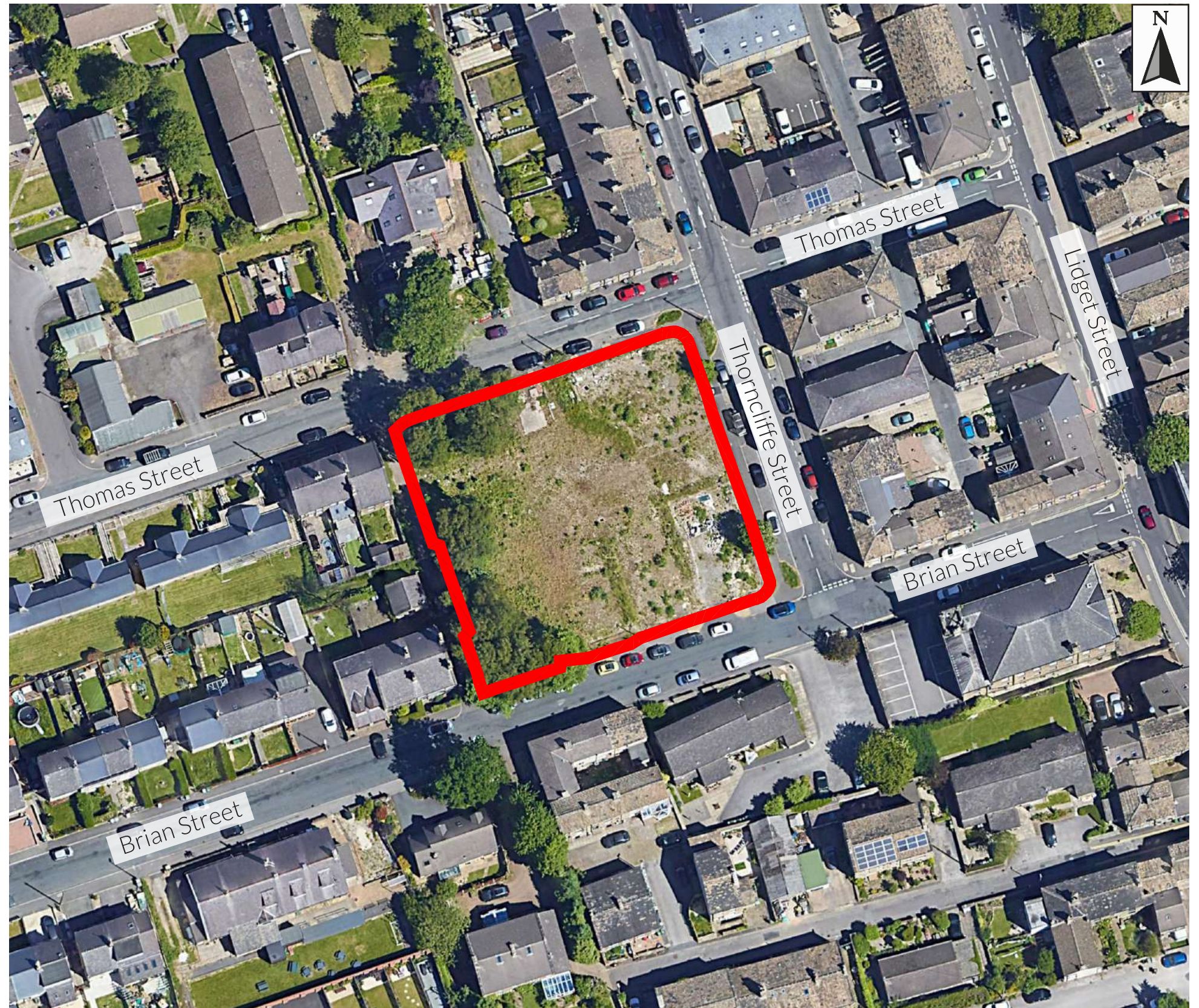
2.2 POSITION AND RELATION TO NEIGHBOURS

The site is located between Thomas Street and Brian Street at the junction of Thorncliffe Street. The streets that surround the site are preliminary residential with commercial use properties located to the east of the site.

The neighbouring properties sit close to the site boundaries, with the closest properties being those on the west boundary. An existing tree line sits across this boundary and provides privacy for both the neighbouring properties and the proposal site.

The properties to the north and south boundaries are separated by a road and pedestrian footpaths. The main frontage to these buildings is located off Thomas Street and Brian Street which form the residential streets and street scape that is synonymous with the surrounding context.

To the east of the site, along Thorncliffe Street, are residential properties which have active frontages that face the proposal site and the primary access into their property is from this road.



Aerial view of proposal site

2.3 SITE APPROACH

The site currently has dropped kerb access both from Thomas Street and Brian Street, however there is no hard standing access into the site from these access points.

Approach One - The view from the north west boundary is obscured by the existing trees and neighbouring residential property (55 Thomas Street). Once past these trees, there is clear visibility of the north boundary.

Approach Two - Due to the location of the site, it becomes a predominant feature on the junction of Thomas Street and Thorncliffe Street. There are no existing trees along this boundary that would obscure the visual approach.



Approach One - North west corner of the site along Thomas Street



Approach Two - North east corner of the site on the junction of Thomas Street and Thorncliffe Street

Approach Three - Similar to Approach Two, the junction of Brian Street and Thorncliffe Street provide a large visual aspect of the proposal site. There is one existing tree on this approach, however this does not obscure the view across the site.

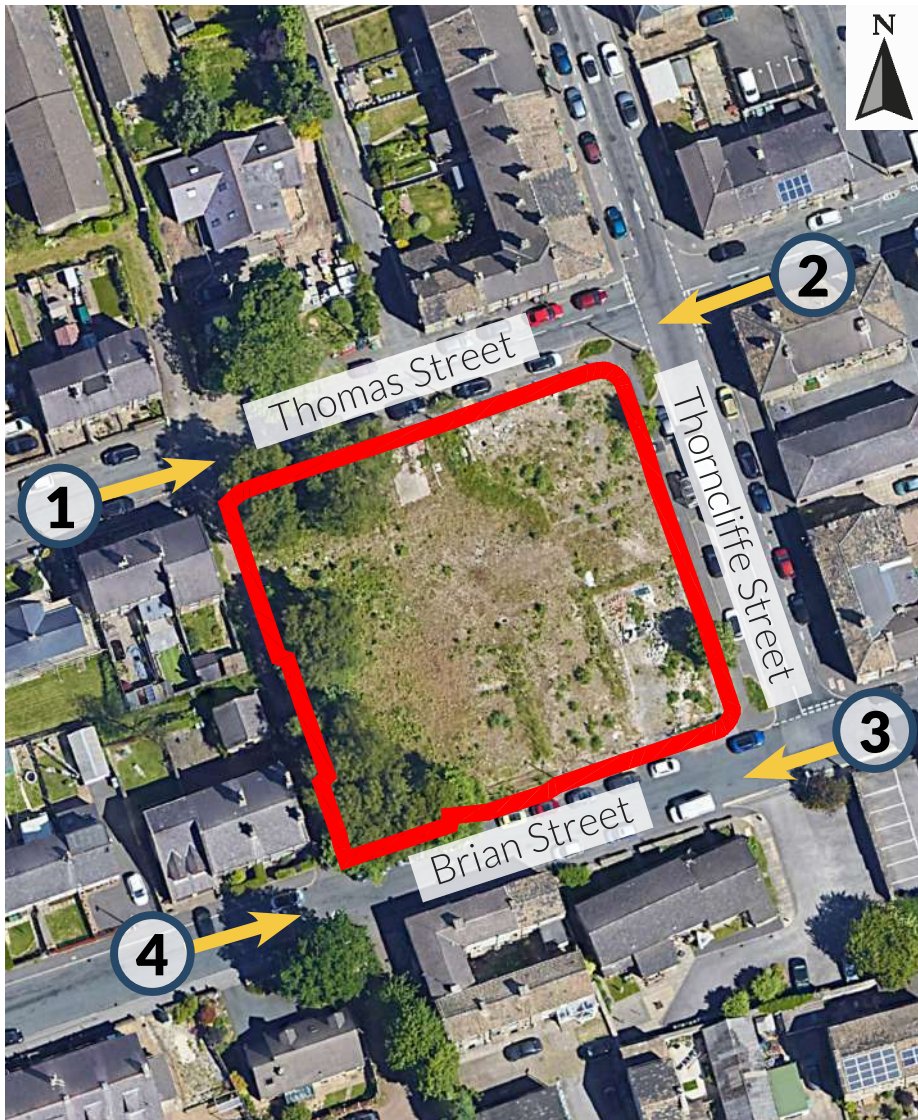
Approach Four - The most obscured approach to the proposal site, due to the dense tree line in the south west corner. These trees provide coverage to one third of the south boundary. The residential properties along Brian Street are the closest properties that face the site, at an approximate distance of 10 metres from the south boundary.



Approach Three - South east corner of the site at the junction of Brian Street and Thorncliffe Street



Approach Four - South west corner of the site along Brian Street



2.4 LOCAL CONTEXTUAL ASSESSMENT

To better understand the architectural styles that will form the basis of the proposal, a visual assessment of the local context has been carried out.

There is a range of architectural styles throughout Lindley, Huddersfield due to the history of the town and development over the past 100 years.

Architectural details that are apparent from the local contextual assessment are:

- Feature gables provide a focal point and visual interest to the frontage of the properties.
- The main external material finish consists of stonework with string coursing details and decorative window heads and cills.
- Decorative chimneys break the massing of the roof line on the older properties within the surrounding local context.
- The properties within the area vary from 2 to 3.5 storeys.
- Dormer windows and skylights providing natural light to top floor rooms, typically the roof to the dormers a flat roof construction.

Please see page 9 for the image references.





Image 1 - 4-8 Cowrakes Road (0.3 miles from proposal site)



Image 2 - East Street (0.1 miles from proposal site)



Image 3 - 39 & 43 East Street (0.3 miles from proposal site)



Image 4 - Thorncliffe House, Thorncliffe Street (73 yards from proposal site)



Image 5 - Manor House, Lidget Street (0.2 miles from proposal site)



Image 6 - Burwood Road (0.3 miles from proposal site)



Image 7 - Sykes Court Retirement Living (0.2 miles from proposal site)



Image 8 - Mendip Avenue (0.4 miles from proposal site)



Image 9 - Blackthorn Drive (0.3 miles from proposal site)

3.1 EXISTING SITE ANALYSIS

The site is currently a vacant site with no existing buildings or access roads.

Key features of the site include:

- Vehicle access points into the site from Thomas Street and Brian Street. Dropped kerbs are installed from the previous use of the site.
- A line of existing trees sits across the west boundary, which consists of well-established trees.
- Located approximately 2.4miles from the centre of Huddersfield with good transport links and a number of bus stops that can be easily accessed from the site.
- There are no existing buildings on the site as the site has been cleared previously, and the topography of the site is generally level as a result.

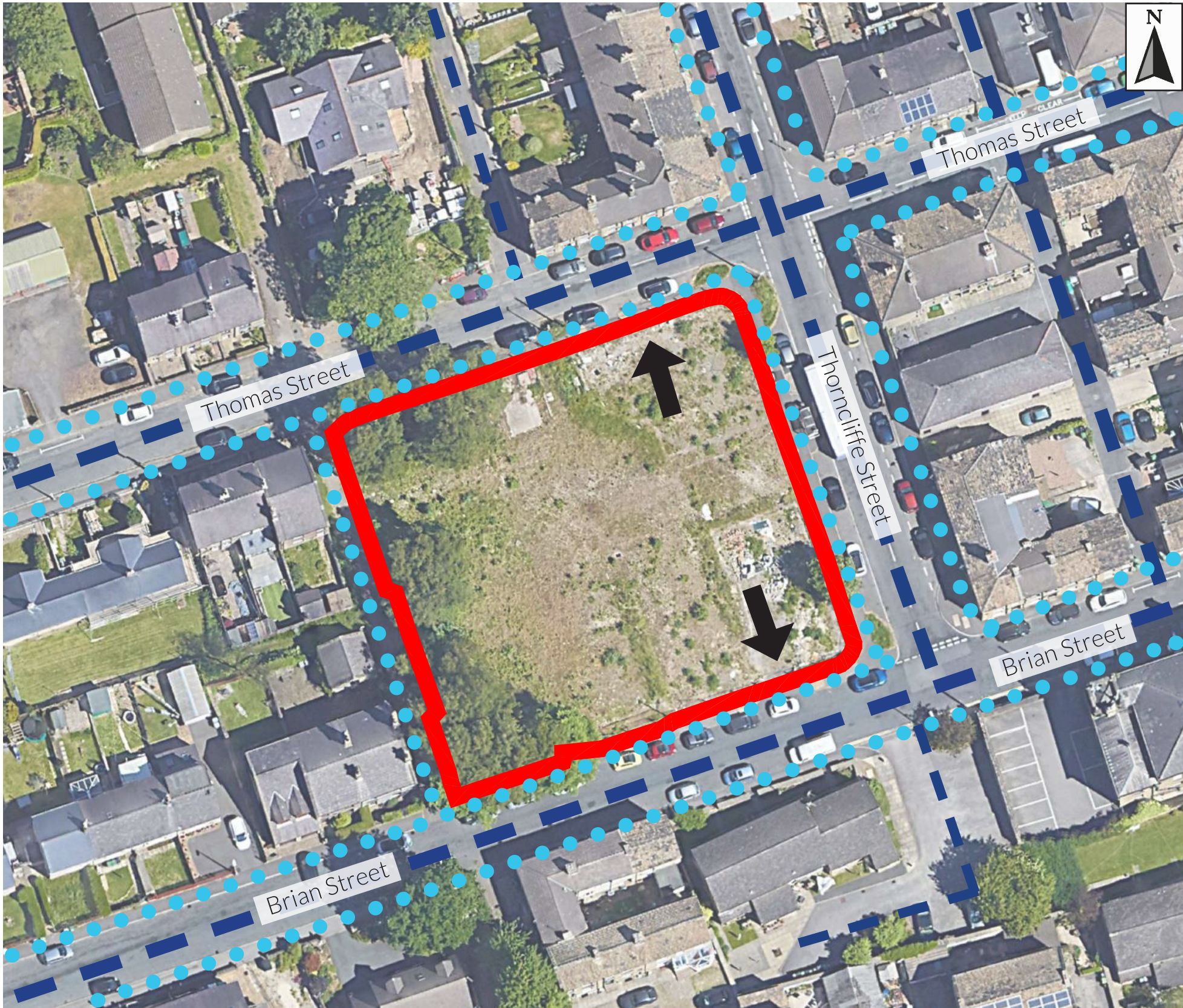
KEY:

Road Network

Pedestrian Walkways

Site Boundary Line

Site Access Point



Existing Site Analysis Plan

3.2 OPPORTUNITIES AND CONSTRAINTS

There is a number of opportunities for development of the proposal site, and in balance, there are also potential constraints that could impact the proposal. Once both opportunities and constraints have been evaluated, a proposal can be designed that will provide a positive development.

The opportunities for the proposal site include:

- A strong roadside frontage exists along Thorncliffe Street which provides the opportunity for interesting architectural and landscaping designs.
- Good transport links for pedestrians and vehicles with connections to public transport close to the site.
- Currently the site has no real positive contribution to the local area. The opportunity for development would create a high quality building that will improve the visual appearance along with areas of landscaping which will benefit the biodiversity.

The constraints that have been highlighted include:

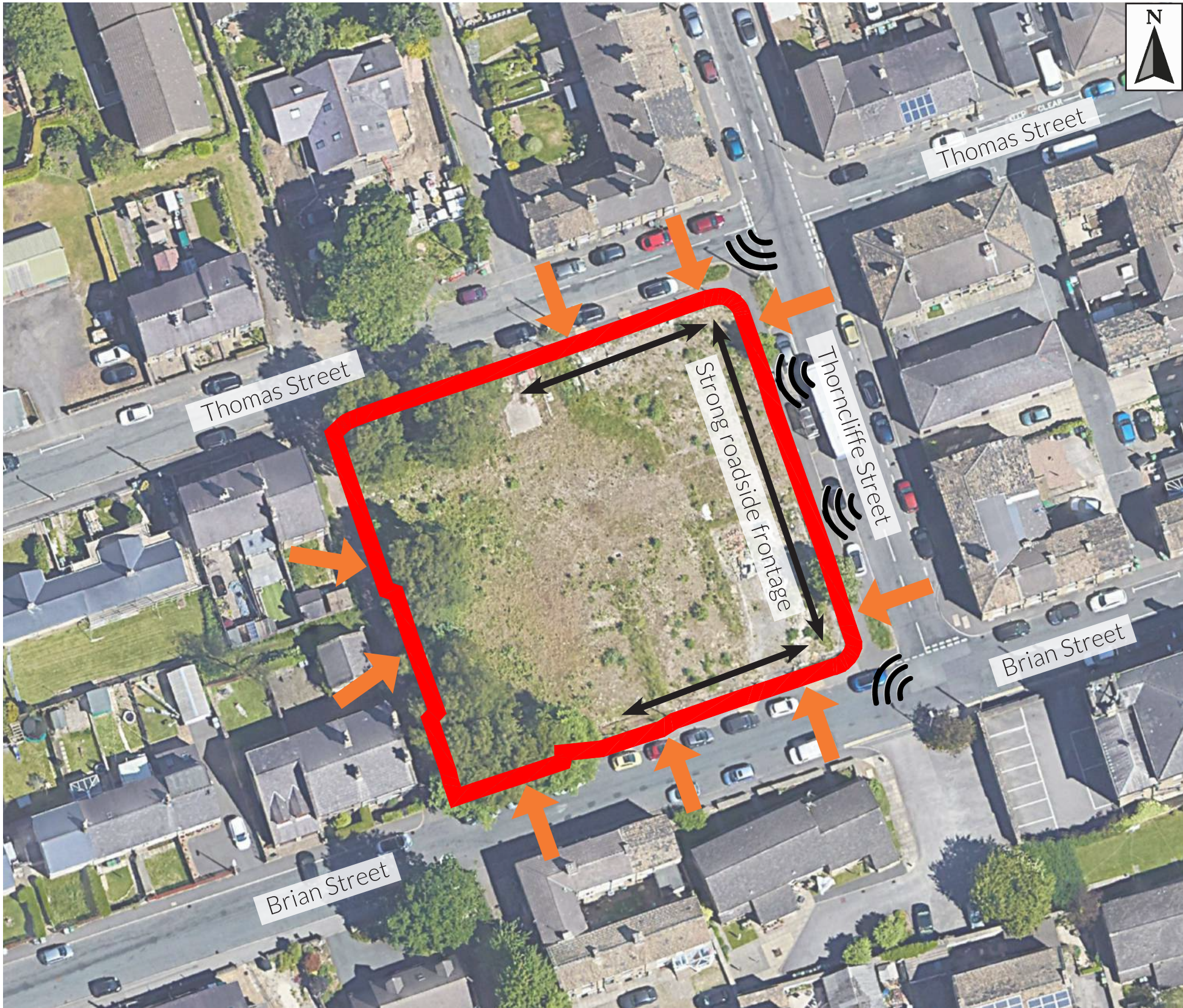
- The proposal site is surrounded on all sides by residential development, this could possibly impact development from overlooking which could reduce privacy of the residents.
- The east boundary of the site will be susceptible to traffic noise, with Lidget Street approximately 100 yards from the site, a main road with a range of local amenities.

KEY:

Site Boundary Line

Risk of Overlooking

Noise Pollution

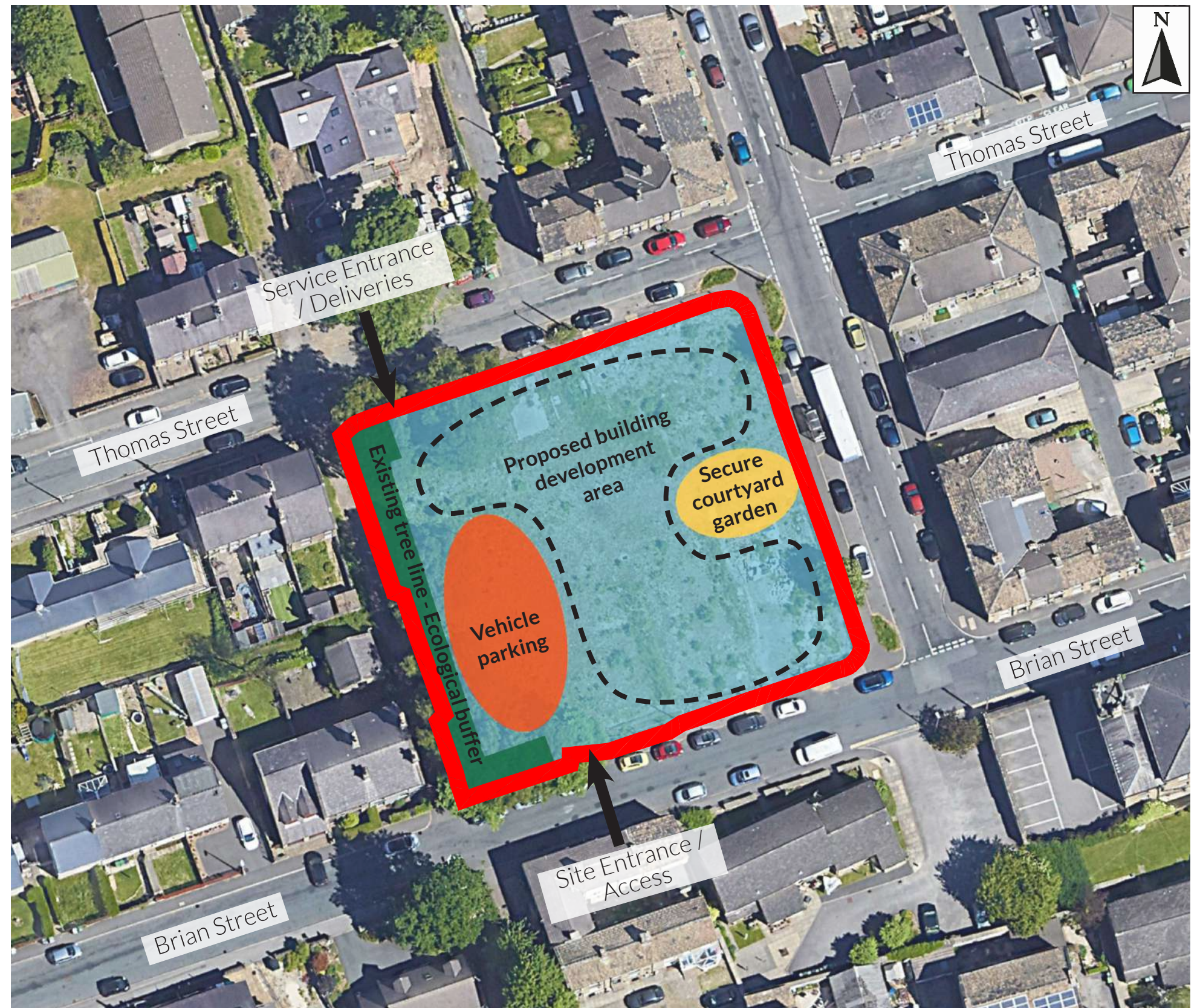


Opportunities and Constraints Plan

3.3 STRATEGIC DEVELOPMENT

The initial design of the proposal has been informed by the previous site analysis and surrounding context and also by highlighting the opportunities for development.

- The existing trees to the west boundary have largely been retained to provide a privacy screen to the neighbouring properties. This will also maintain existing biodiversity habitats within the site boundaries for wildlife.
- The good highways links to the site can be utilised to provide two access points into the site; one for staff and visitors located off Brian Street, and the other from Thomas Street which would be used for services and deliveries.
- The area highlighted for the building would provide an opportunity for strong roadside frontages along Thomas Street and Brian Street, utilising the key vantage points at their junctions with Thorncliffe Street.
- A secure courtyard garden would be formed to the east boundary, the location would benefit from the morning / afternoon sun. The building will reduce any noise from vehicles accessing the development and car parking facilities.



Strategic Development Plan

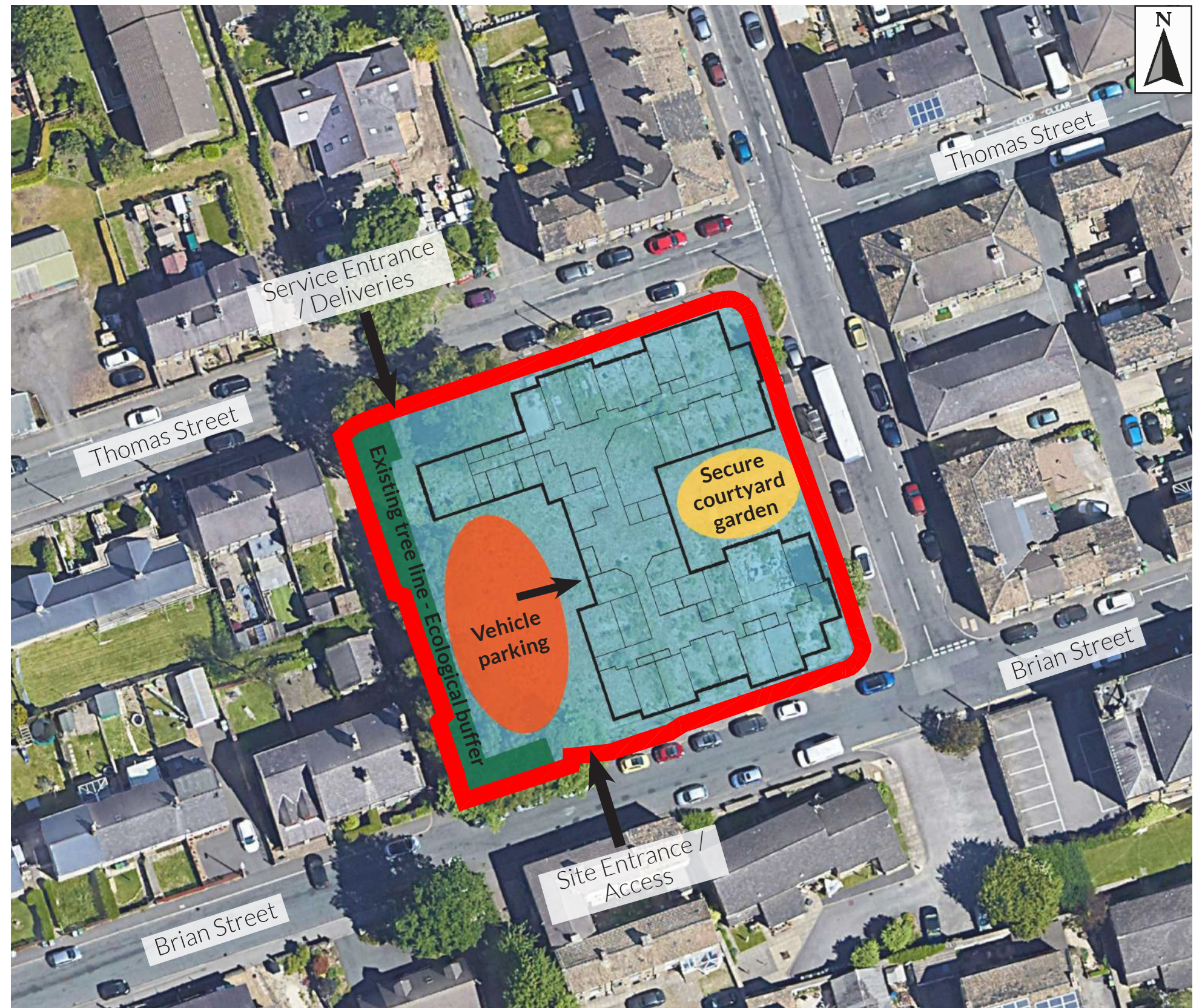
3.4 STRATEGIC LAYOUT

With the strategic development layout having been developed further, the sketch layout to the left shows how the buildings form has advanced to create a functioning building that would meet the client's requirements.

The buildings form is a mirrored 'J' with a north and south wing sitting along the main site boundaries. The main entrance to the building has been located centrally from the car parking facilities to enable easy access for visitors. This also create a focal point upon entering the site which can be further enhanced with areas of landscaping and planting.

The building has been set back at key point where it sits opposite the neighbouring properties, this will minimise any overlooking and retain the privacy of the residential dwellings.

Access into the site has been divided into two functions; visitor and staff access will be from Brian Street which will provide access into the main entrance to the building. Services and deliveries will access the site from the north boundary on Thomas Street. In keeping the two functions of the site separate it will reduce any impact on the highways network.



Strategic Layout Sketch

4.1 PROPOSED SITE PLAN

The development layout has been refined to create an outline proposal. Access into the site would be from Brian Street for visitors and staff, with services, deliveries and refuse collection from Thomas Street.

A total of 21 No. car parking spaces have been provided (including 2 No. disabled spaces).

The trees shown on the plan are existing, further planting and landscaping will be proposed to further enhance the site and improve the biodiversity.

Please note that this drawing is not to scale, for a scaled site plan please see the drawings that were submitted alongside this document.

Area Schedule:

Site Area -	2,500m ²	
Gross Internal Area -	Area -	Beds-
Ground Floor	1,134m ²	20
First Floor	1,134m ²	25
Second Floor	710m ²	15
Total -	2,978m ²	60

KEY:

- Site Boundary Line
- Access / Entry



Proposed Site Plan

4.2 PROPOSED PLANS

Indicative Proposed Ground Floor Plan

GIA - 1,134m²
Number of Bedrooms - 20

Key features at this level:

- Feature main entrance with waiting area
- Reception and Offices
- Private dining
- Hair and Nail Salon
- Dayspaces with varying functions for residents
- Ancillary facilities located centrally including Nurse Station, Sluice, Treatment Room / Drugs Store and Assisted Bathroom
- Kitchen and storage areas
- Staff room

KEY:

Bedrooms

Dayspaces

Ancillary Facilities



Indicative Proposed First Floor Plan

GIA - 1,134m²
Number of Bedrooms - 25

Key features at this level:

- Sensory room
- Library
- Dayspaces with varying functions for residents
- Balconies with access from key dayspaces to provide additional amenity space
- Ancillary facilities located centrally including Nurse Station, Sluice, Treatment Room / Drugs Store and Assisted Bathroom
- Laundry and storage areas
- Staff changing rooms

KEY:

Bedrooms

Dayspaces

Ancillary Facilities



Indicative Proposed Second Floor Plan

GIA - 710m²
Number of Bedrooms - 15

Key features at this level:

- Dayspaces with varying functions for residents
- Ancillary facilities located centrally including Nurse Station, Sluice, Treatment Room / Drugs Store and Assisted Bathroom
- Plant room

KEY:

Bedrooms

Dayspaces

Ancillary Facilities



4.3 MASS AND SCALE

To better understand and communicate the proposed scale and massing of the proposal, simple massing models have been prepared. These show 3D perspectives of the proposed building in relation to the surrounding context and street scene.



Massing Model Visualisation - South west corner of the site

The massing model visualisations clearly communicate the traditional architectural forms of the building, and how they sit within the boundaries of the site.

The simplicity of the model shows the four main forms that create the basis of the proposal building; a north and south wing, a central section and a lower extension to the north wing.

Feature gables have been created along Thomas Street and Brian Street which is a typical architectural feature within the surrounding context.

The proposed building is 2 to 2.5 storeys in height with the lower sections of the building to the north.

The height of the proposal building is respectful of the surrounding context which is reflected in the design. The height of the roof ridges are similar to the neighbouring properties including the taller building to the east of the site, along Lidget Street.

The section of the building which is situated in the north west corner of the site remains simple, and with a lower roof height it is less imposing to the neighbouring properties.

The site boundary has been represented by a neutral colour fence line, the boundary treatments will be confirmed within the landscaping proposal.



Massing Model Visualisation - North west corner of the site



Massing Model Visualisation - North west corner of the site

4.4 ACCESS

The developer is committed to a policy of equality, inclusion and accessibility in the delivery of its services to all residents, and in the employment opportunities afforded to future employees.

All access for the development will comply with Approved Document M of Building Regulations.

Vehicle Access:

The development proposes a new access road into the site from Brian Street and service / delivery access from Thomas Street.

Within the development is a provision for 21 No. car parking spaces (including 2 No. disabled spaces). The dimensions of these spaces meets with the Kirklees Metropolitan Council planning guidance.

Pedestrian Access:

A new pedestrian access will be created along Brian Street, connecting with the existing pedestrian footpath that runs parallel to the road. There are no steps between the street level and the main entrance to the building.

Pedestrian access around the site will be via 1.8 metre footpaths and will provide access to each entrance to the building and car parking facilities.

Services / Deliveries Access:

All deliveries and refuse vehicles will access the site from the designated access point along the north boundary, Thomas Street. A parking bay has been provided which will allow vehicles to turn within the site without blocking access along Thomas Street, this also allows delivery vehicles to leave the site in a forwards gear.

The bin storage is located near the north west corner of the site, which is accessible from the services and delivery access on Thomas Street.

Cycle Access:

A provision for cycle storage has been created to allow both staff and visitors to securely store their cycles when at the care home. Bicycle users will enter the site from the Brian Street entrance, and can access the cycle store from the north of the car park.

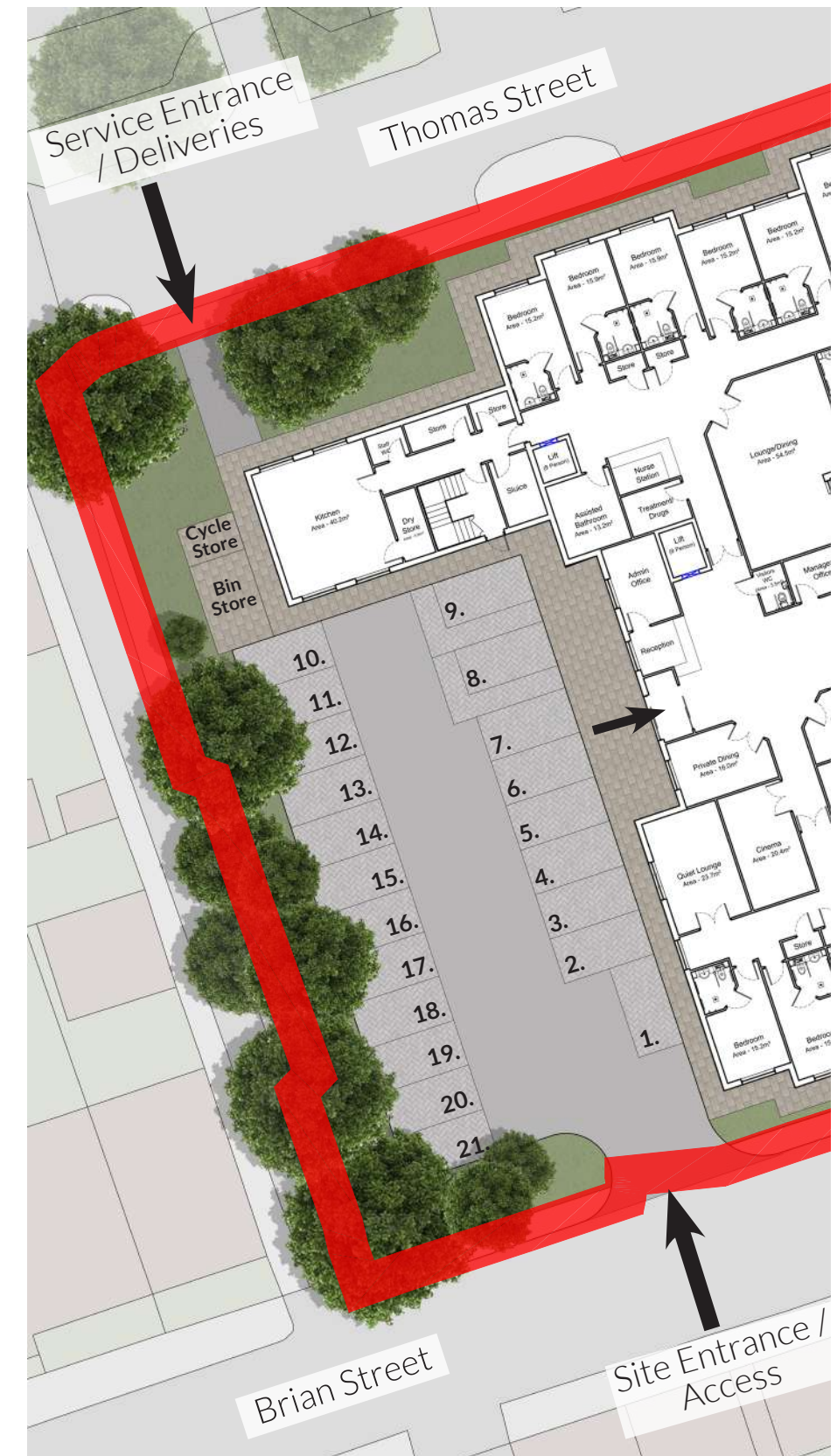
Entrance / Care Home Building:

All entrance points into the care home will have level access threshold to accommodate wheelchair access and those who struggle with mobility.

The main entrance to the care home for residents and visitors is located off the car parking facility, and consists of a wide electric opening door. Staff access would be through the service and delivery entrance on the north wing of the building.

All entrance ways and lobbies are large enough for a wheelchair user and a person pushing a wheelchair to navigate the space with ease.

Each level within the care home is kept flat with lift access to each floor. A total of 2 No. lifts have been proposed in the building.



Proposed Site Plan - Site Access and Car Parking

