

**PROPOSED NEW HOUSING DEVELOPMENT**

on land off

**CLIFFE LANE, GOMERSAL**

**DESIGN & ACCESS STATEMENT**

**SEPTEMBER 2024**



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# 1. INTRODUCTION

This statement has been prepared on behalf of Quarters Gomersal Ltd and forms part of the Planning Application for a new build housing scheme on Land off Cliffe Road, Gomersal.

The purpose of this document is to explain the design rationale that underpins the scheme being brought forward which comprises of 87 new build dwellings and associated access, car parking and landscaping proposals.

The brief provided by Quarters Gomersal was to deliver a policy compliant residential scheme on the site that maximises the development opportunity the site presents. This document aims to set out our design response to the aspirations of the client, marrying this with parameters of the site presented to us and the expectations of the Planning Authority and all associated statutory consultees.

**LOCATION** Gomersal is a town in Kirklees in West Yorkshire, England. It is south of Bradford, east of Cleckheaton and north of Heckmondwike. It is close to the River Spen and forms part of the Heavy Woollen District. Refer to Fig 1

The site location is located between areas of Drub and Spen, south of the M62. The site is mostly surrounded by residential areas located to the north, east and south, with the west presenting large open agriculture land. Refer to Fig 2

With the site located within a residential setting, the area is well connected with amenities and well- served by public transport. Please refer amenity study. Refer to Fig 3

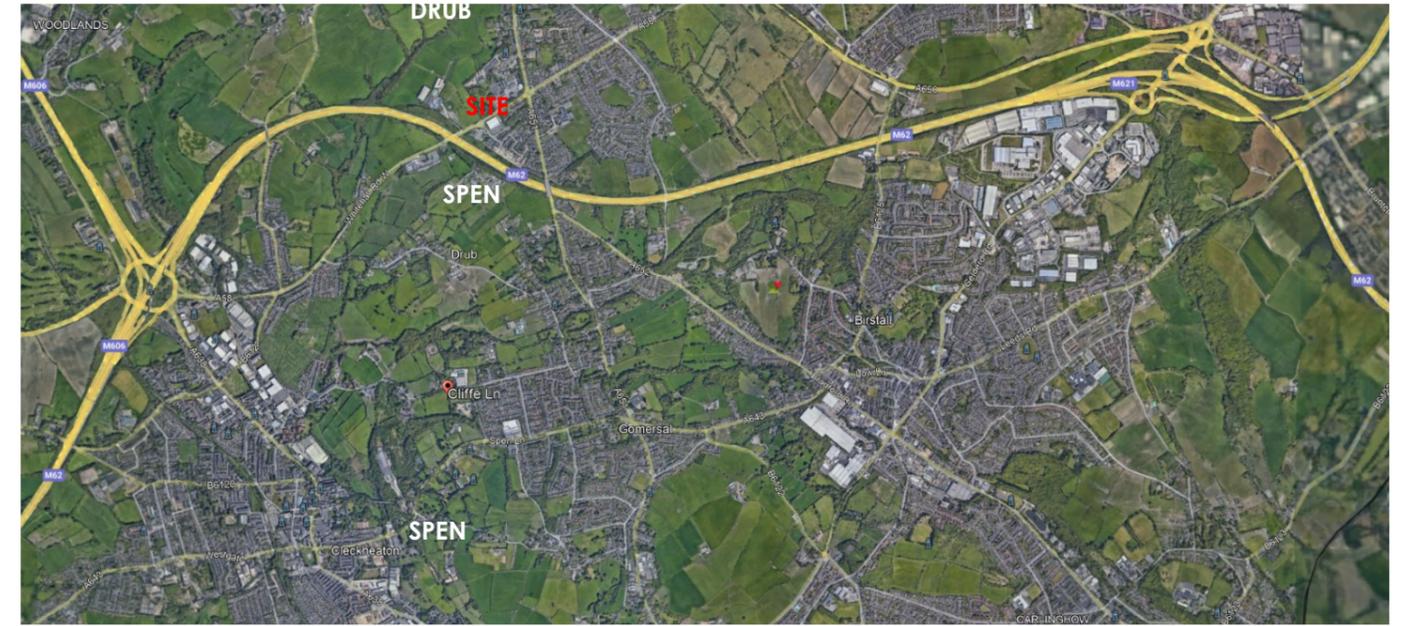


Fig 1. Location plan showing the wider context.



Fig 2. Site Location & Surround context.

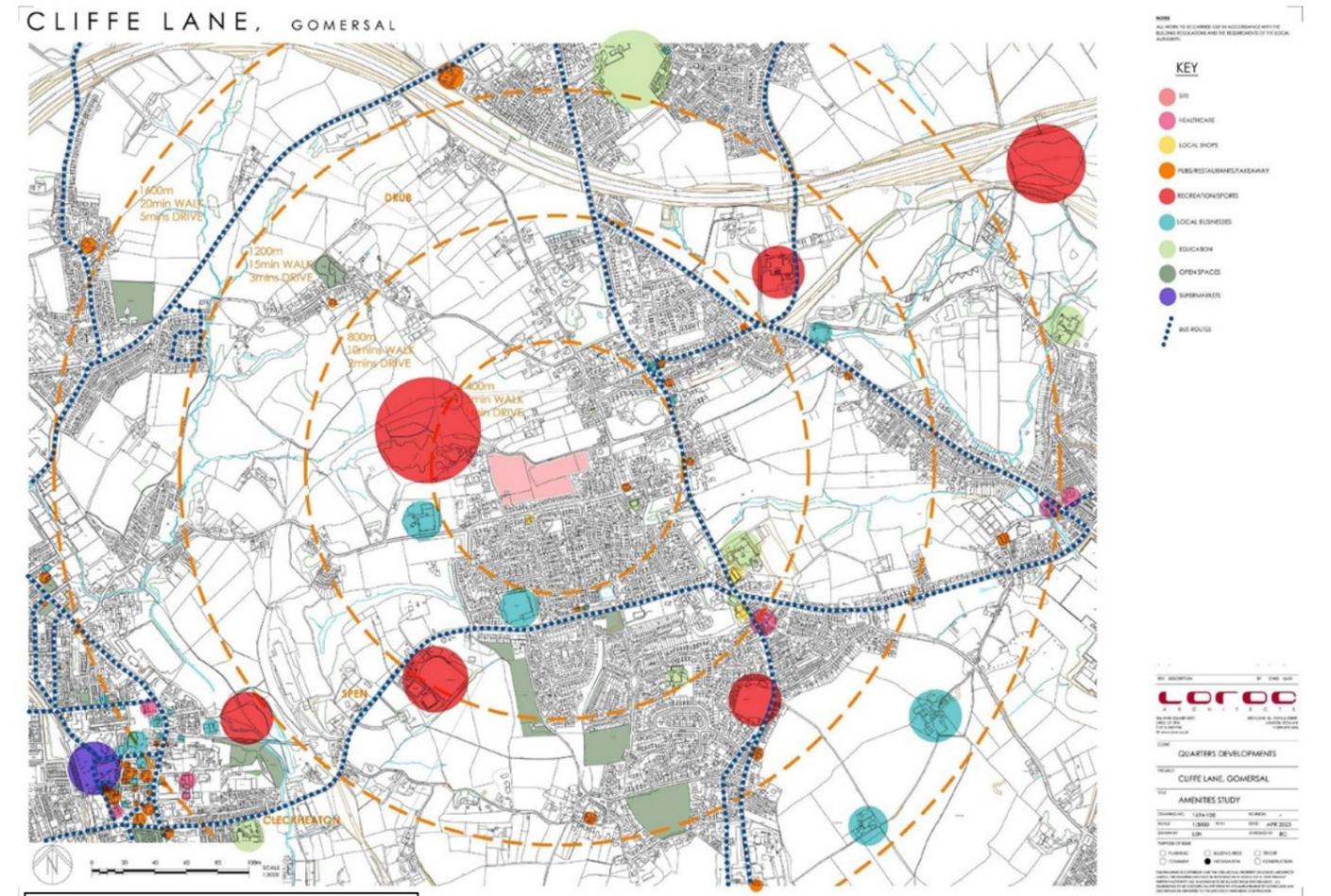


Fig 3. Amenity study with the site area.

## 2. PLANNING HISTORY

In terms of the planning history, this will be discussed in more detail in the Planning Support Statement prepared by Carter Jonas. In brief, the site is allocated in the Local Plan and secured planning committee approval for 98no. units under 2019/60/90902/E being a mixture of 2, 3 & 4 bed houses (in terraced, semi and detached arrangements) but not concluded as the S106 was not executed. This was a technically approved proposal as the principle of the development and means of access was established. The 2019 masterplan and proposed drainage layout is shown in figure 4 and 5 below.



Fig 4. 2019 Site Masterplan

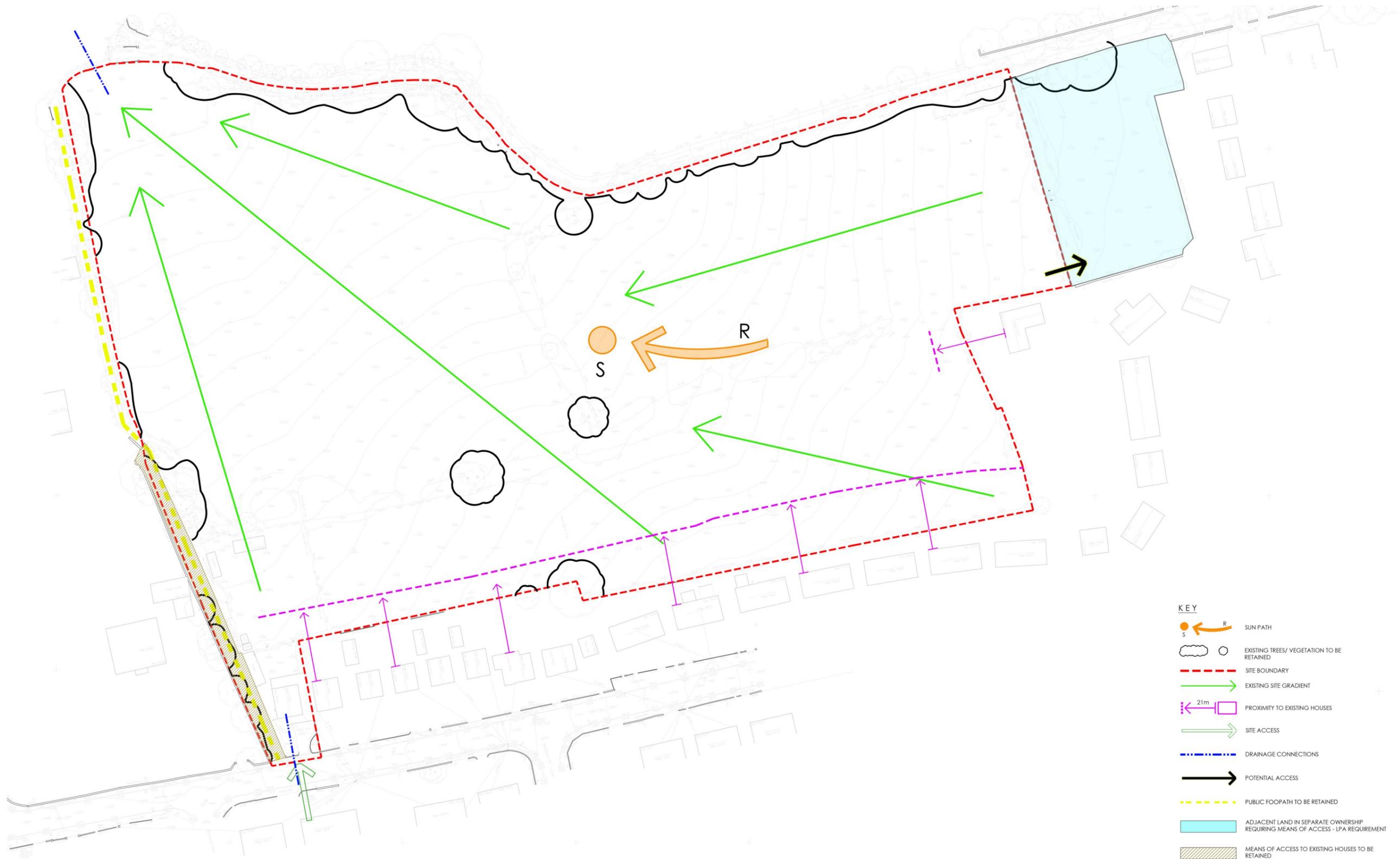


Fig 5. 2019 proposed Drainage Layout

### 3. SITE CONTEXT

#### 3.1 EARLY SITE ASSESSMENT

Upon being introduced to the site, we began by interrogated the site and its setting, its surroundings and the potential opportunities and constraints that it presented. This culminated in the production of the following plan which would inform the design process moving forward.



We were fortunate in that the previous 2019 application (Fig. 4, Page 4) provided us with a technical suite of documents that helped inform our understanding of the site. In addition, we were comforted that a layout for 98 houses had been approved by Kirklees County Council (KCC) from a technical perspective. Furthermore, on first pass, and prior to our first site visit, the original layout appeared efficient in principle, with the access taking the form of a loop road extending west to east across the site. Our early site visit and review of the technical planning history identified the following issues that would materially impact how the site could be brought forward:

- ◆ **Site Levels** – the site falls from South to North and East to West with the lowest point being the North-West corner of the site. This does create some design issues and directs a designer on how the site can be developed by cut & fill, re-grading and the use of split-level houses in places. Please refer to the image figure 6 on page 9, which shows the contours of the site and the level differences.
- ◆ **TPO Trees** – Existing trees can be found within and on the site boundary, that vary in shape and mass. There is a TPO tree that is located in the centre of the site that dictates the site layout around the tree's immediate area. That said the proposed layout can be designed around it making it a main focal point of the site on entry. Please refer to the arboriculture reports supporting information.
- ◆ **Existing former Mine Workings** - The extent of mine working and the location of two former mine heads on the site had been well-documented as part of the 2019 planning application.
- ◆ **Site Access** – The site can be accessed to the north from Ferrand Land which is a private lane and via the adopted network via Cliffe Lane and the northern side of no.271 Cliffe Road. As per the 2019 application, this application will come forward with access taken via No. 271 Cliffe Road (which is to be demolished) and a new full estate road is to connect to Cliffe Lane.
- ◆ **Public Footpaths** – The main body of the site has a public footpath to the west of the site boundary. It is recognised that this thoroughfare is to be retained moving forward.
- ◆ **Services** – The site is clear of any major services, easements or wayleaves.
- ◆ **Trees & Hedges** – The site has several trees and hedges, generally along its boundaries and to field boundaries. Some notably to the site perimeter are of suitable quality for retention. The earlier technically approved scheme gives good guidance on this aspect.
- ◆ **Drainage & Flooding** - Topping Engineers have identified the site is not located within an area with a high risk of flooding according to the Environment Agency's Flood Risk Map. Therefore, there is no known risk of flooding to the site.

Current planning policy requires developments to deal with their own surface water and ensure that run-off from any site/s is no greater than the existing situation prior to development. This may include sustainable drainage systems or connections to the existing drainage network following the priority preference of– open water course, soakaway and then drains.

How the drainage could work for any development on this site has been shown in principle on the earlier planning committee approved scheme and further explored by Topping Engineers as part of this new application. Surface water (SW) will be directed to the lowest part of the site, the North-West corner, where SW attenuation is to be proved before discharging into a nearby open water course. Foul water (FW) will be dealt with via a pumping station in the same location, discharge being pumped up to Cliffe Road which connects into the existing FW sewer in this road, all to comply with Yorkshire Waters and LPA requirements.

- ◆ **Ecology** - Smeeden Foreman, the project ecologists, have confirmed the site is not located within a wildlife corridor or area of ecological interest however the appropriate ecology surveys will be undertaken as directed by the local authority / governing bodies.
- ◆ **Surrounding Area / Properties** – The site has general housing to the South and South-East boundary, with housing in larger plots to the West and East boundaries (please reference the aerial view above). A mix of houses ranging from bungalows, semis and detached most privately owned (not ex-council houses and housing association) can be observed. They are built in a full spectrum of materials i.e., brick, stone, render, with stone and blue slate roofs, concrete tiles, pantiles, timber, UPVC, aluminium windows, etc.). They appear to be no definitive building material or style is present in this area of Gomersal, some examples are below.

SITE ANALYSIS & SURROUNDED VERNACULAR



### 3.2 SITE LEVELS IMPACT

The topography of the site and the steep gradients provided a significant sense-check upon inspecting the site. We prepared the plan below to illustrate the extent of fall and the challenges that the topography presents to the designer. To illustrate the point, the site falls by 22m diagonally across the site with gradients in excess of 15 degrees in places. This information was fed into our early critique of the previously 'technically approved' layout that follows. Please refer to fig 7 (on page 10).

As highlighted under section 2 planning history, the 2019 planning application achieved technical approval at planning committee. However, based upon our early interrogation of the layout revealed it to be unviable for the following reasons:

- ◆ The loop road design is generally the way forward with any housing design, as it allows drainage to be easily accommodated and it allows efficient movement around the site. However, a loop must be formed to gradients suitable for adoption. In this case it was found that the roads needed to be lifted substantially above the existing levels, thus creating the need to import an unfeasible amount of material to alter levels. This is clearly seen on the earlier planning committee approved scheme site sections Please refer to figure 7 (on page 10).
- ◆ This design approach also makes the on-site open-space almost unusable as it needs to be re-graded to meet existing levels on boundaries, which are too steep for general use as well as removing any possibility of retaining any on-site ecology. This also continues where existing trees are located. If levels need lifting to create useable gardens, this will add additional soil loads to their root systems. If the levels are worked to or meet the existing levels in the root protection areas, this will create unusable gardens that are simply too steep to use.
- ◆ Some of the house plotting on the earlier planning committee approved scheme creates groups / rows of car parked together, which will not work as the plots will need to be stepped across the site to work with the levels. The only way to make this work is by using retaining walls and step approach to most of these plots. This is not conducive to the creation of an attractive streetscape – it will be a very hard streetscape with little space for any soft landscaping planting. Furthermore, the approach adds significantly to the construction cost.

A key requirement is to try to remain as close as possible to the existing levels, especially near retained trees and for on-site POS. Our mantra must be to work with the existing contours as much as possible.

The earlier planning committee approved scheme did not follow this design principle. It worked on the basis that this layout could be engineered to work, without consideration for the implications this would have.

The upshot of this review rendered the existing layout unworkable. As such, our challenge from this point on was how could we work with the levels to create an attractive scheme on a challenging site.

### 3.3 EXISTING SITE CONTOURS

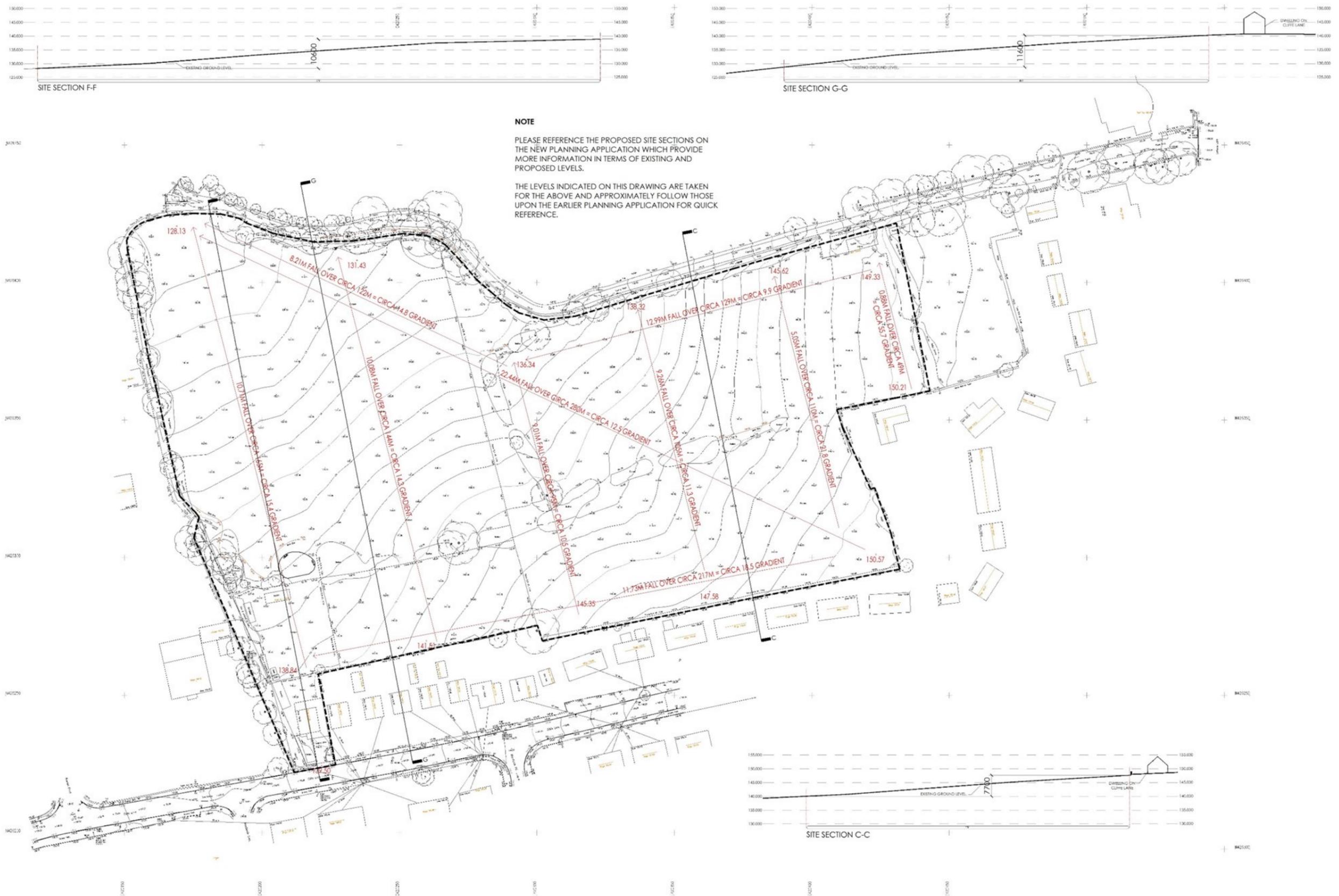


Fig 6. Existing Site Contours

### 3.4 REVIEW OF 2019 APPLICATION LAYOUT

THE LIFTING OF EXISTING LEVELS / RE-GRADING BACK TO EXISTING LEVELS MAKES THIS AREA ALMOST USEABLE AS POS AND WILL REQUIRE CIVIL ENGINEERING WORKS TO FORM THE INFILL BASIN AND PUMPING STATION WHICH REQUIRE FLAT AREAS FOR SITING.

SUBSTANTIAL GARDEN RETAINING WALLS NEEDED TO TRY CREATE USEABLE PRIVATE REAR GARDENS TO THE MAJORITY OF ALL PLOTS AS STANDARD TWO STOREY HOUSES HAVE BEEN PROPOSED AND THE SITE GRADIENTS DICTATES SOME UNITS NEEDING TO SPLIT LEVEL HOUSES.

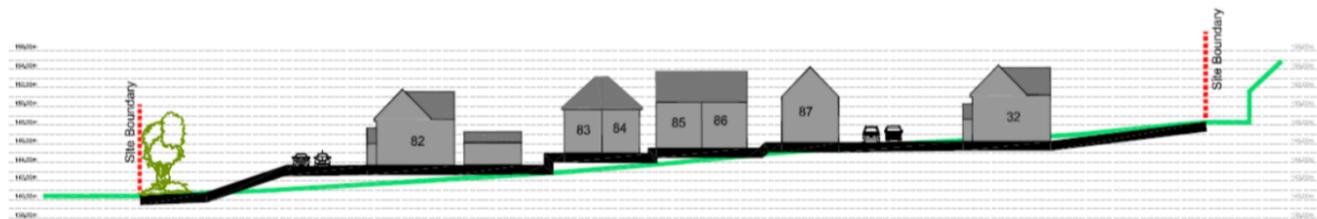
LOOP TO ROAD CREATES A SUBSTANTIAL AMOUNT OF FILL TO CREATE S38 COMPLIANT ROAD GRADIENT.

THE ARRANGEMENT OF SIDE BY SIDE, FRONT ELEVATION, SURFACE TO HOUSES CREATES A HARD STREETSCAPES AND ISSUES FORMING THESE PARKING SPACES DUE TO THE SUIT THE PROPOSED ROAD LEVELS. I.E. THESE ARE DESIGN TO MAXIMUM GRADIENT TO MINIMIZE THE AMOUNT OF LIFT REQUIRED TO EXISTING LEVELS BUT THIS STILL UP TO 4M IN PLACES. RETAINING WALLS / STEPS TO FRONT DOORS WILL BE REQUIRED TO MAY THESE PARKING SPACES WORK. GARDEN / SPACE BETWEEN THESE PARKING SPACES IS REQUIRED / MORE GABLE PARKING TO ALLOW LEVELS TO BE RE-REGARDED IN A MORE NATURAL FORM AS WELL AS ADD SOME SOOT LANDSCAPING TO THE PROPOSED ROAD NETWORK.

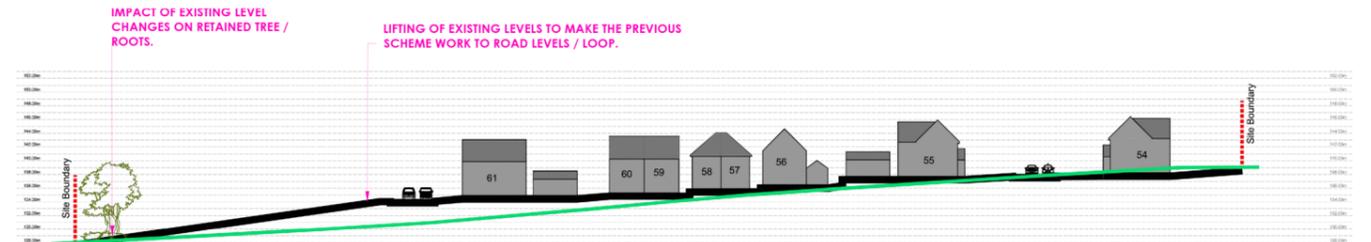
POTENTIAL ISSUE RE-GRADING EXISTING LEVELS WHERE MINING SHAFTS ARE LOCATED.

THE SITE IDEALLY NEEDS TO BE SPLIT TO ALLOW A CUT AND FILL EXERCISE TO BE UNDERTAKEN / LOOP REMOVED - A MORE ECONOMICAL DESIGN UTILIZING EXISTING LEVELS AND MATERIAL ON SITE IN-LIEU OF IMPORTING / AN EXTENSIVE ENGINEERING DESIGN SOLUTION.

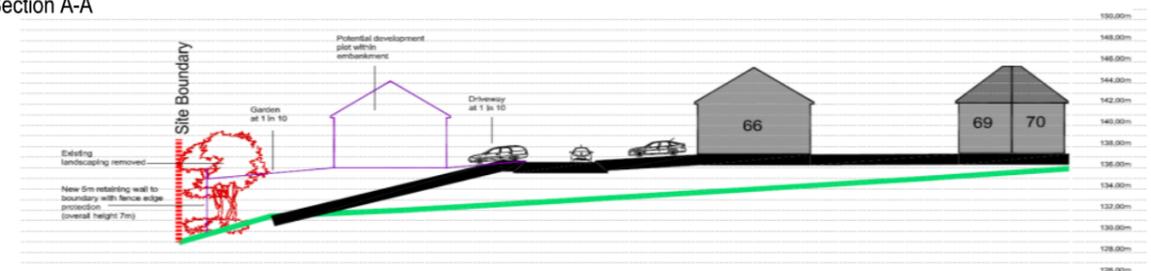
NOTE  
THIS PLAN HAS BEEN PREPARED FORM ELLIS HEALEY ARCHITECTURE DRAWING 1332 PL 102E / 1332 SK 14C / 1332 SK 22. AND IS FOR INFORMATION PURPOSES ONLY ON POTENTIAL ISSUES TAKING THIS SCHEME FORWARDS.



Section B-B



Section A-A



Section C

Fig 7. Technically approved layout with Comments and Sections

### 3.5 DESIGN PHILOSOPHY MOVING FORWARD

As well as the challenging topography, our proposed layout must be founded on proven residential principles and other supporting documents such as CABE, Manual for Streets, Home Zone Design Guides etc. Inspiration will be taken from the architectural elements of the existing buildings in the surrounding area, site constraints, topography, site context, the need to address security issues and the future occupancies requirements. Our design philosophy is guided by the core design principles outlined below:

- ◆ Achievability, deliverability and functionality of the project;
- ◆ Accessibility for all people (i.e., disabled, elderly and young families);
- ◆ Sensitivity to the surrounding environment;
- ◆ Creating a sense of community;
- ◆ Utilising the benefits of the existing topography;
- ◆ Contextual aesthetics expressed as a theme through the design.

### 3.6 DESIGN RESTRICTIONS / CONSIDERATIONS

#### Development of Proposed Layout

In order to design the layout, we approached the site, 'from the ground, up.' What we mean by this is that we sought to interrogate the topography; to let it tell us the most appropriate way to work with the site gradients to seek to deliver a scheme that was policy compliant but also minimised the extent of ground to be removed from the site as well as limiting the extent of import material required to make up the levels. A critical first principle was to plot how the site could be efficiently serviced.

We worked closely with the project engineers to interrogate the site which led, as anticipated, to the loop system being discounted. Whilst the access loop was removed, we maintained an easement for drainage which allows the site to be split into two main sections via a central retaining wall. This enables a more cost-effective cut and fill exercise to be undertaken as well as creating suitable building plateaus on the site with little to no imported fill. The target was to place the road and house levels much closer to existing levels. Early engineering reviews are illustrated below on page 13.

The design has been refined to the point that new roads are designed where possible to work along existing contours. The inclusion of some split-level houses reduces the need to create retaining walls in gardens. This effectively deals with the existing level changes successfully, creating a functional and harmonious layout as highlighted in the designer's proposed layout and site sections.

## **4. THE NEW MASTERPLAN**

### **4.1 DESIGN CO-ORDINATION**

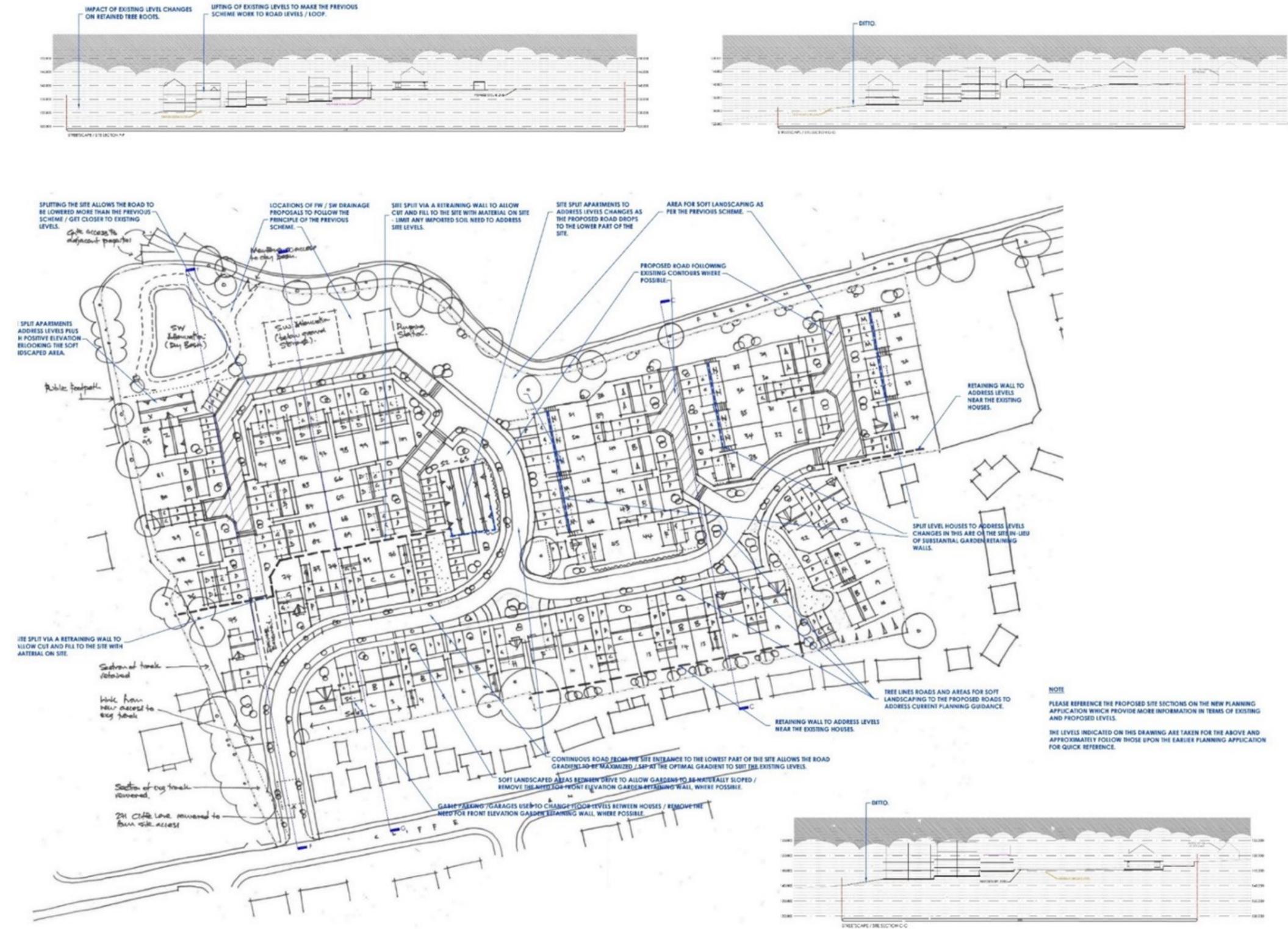
Upon progressing the road layout to a point of being comfortable, a series of design work shops were then undertaken attended by the following:

<b>Sanderson Engineering</b>	<b>Highways Consultancy</b>
<b>Topping Engineers</b>	<b>Civil + Structural Engineers</b>
<b>Smeeden Foreman</b>	<b>Ecology</b>
<b>Elliot Consulting</b>	<b>Arboriculture</b>
<b>PWP Landscape</b>	<b>Landscape Design</b>

Working with the design team, the scheme evolved in response to the various targets, requirements and aspirations for the master plan to ensure it can be brought forward to be policy compliant in terms of:

- ◆ Planning Policies
- ◆ Open Space
- ◆ Housing Mix
- ◆ Drainage Proposals
- ◆ Flood Risk Assessment
- ◆ Access Details
- ◆ Landscaping Proposals
- ◆ Arboricultural Assessment
- ◆ Biodiversity / Ecology Assessment

## 4.2 DESIGN RATIONALE



With the means of access into the site fixed and upon the indicative site levels and highways layout being determined, Quarters Gomersal instructed the team to maximise the density of the site. This required careful design coordination across the design team to ensure that the engineering solution did not compromise the ecological and arboriculturally characteristics of the site. This engagement commenced at the early design stage as both the project arboriculturist and ecologist fed into the design, steering the evolving masterplan to ensure the existing setting could be both protected and enhanced.

During the early masterplan iterations, the layout incorporated three apartment blocks. In March 2023, a pre-application submission was made to Kirklees Council which provided 18 apartments and 79 dwellings. This layout is shown in figure 8.

Fig 8. Initial site layout with comments



However, by the time a pre-application site meeting took place on 24<sup>th</sup> April, the scheme had reverted to a traditional housing scheme as the apartment blocks did not achieve value targets.

We had a very positive pre-application meeting on site with Kirklees Council's allocated planning and highways officers, following which we received a pre-application response on the 25<sup>th</sup> April and a requirement by the Highway's Authority to incorporate visitor parking. The team continued to work together to address Kirklees requirements and balance all technical aspects of the scheme – notably the interface between the civil engineering and protection of the ecological setting and enhancement. A considerable amount of work was undertaken with the project's arboriculturist to ensure the trees were suitably considered and protected, alongside landscape and ecology.

This process has resulted in a master plan that provides 87 units. Throughout, the brief remained to maximise development on the site. In view of the constraints that impact development on site and now they are fully understood by the developer and the design team, the design response is considered appropriate, justifiable, and deliverable. The proposed layout is shown in figure 10, Page 15.



Fig 9. Initial Proposed Layout and Streetscapes



In terms of the design and access pre-application response to the specific design-related observations raised by Kirklees Planning Department, following the pre-application enquiry, we reply as follows:

**1. Widening of the area south of plot 82 for the purpose of providing a future access point to the residual part of the housing allocation.**

**Response:** Future access point is included.

**2. Need for the proposal to meet the housing mix for market and affordable housing as set out within Tables 1, 3 and 4 of the Affordable Housing and Housing Mix SPD**

**Response:** The proposal meets the housing mix for market housing. The layout can accommodate affordable housing from a masterplan design perspective. It has been agreed with the Case Officer that Affordable Housing provision will be the subject of viability assessment post-validation. The housing layout has been plotted to deliver a dense scheme in view of the constraints that impact the site.

**3 Local Plan Policy LP7 requires effective use of land and a net density of 35 dwellings per HA is expected.**

**Response:** The topography of the site is such that a conventional estate layout cannot be delivered. Retaining wall provision and ecological constraints restrict the developable area. In addition, there are easements associated with the mine heads. Despite these issues, the proposed scheme delivers a net density of 31 dwellings per hectare.

**4. House-types on exposed corners and facing onto public open spaces must include active frontages with architectural detailing (i.e. cills/lintels, coursing, varied material palettes and articulation) as well as fenestration provision.**

**Response:** This is confirmed.

**5. House Types should all meet NDSS as set out in Table 5 of the Housing Mix SPD.**

**Response:** This is confirmed.

**6. Abidance and, ideally, exceedance of the separation distances set out within Section 7.3 of the Housebuilders Design Guide SPD.**

**Response:** This is confirmed.

**7. Provisional materials schedule inclusive of window detailing and section plans. Windows should be vertically oriented with non-bevelled (flush) profiles to ensure contemporary design.**

**Response:** This has been provided. The architecture of the dwellings and window opening sizes are such that side hung opening is proposed.

**8. Axonometric drawings of views of plots 23 And 24. There may need to be significant alterations to the layout of this area.**

**Response:** The central tree and public open space is an area to be celebrated. It is also the point that levels are challenging, despite the land immediately to the east of the mine heads being best suited to track the estate road. Sketch drawings have been prepared to test this. Once refined these will be submitted to the council in support of this application.



#### 4.4 SCHEDULE OF ACCOMMODATION FOR PROPOSED LAYOUT

In terms of the house plotting, the designer has tried to place drives to side elevations, where possible, with front gardens between them. This allows level adjustment without the need for retaining walls to form parking spaces. Retaining walls are located between plots due to the stepping between plots required to address levels. However, these are set back from the roadside to ensure these are not too visible in the streetscape. This also allows soft landscaping to be placed along the proposed highway network (see LANDSCAPING notes below).

The type and size of the proposed units has been developed to in line with the LPA suggested mix and adhere to the NDSS requirements. The scheme comprises of:

House	Description	Plot Nos / No of garages	Parking / Garaging provision			General		Gross Internal Areas ( Construction)				Net Internal Area (Sales)				Notes
			Surface Parking	Integral Garage	Detached Garage	No.	% of o/all site	Inc garages, etc.		exc garages, etc.		Total		Total		
						Sq m	Sq ft	Total Sq m	Total Sq Ft	Sq m	Sq ft	Total Sq m	Total Sq Ft			
<b>APARTMENT</b>																
AT_W	1 bed_2person_M4 (3)		X			1	1	67	718	67	718	67	718	67	718	
AT_X	2 bed_3person_M4 (2)		X			3	3	67	718	200	2153	67	718	200	2153	
AT_Y	1 bed_2person_M4 (2)		X			10	10	51	554	514	5535	51	554	514	5535	
S_AT_Z	1 bed_2person_Studio		X			1	1	39	420	39	420	39	420	39	420	
<b>Sub Totals</b>						<b>15</b>		<b>820</b>	<b>8825</b>			<b>820</b>	<b>8825</b>	<b>*** Apartments Totals only***</b>		
<b>HOUSE TYPES</b>																
HT_A2	2 bed_4person_2 storey Semi		X			20	21	80	863	1603	17257	80	863	1603	17257	
HT_B2	3 bed_5person_2 storey Semi		X			11	11	95	1018	1041	11203	95	1018	1041	11203	
HT_C2	3 bed_6person_2 storey Semi		X			2	2	107	1154	214	2308	107	1154	214	2308	
HT_D3	3 bed_6person_3 storey townhouse Semi / Mid terrace		X	X		8	8	139	1500	1115	11997	121	1300	966	10396	
HT_D4	4 bed_8person_3 storey townhouse Semi / Mid terrace		X	X		6	6	139	1500	836	8998	121	1300	724	7797	
HT_E2	2 bed_4person_2 storey Semi		X			4	4	95	1018	378	4074	95	1018	378	4074	
HT_F2	4 bed_8person_2 storey Detached		X	X		4	4	125	1349	501	5396	110	1184	440	4734	
HT_G2	4 bed_7person_2 storey Detached		X	X		1	1	117	1259	117	1259	117	1259	117	1259	
HT_H2	4 bed_8person_2 storey Detached		X	X		5	5	152	1631	758	8154	134	1447	672	7236	
HT_I2	4 bed_8person_2 storey Detached		X	X		4	4	126	1361	506	5443	126	1361	506	5443	
HT_M2/3	3 bed_5person_2/3 storey Semi-Split		X	X		13	13	133	1433	1731	18633	111	1198	1447	15574	
HT_N2/3	4 bed_6person_2/3 storey Semi-Split		X	X		4	4	150	1617	601	6467	124	1334	496	5337	
<b>Sub Totals</b>						<b>82</b>		<b>9400</b>	<b>101187</b>			<b>8604</b>	<b>92618</b>	<b>*** House Types only / not including garage types***</b>		
Single Garages - 3m x 6m internally						18		18	194	325	3497	<b>*** Two singles as a double garage***</b>				
Double Garages - 6m x 6m internally						1		36	388	36	388					
<b>Sub Totals</b>						<b>19</b>		<b>361</b>	<b>3885</b>			<b>*** Garage types only***</b>				
<b>Totals</b>						<b>97</b>	<b>100</b>	<b>10581</b>	<b>113897</b>			<b>9424</b>	<b>101443</b>	<b>*** House Types including garage types***</b>		

This mix is pepper-potted across the site, again to create some interest in the streetscapes and to ensure the same approximate mix of houses is present during each phase of the site's development.

Most plots are generally semi-detached or detached which allows curtilage rear garden access to all plots eliminating any communal paths serving rear gardens. However, where there are limited terraced blocks which do need communal paths to serve rear gardens (the split-level units), this access is for general use only as the bins are located to the front of the houses for ease of access. Lockable gates will be provided at the entrance of these communal paths to improve security.

#### 4.5 APPEARANCE / MATERIALS

The existing housing around the site is the best guide to determine the most suitable materials to approach the proposals with. As stated above in the EARLY SIT ASSESSMENT section, the existing housing around the site is built in a full spectrum of materials. There is no definitive building material or style present in this area of Gomersal. The Applicant propose the following external palette which will sit comfortably against the existing properties external palette. Crucially, the external treatment will give the scheme its identity whilst at the same time both protecting and enhancing the character of the area.

**From the site context analysis, the proposed material pallet is as follows:**

- ◆ Walls – brick and render with feature brick banding.
- ◆ Artificial stone heads & cills to front elevations / brick soldier course heads & cills to side and rear elevations.
- ◆ Roof – Grey concrete interlocking tiles,
- ◆ Windows – White UPVC, double glazed as standard.
- ◆ External front doors – UPVC frame, black composite doors, double glazed as standard.
- ◆ Other external doors – UPVC, double glazed as standard.
- ◆ Rainwater and Soil Goods –UPVC with matching downpipes, brackets, etc.



**Site External Materials:** Reference the site plan layout on page 15.

- ◆ Paths / patios- pc slabs and pin edges,
- ◆ Between Dwellings – Gravel.
- ◆ Estate roads and pavements – Tarmac.
- ◆ Shared surface areas and margins - Pavers
- ◆ Parking spaces – Tarmac.

## 4.6 Access

Access has been considered in the broadest sense to cover the needs of all building users and visitors who may have sensory, mobility and/ or hidden impairments plus others including elders, children and parents with young children.

As stated above, the site has two existing vehicular access points, but neither are suitable for the proposals. A new access will be formed which is suitable for the proposals, i.e. a standard estate road bell-mouth with 6m radius and 2m footpaths, 5.5m wide estate road. This is positioned approximately to the centre of the boundary to Oak Road to maximise the new access sight lines.

The road hierarchy is simple to understand. An estate road, which includes soft landscaped verges will lead to mews courts and / or accessways and finally into private drives. Roads have been designed to various lengths, shorter rather than longer and undulated (where possible) to help reduce vehicle speeds as well as add some interest to the house plotting – allowing the house plotting to be slightly staggered and not too linear. This approach helps create various framed focal points within the scheme / at the turning heads, etc. as well as forming semi- private spaces off the main road network– creating clusters of neighbourhoods within the proposals.

In terms of the proposed houses, access to these has been considered for all groups with minimum 1m wide paths to level thresholds and accessible accommodation in line with current building regulations. New-build current disabled doorway widths, ground floor WCs and other requirements such as even paths to front doors, level thresholds to front entrances, etc. are to be incorporated into the design, in line with current building regulations.

Bin storage will be located in the rear gardens where possible with path access as shown on the site plan. House types that accommodate a split level designs will house a tasteful bin store at the front of the dwelling. This will maintain a bin free frontage streetscape.

In terms of parking, all houses have a minimum of two 3m x 6m parking spaces (or one 3m x 6m parking space and garage (detached or integral) to the same dimensions) located to the front or side or rear of their properties – garages either integral or detached to side elevations. Separate paths to front doors will be formed to each property to separate cars and pedestrians for added safety (reference the site plan). Where this is not possible, drives are widened to 3.3m to accommodate pedestrian access on the drives. The proposal accommodates 21no. visitor parking throughout the site plan layout. This total breaks down to 1no. per 4.5no. dwellings.

## 4.7 SCALE

The surrounding houses have been carefully considered in the design to ensure existing neighbours and the occupants of the new dwellings will feel both comfortable with the scale of development proposed and it is not overbearing. To avoid overshadowing or any overlooking issues the houses to the boundaries are generally two storeys to relate to the adjacent properties and any three storey / split-level houses are located within the centre of the layout, where engineered level changes are formed in the site so units are not overshadowed by any required retaining walls, etc. as described above.

## 4.8 DENSITY

The site covers an area of 3.6 hectares / 8.9 acres. The proposed scheme equates to 38 dwellings per hectare / 15 acres gross. It is felt this density is appropriate for the size, location, and topography of the site. It is in keeping with existing housing density around / near the site and is compliant with KCC's density requirements. It must be stressed that the Applicant is keen to maximise the density of the site but given the site constraints, notably associated with the level differences that we must work with, a policy compliant mix enables the site to deliver 97no. dwellings. It is imperative the KCC accept that the 2019 scheme, whilst it suggested on paper that it would deliver 98 dwellings, scheme viability was undermined with the build up in levels it required.

#### 4.9 LANDSCAPING + ARBORICULTURE

Landscaping is an important issue when considering a development of any site because it defines the quality of the development and helps to create a sense of place. The landscape architects, PWP, were charged with providing a pleasant environment for the residents – one that would support positive BNG interventions and retention of quality ecological features.

As stated above, in the EARLY SITE ASSESSMENT section, the site has several trees and hedges, generally along its boundaries and to field boundaries within the site, some being a suitable quality for retention. There are a number of protected trees and quality features which have been retained and included in the new proposals.

Existing landscaping will be reinforced with new planting of the same species or of a suitable / compatible species as part of the new landscaping proposal – reference the detailed landscaping scheme – which will include the new tree planting to replace any removed is to be undertaken on a two new for one removed basis with species suitable for the area and development setting.

We have worked hard with all other disciplines to maximize development but to do so in a sensitive and considerate manner. This is best illustrated where there has been conflict to the center of the site where the levels are challenging around the central tree. This tree is collectively seen as an important visual reference point as well as being arboriculturally significant. The full team has worked together to resolve several difficult conflicts. The layout proposed celebrates this tree and allows it sufficient growth room for the future, whilst still allowing development around it. Drainage, which previously cut through the RPAs of the trees to the northern boundary has moved south. The retaining wall provision has also been placed sensitively to protect the ecological environment. To maintain the number of dwellings, the proposal requires the removal of only 1 no. TPO tree across the whole site. This tree is located close to the northern boundary. Without this intervention, the northeastern portion of the site could not be drained which would result in a significant loss of units.

This is explained further in Elliot Consultancy's Arboricultural Statement.

In terms of design, parking spaces have been positioned to create areas for key tree and large shrub planting adjacent the road network. There is space adjacent to the front gardens to accommodate smaller shrub planting, all to help break up hard landscape elements of the proposals thereby enhancing the overall attractiveness of the scheme.

Each property enjoys a private rear garden which can be used to further enhance the planting areas to the front elevations / road as well as define the existing boundaries, etc. giving the site a lush green appearance that will complement and enhance the site and area.

The landscaped verges to the main spine road are overlooked by the residents and will be planted with species that will grow no higher the ground floor window sills, addressing 'Secured by Design' requirements. The private gardens offer a degree of seclusion, with an element of overlooking for a sense of security, representing defensible space.

#### **4.10 OPEN SPACE**

The output of the on-going design dialogue between Loroc, Smeeden Foreman and PWP Design is shown on PWP drawing no. PWP 752 002 Outline Landscape Masterplan & Specification which forms part of this planning application.

#### **4.11 DRAINAGE AND FLOODING**

Alongside the detailed level assessment, Topping Engineers have assessed both the surface and foul water requirements of the development. Infiltration of the surface water via the ground has been assessed but it is not feasible given the low infiltration rate. The surface water will be contained via underground attenuation within the north west corner of the site, the lowest point of the site, before discharging into the water course that lies beyond Ferrand Lane. The foul water will be pumped back to Cliffe Lane and discharged into the adopted network. The drainage strategy is shown on Topping Engineers drawing ref: 22691-C-DR 0105.

#### **4.12 ECOLOGY / BIODIVERSITY**

The green space response has evolved during the design process and the proposal provides an attractive setting in addition to meeting Kirklees biodiversity target of +10% BNG. The landscape response meets the Council's requirements in terms of Public Open Space and on-site LEAP provision.

#### **4.13 PUBLIC RIGHT OF WAY (PROW)**

The existing public right of way to the western boundary is retained and enhanced. The PRow is particularly narrow to the north west corner of the site. The development, and the introduction of a new community, will make this area safer for the public as it introduces the opportunity for both passive and active surveillance opportunities.

Whilst we understand the PRow officer would prefer to see the front of houses overlooking the PRow to the western boundary, the existing levels prevent the housing from being configured any other way (than rear elevations facing the PRow) given the levels dictated that a looped service road cannot be achieved because of the excessively steep gradient. The orientation of the housing to the western boundary, with rear of units facing the PRow, replicates the 2019 layout that achieved a planning approval in principle.

Pedestrian connectivity is enhanced as a new access is proposed linking to Ferrand Lane to the northeast corner of the site.

### **5 PRE – APPLICATION ADVICE & STATEMENT OF COMMUNITY INVOLVEMENT**

Prior to making this planning application, a public consultation exercise has been undertaken. Letters were issued to the surrounding community and a website was launched that enabled the community to provide feedback/ comments on this proposal.

The design team has reviewed the feedback received from the Community and where possible, has sought to incorporate the wishes of the surrounding residents. For example, a cluster of houses to the eastern boundary has been reconfigured at the request of a neighbouring property owner.

Our community consultation document has been prepared by Carter Jonas Planning Consultants and this document is included in the planning submission.

## **6 SUSTAINABILITY/ RENEWABLES**

The applicant will seek to deliver a sustainable development designed and built from sound principles. We refer the reader to our climate statement that accompanies this application.

As a minimum the scheme will be constructed to current Building Regulations Standards. The design where possible will go beyond current standards and to future proof the scheme in anticipation of FHS25.

The site location with its good access to public transport and local amenities support and verify that this a highly sustainable location.

Cycle storages will be provided to each individual dwelling via sheds in rear gardens where plots do not have garages.

## **7 SECURE BY DESIGN**

The principles of 'Secured by Design' have to be incorporated into the proposals, namely:

- ◆ The single means of vehicular access into the site promotes good security.
- ◆ Each property will be fitted with external lighting operated from dusk to dawn sensors.
- ◆ All windows and doors will be fitted with locks / dead bolts, etc. to the appropriate BS / PAS standards.
- ◆ As part of the house designs each property will enjoy a principal room to each main elevation thus providing overlooking to both the public and private areas.
- ◆ Access to all rear gardens is via paths to the side of each plot. These will incorporate lockable gates.
- ◆ Existing boundary fences / hedges to be retained / repaired / enhanced where possible. All rear gardens are enclosed with 1.8m high timber fences matching gates – reference the boundary treatment details.
- ◆ Landscaping to front gardens will be limited to low level planting to avoid obscuring front elevation windows.
- ◆ Selected dwellings have been designed to show additional windows overlooking the POS, this will provide natural surveillance.

## **8 CONCLUSION**

Cliffe Lane, Gomersal is a greenfield site that is allocated in Kirklees Local Plan for residential development. It is a challenging site notably as a result of the substantial level differences across it and the historic mine workings that are present.

Having secured the principle of development from a technical development in 2019, Quarters Gomersal's design team has stripped back the former master plan and interrogated the site from 'the ground up.' The site is being brought forward with a master plan that is capable of delivery.

The proposed layout takes into account all the constraints of the site and works with them to create a new place, sitting below the surrounding houses. The development will be both peaceful and inviting. The masterplan offers enhanced connectivity between Ferrand Lane and Cliffe Lane, retains the existing tree cover, requiring the loss of only one protected tree and celebrates the setting. A significant biodiversity net gain can be achieved, and the site delivers attractive public open space and an on-site LEAP.

We trust that this Design and Access Statement demonstrates to the Council that the design team has taken a great deal of time to better understand the site and bring forward a design response that is appropriate, justifiable, and deliverable.