



Land East of
Penistone Road, Fenay Bridge



Design and Access Statement

September 2023

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PENISTONE ROAD, FENAY BRIDGE
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Preface

This Design and Access Statement has been prepared to accompany a suite of documents in support of the planning application for residential development at Rowley Lane, off Penistone Road, Fenay Bridge. The application seeks approval of reserved matters for 69 new dwellings and layout.

The Design and Access Statement describes the key issues taken into consideration in the design of the scheme and sets out the key principles that have been applied to the layout and design of the development.

PENISTONE ROAD, FENAY BRIDGE

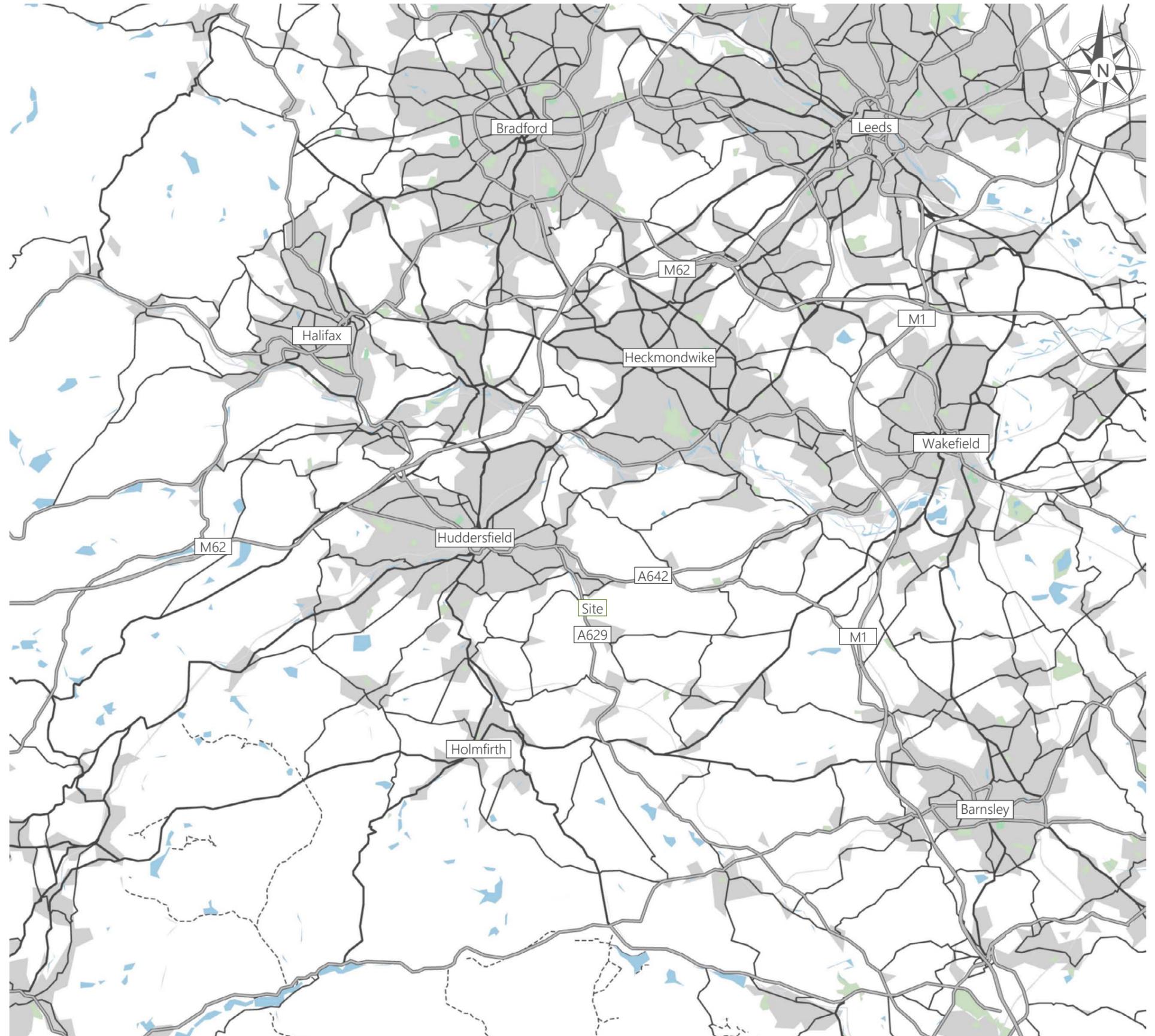
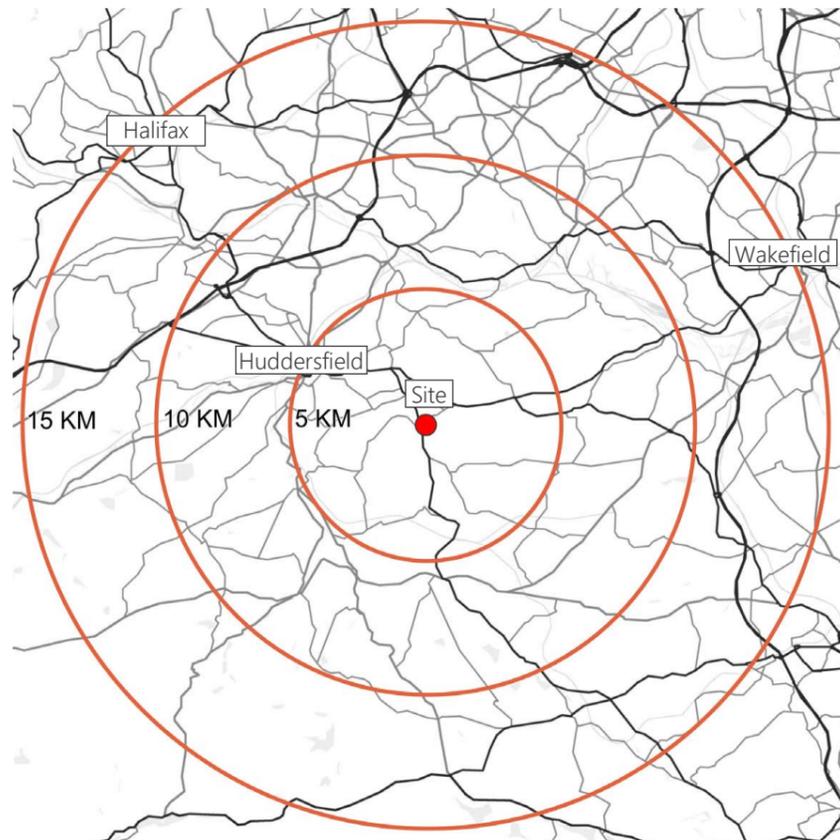
1.1 INTRODUCTION

SITE LOCATION

The application site is located to the east of Penistone Road in Fenay Bridge, a settlement approximately 3 miles south east of Huddersfield and within the local Authority of Kirklees Council.

In the context of the wider area, Wakefield lies approx. 11 miles to the north east and Barnsley 15 miles to the south east. The town of Holmfirth is 7 miles to the south west.

The OS reference for the site is SE187144 and the nearest postcode is HD8 0JS.



PENISTONE ROAD, FENAY BRIDGE
2.0 SITE CONTEXT AND ANALYSIS
WIDER CONTEXT ANALYSIS



PENISTONE ROAD, FENAY BRIDGE
2.1 SITE CONTEXT AND ANALYSIS
LOCAL CONTEXT ANALYSIS

The application site abuts the western settlement edge of Fenay Bridge located to the east of Penistone Road.

The site covers an area of approximately 3.65 hectares in size and is broadly rectangular on plan. The site is sloping, falling from the east to the west and is currently used as productive farmland.

Bound to the north by Rowley Lane and existing mature trees with Penistone Road to the west, an existing employment site (Reliance Precision Ltd) lined with mature trees lies to the south. Mature trees continue around to the easternmost boundary where the tree belt is deeper and adjacent to a disused railway embankment to the east.

Beyond Penistone Road, to the west, lie agricultural fields and a small cluster of larger residential dwellings along Woodsome Road.

Existing detached residential properties are situated to the north, served by Rowley Lane and Woodsome Drive.



PENISTONE ROAD, FENAY BRIDGE
2.2 SITE CONTEXT AND ANALYSIS
SITE PHOTOS

The following photographs show the existing site.

The site plan below shows viewpoint positions for the photographs.



View of the site looking north from Penistone Road



View of the site from the north west corner on Rowley Lane



View of northern boundary from Woodstone Drive



View of north eastern corner from Rowley Lane



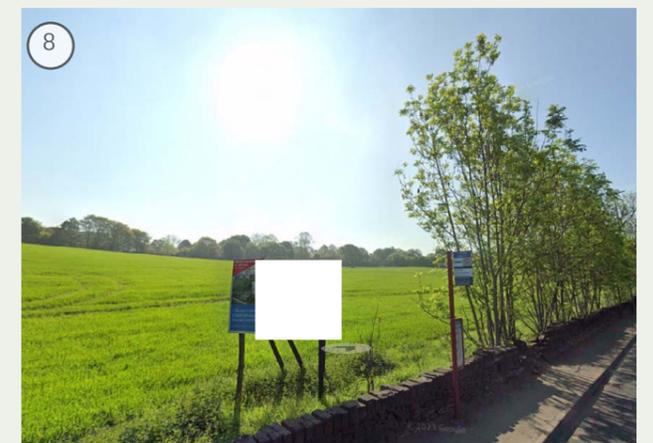
View of site looking north east from Penistone Road



View of site looking south east from Penistone Road



View of site looking east from Woodsome Road



View of site and existing bus stop on Penistone Road

PENISTONE ROAD, FENAY BRIDGE
2.3 SITE CONTEXT AND ANALYSIS
LOCAL CHARACTER ANALYSIS

Penistone Road, Station Lane, Fenay Bridge Road and Rowley Lane are the historical spines of Fenay Bridge containing the majority of traditional buildings, predominantly constructed using natural stone facades with slate roofs.

Analysis of the surrounding area highlights a broader range of residential densities and varying housing types. Modern, by historical standards, 20th century development of low density mainly detached properties often accommodated in cul-de-sac parcels are typical infill developments. Again, natural and reconstituted stone is common, less frequently brick, render and sometimes tile hanging can be found, all regularly combined with concrete rooftiles.

It is amongst the historical buildings where distinct character can be found and a unified material palette is most common, comprising coursed stone facades and stone slate blue/grey slate roof tiles. Occasionally render facades feature, often appearing to be later additions, possibly used to maintain exposed or weathered elevations.

A comprehensive local character study has been carried out and important emphasis is placed on how a range of issues including building form, height, architectural style, detailing, density, and landscaping bring influence to bear in these new proposals.

Streetscape:

It is common to find variation in building scale, roof orientation, and architectural language between adjoining buildings, creating interest within the streetscape, particularly amongst historical dwellings. This combination of variety within a relatively limited range of facing materials has helped to establish a built environment of identifiable character and often high quality.

Whilst not all elements studied within the Fenay Bridge streetscape are deemed positive or suitable references, some key aspects from individual buildings can be selected as having the potential to influence proposals.

The plan opposite shows the location of buildings that are photographed and described, in brief, on the following pages.





1 Semi detached stone dwellings with bay windows and chimney.



2 Buff brick and render bungalow with pantile roofing.



9 Gable fronted buff brick dwelling with white casement windows.



10 Artificial stone 3 storey semi-det dwelling with pediment feature.



3 Large detached 2.5 storey stone dwelling with integral garage.



4 Rendered 2 storey dwelling with brown casement windows.



11 Red brick terrace with white casement windows, grey roof tile.



12 Red brick detached dwelling with terracotta roof tile.



5 Artificial stone semi detached dwelling with solar panels.



6 Semi detached dormer dwellings with varying material finishes.



13 Red brick detached dwelling with over hanging eaves & 2 storey bay.



14 Artificial stone room in roof detached dwelling with integral garage.



7 Artificial stone dwelling with render feature and brown windows.



8 Red brick and white render dwelling with carrying roofscape.



15 Stone semi detached dwelling with stone features & slate roof.



16 Detached artificial stone dwelling with integral garage.

PENISTONE ROAD, FENAY BRIDGE
2.4 SITE CONTEXT AND ANALYSIS
TOPOGRAPHY

The application site has a fall of approximately 10m from the east to west (excluding the existing Rowley Lane) and is generally flat from north to south.

The site has a high point in the south east corner at around 99 A.O.D. to the lower west edge at 89 A.O.D.



Drawing Legend

- 85-90m A.O.D.
- 90-95m A.O.D.
- 95-100m A.O.D.

Note - for the remainder of this document the layout orientation has rotated to better suit the page arrangement.

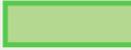
PENISTONE ROAD, FENAY BRIDGE
2.5 SITE CONTEXT AND ANALYSIS
TREE SURVEY

A tree survey has been undertaken by JCA which details the type and condition of existing trees on the site.

The plan opposite shows the location and condition of existing trees and hedgerows on site.



Drawing Legend

-  Cat. A Tree / Hedge
-  Cat. B Tree / Hedge
-  Cat. C Tree / Hedge

3.0 PLANNING CONTEXT

PLANNING CONTEXT

Planning History

The land had long been allocated as Green Belt prior to the adoption of the Local Plan in February 2019. Therefore until the adoption of the Kirklees Local Plan, residential development would have been in conflict with the adopted Development Plan.

Upon the adoption of the Local Plan in February 2019 the site was allocated for housing and is identified as housing allocation HS2 - Land adjacent Penistone Road/Woodsome Park, Lepton. The Application Site only forms part of this allocation, Phase 1, with the wider allocation having a capacity of 286 dwellings.

Outline consent was granted in October 2023, under planning application reference 2020/60/92307/W, for the erection of residential development of up to 75 dwellings including the consideration of Access. This followed a planning submission being made in October 2020 and the application being approved subject to Section 106 at Planning Committee on 8th December 2022.

There has been a significant level of public consultation in relation to the Local Plan examination, the Outline approval, Reserved Matters layout and Joint Masterplan for allocations HS2 & HS3. Full details of the community consultation undertaken can be found within the supporting Statement of Community Involvement.

Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise."

At the time of writing the current development plan comprises solely of Kirklees Local Plan (adopted February 2019). The Local Plan is in separate parts which include the Strategy and policies document, allocations and designations and the policies map. The application site is a

recently adopted housing allocation HS2 – land adjacent Penistone Road/Woodsome Park, Lepton.

There is currently no made Neighbourhood Plan for the village of Lepton. It is noted that the Council have adopted both a Housebuilder Design Guide SPD and Open Space SPD in June 2021, which are a material consideration in determining Reserved Matters.

Part 1 of the Town and Country Planning (Development Management Procedure Order (DMPO) states that "Reserved Matters" in relation to an outline planning permission, or an application for such permission, means any of the following matters in respect of which details have not been given in the application—

- a. access;
- b. appearance;
- c. landscaping;
- d. layout; and
- e. scale;

As previously outlined, access has already been agreed under 2020/60/92307/W, as such the matters of appearance, landscaping, layout and scale remain for determination. The definition of these matters, as provided within the DMPO, is set out below:-

"appearance" means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;

"landscaping", in relation to a site or any part of a site for which outline planning permission has been granted or, as the case may be, in respect of which an application for such permission has been made, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—

- a. screening by fences, walls or other means;
- b. the planting of trees, hedges, shrubs or grass;
- c. the formation of banks, terraces or other earthworks;
- d. the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- e. the provision of other amenity features;

"layout" means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;

"scale" except in the term 'identified scale', means the height, width and length of each building proposed within the development in relation to its surroundings;

Details pertaining to appearance, landscape, layout and scale of the proposed development are provided within this Reserved Matters submission. Any additional detail required beyond the definitions set within the DMPO, must have been conditioned to the Outline approval in order to be reasonably included as part and parcel of the details submitted pursuant to reserved matters on appearance, landscaping, layout and scale.

National Policy Guidance is provided by the National Planning Policy Framework (the Framework) which was adopted on the 27th March 2012 and subsequently revised. The most up to date version is the September 2023. The Framework is a significant material consideration



Masterplan for HS2 & HS3 land allocations

3.1 PLANNING CONTEXT

RELEVANT NATIONAL AND LOCAL POLICY

The Kirklees Local Plan was adopted on 27th February 2019 following an Examination in Public by an appointed Government Inspector. The Local Plan was examined and adopted having regard to the Framework.

Policy LP 1 sets out the presumption in favour of sustainable development and that development in accordance with the Kirklees Local Plan will be permitted without delay unless material considerations indicate otherwise.

Subsection 4.2 sets out the Vision for Kirklees for 2031 it includes:-

*“a mix of high quality housing which offers choice and meets the needs of all our communities including affordable housing...
People will have access to a range of local facilities including services, health-care and education provision, and adequate infrastructure.”*

Policy LP 2 relates to place shaping and sets out the need for development proposals to build on the strengths, opportunities and address challenges identified within the Plan. Lepton is located within the sub-area of Huddersfield, the plan sets out the strengths/opportunities for growth and challenges to growth within the sub-area.

Policy LP 7 relates to the efficient and effective use of land and buildings. It requires (amongst other requirement) for access to adjoining undeveloped land (which the requirement is provided). The policy also requires a net density of 35 dwellings per hectare where appropriate; the proposed development has a density of 37 dwellings per hectare.

Policy LP 11 requires that housing is of high quality and design and contributes to mixed and balanced communities.

“all proposals for housing must provide a broad mix of housing suitable for different household types which reflect changes in household composition in Kirklees in the types of dwelling they provide, taking into account the latest evidence of the need for different types of housing. For schemes of more than 10 dwellings or those of 0.4ha or greater in size, the housing mix should specifically reflect the proportions of households that require housing and achieve a mix of house size and tenure.”

The proposals seek to provide the following housing mix:-

No. of Bedrooms	No. of Units	% of Housing Mix
2 Bedrooms	17	25%
3 Bedrooms	24	36%
4+ Bedrooms	26	39%

It is considered that the proposed housing mix will sit comfortably within the surrounding character area, providing high quality family housing that meets the local housing need. The Kirklees SHMA identifies a dominance in two and three bedroom properties (65.7%) within Kirklees existing housing stock. The SHMA also identifies that Kirklees Rural East is categorised by predominantly 3 and 4 bedroom family housing. The development proposal seek to balance the existing mix, in providing 17no. 2 bedroom houses, whilst also providing large family houses in keeping with the character of the surrounding area.

Whilst the proposals seek to provide a varied housing mix, it is important to note that this does not form a Reserved Matter for consideration at this time. The Reserved Matters definitions are clearly set out in Part 1 of the DMPO, and re-iterated at point 2.5 of this report, none of which reference housing mix.

This is supported by recent Appeal Decisions and High Court Judgements , with the following extract being of relevance:-

“If a Local Authority considers it necessary to make the development acceptable in planning terms that the housing mix, and more specifically the bedrooms per dwellings on site should be secured, then it should do so by condition or some other mechanism, such as a section 106 planning agreement at outline stage. A failure to impose such a condition in the absence of any other mechanism on the outline permission would engage the principle enunciated in Cotswold Grange Country Park LLP, and a local planning authority could not then insist on a particular mix at reserved matters stage.”

It is recognised that the Local Authority adopted an Affordable Housing and Housing Mix SPD in March 2023, however as the application was taken to Planning Committee in December 2022, it did not form part of the decision making process for the Outline consent. Furthermore, there is no condition pertaining to housing mix, or other such mechanism agreed at Outline stage, and as such the housing mix doesn't form a Reserved Matter for consideration.

Policy LP11 further requires that for developments over 10 homes, affordable housing should be 20% of the total homes, subject to viability. In terms of the affordable homes these should:-

- “cater for the type of affordable need identified in the latest housing evidence in terms type, tenure, size and suitability to meet the needs of specific groups;*
- incorporate appropriate arrangements to retain the benefits of affordability for initial and subsequent occupiers or for the subsidy to be recycled for alternative affordable housing provision; and*
- be indistinguishable from market housing in terms of achieving the same high quality of design.”*

The proposals include the provision of policy compliant affordable housing, equating to 13 dwellings. This is in line with the signed Section 106 agreement associated with the Outline consent.

Policy LP 20 relates to sustainable travel. It sets out that development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The Council will support alternative modes of transport and development close to local facilities. A detailed Travel Plan is secured via condition to the Outline application.

3.1 PLANNING CONTEXT

RELEVANT NATIONAL AND LOCAL POLICY

Policy LP 21 relates to highway safety and access it requires that proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. The proposal does not conflict with the criteria set out by this policy and detailed considerations in terms of these matters are contained within the supporting highways documentation.

Policy LP 22 is a general policy on parking. In relation to car parking provision the policy sets out:-

- f. *"new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;*
- g. *provision will be made to meet the needs of cyclists for cycling parking in new developments;*
- h. *provision will be made to accommodate the needs of disabled people for the parking of vehicles."*

The proposed car parking provision is set out within the supporting Highways Statement, which details compliance with both the Highways Design Guide SPD and Policy LP 22.

Policy LP 24 relates to design and promotes the pre-application process. It then provides a checklist of criteria to promote good design, which the proposed scheme does not conflict with.

Policy LP 28 relates to drainage. The policy sets out a presumption in favour of SuDS. Full drainage details are secured via condition on the Outline decision, as such they do not form part of the Reserved Matters submission.

Policy LP 30 this policy seeks to protect the biodiversity and geodiversity of international, national and local importance of Kirklees. The supporting Ecological Report and Arboricultural Report ensures there is no direct or indirect adverse effect on the adjacent site and identified habitats or species and biodiversity gains are delivered on-site where possible. Where an overall net gain is unable to be achieved, compensation is offered in relation to meaningful off-site planting and habitat creation.

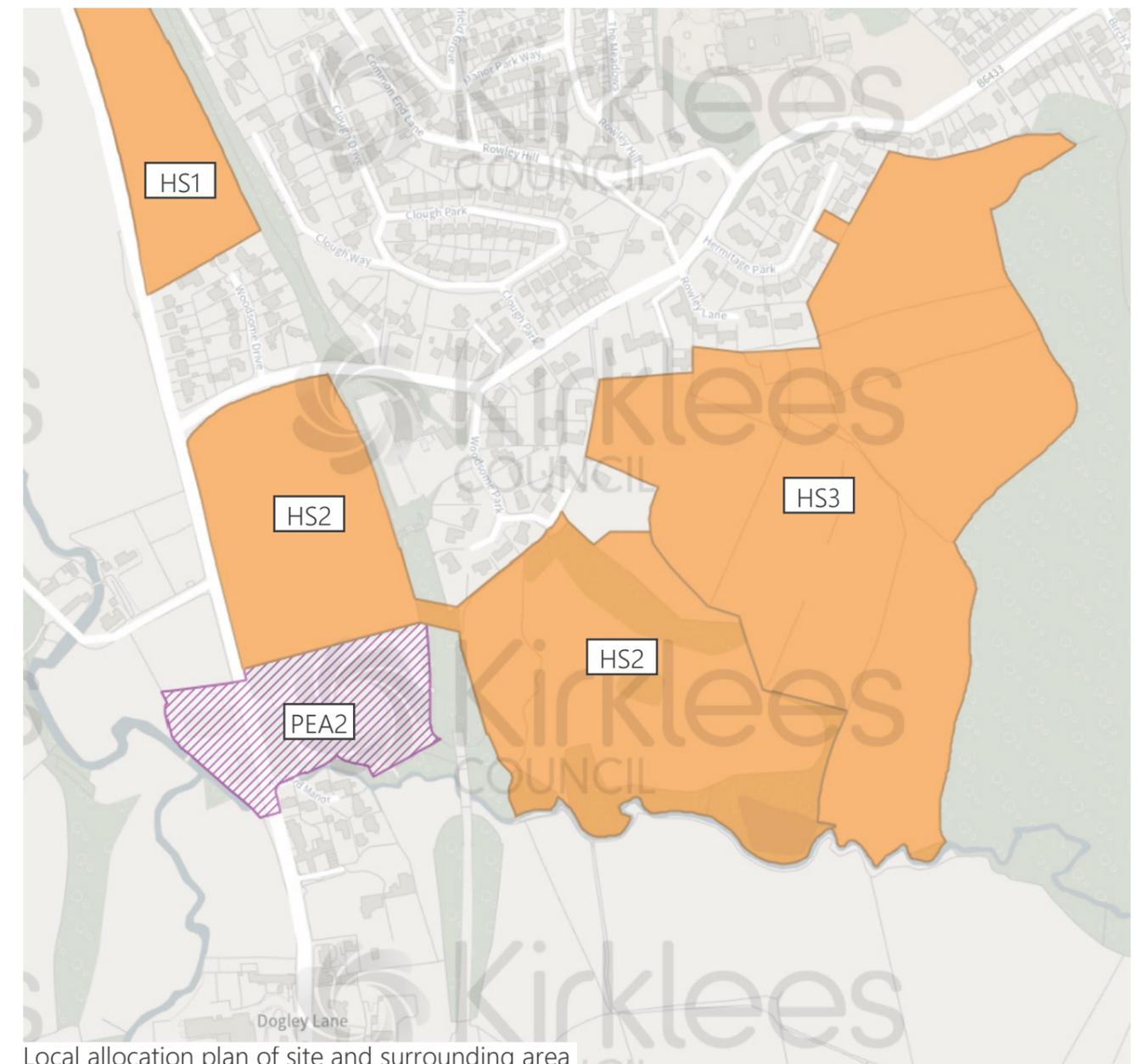
Policy PLP 32 relates to landscape and seeks for proposals to enhance the landscape character of the area. The removal of trees will be mitigated with replacement tree planting. New planting will diversify the range of tree species on site and provide a sustainable long term population of better quality trees. Appropriate species selection will take account of the mature tree sizes and existing available space and site conditions. This will ensure new tree planting will successfully establish and will have sufficient space (above and below ground) and light requirements to attain a full term healthy life.

Policy PLP 33 seeks to protect trees and woodland of significant amenity. An Arboricultural report supports the application and justifies the tree removal proposed, and the proposed landscaping plan demonstrates a high level of replacement tree planting across the site.

Policy LP 35 relates to the historic environment and seeks to conserve the significance of designated heritage assets. Overall, it is considered that the proposed development, through layout, open space and landscape treatment, fully accords with the recommendations made by the Local Plan Inspector and the development requirements for the site set out under Policy HS2 of the adopted Kirklees Local Plan. It is considered that the development can therefore be brought forward in accordance with National and Local planning policy without substantive harm to the significance of the built heritage assets identified.

Policy LP 47 promotes health, active and safe lifestyle through access to open spaces, local initiatives for healthy food, improving walking and cycling, energy efficient design, air quality and inclusive environments. This is promoted throughout the proposed design with a central LAP and linear open space creating a circular walking route around the site, which will eventually allow connections into later phases of development.

Policy LP 63 requires new housing development to provide or contribute to new open space or the improvement in the existing provision. The site provides a usable and meaningful central area of open space, alongside linear open space creating a walking route around the perimeter of the development. This has been designed in line with the guidance set out in the Open Space SPD, and through discussions with the Local Authorities Landscape Officer prior to submission of Reserved Matters.



Local allocation plan of site and surrounding area

3.1 PLANNING CONTEXT

RELEVANT NATIONAL AND LOCAL POLICY

National Planning Policy Framework (September 2023)

The Government's National Planning Policy Framework (the Framework) now forms the relevant policy guidance at the national level for the determination of all planning applications. The Framework is a material consideration which must be taken into account in all planning decisions.

Paragraph 2 of the advice states:-

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

There are three objectives (Paragraph 8) to sustainable development comprising economic, social and environmental roles.

Paragraph 10 sets out that the heart of the framework is a presumption in favour of sustainable development.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development. Paragraph 11 of the Framework identifies how this presumption is to be applied in making decisions on individual applications stating:-

"For decision-taking this means:

- c. approving development proposals that accord with an up-to-date development plan without delay;"*

Beyond Chapter 4 of the Framework there are 13 topic areas (as well as Annex 1 and 2) which form the Framework document and those topic areas considered of relevance to this planning application are set out below.

Section 4: Decision Making

In determining applications, Paragraph 38 states:-

"Local Planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible."

Paragraph 47 requires that:-

"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing."

Section 5: Delivering a Sufficient Supply of Homes

Paragraph 60 reiterates the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Section 8: Promoting healthy and safe communities

Paragraph 92 sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places.

Section 9: Promoting Sustainable Transport

Paragraph 105 sets out that:-

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

Paragraph 112 sets out development should:-

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

Paragraph 113 sets out that:-

"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

3.1 PLANNING CONTEXT

RELEVANT NATIONAL AND LOCAL POLICY

Section 12: Achieving Well Designed Places

Paragraph 126 stresses the Government's commitment to achieving good design, high quality buildings and places.

Paragraph 130 sets out planning policies and decisions should:-

- a. *"will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b. *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c. *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d. *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e. *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f. *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."*

Paragraph 131 sets out guidance in relation to landscaping and use of trees within urban design:-

"Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users."

The Kirklees Highways Design Guide SPD builds on this, further requesting that developments provided street trees through the internal layout. As such, the developer has ensured that street trees are incorporated along primary and secondary roads throughout the layout.

Section 14: Meeting the challenge of climate change, flooding and coastal change

Paragraph 154 sets out that new development should be planned to:-

- a. *"avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*
- b. *can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards."*

Further at Paragraph 157 it sets out that:-

"In determining planning applications, local planning authorities should expect new development to:

- a. *comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and*
- b. *take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption."*

Section 15: Conserving and enhancing the natural environment

Paragraph 174 sets out the requirement to contribute to and enhance the natural environment in policies and decisions by:-

- d. *"minimising the impacts on and providing net gains for biodiversity...*
- e. *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f. *remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate"*

Section 16: Conserving and enhancing the historic environment

Paragraph 194 sets out:-

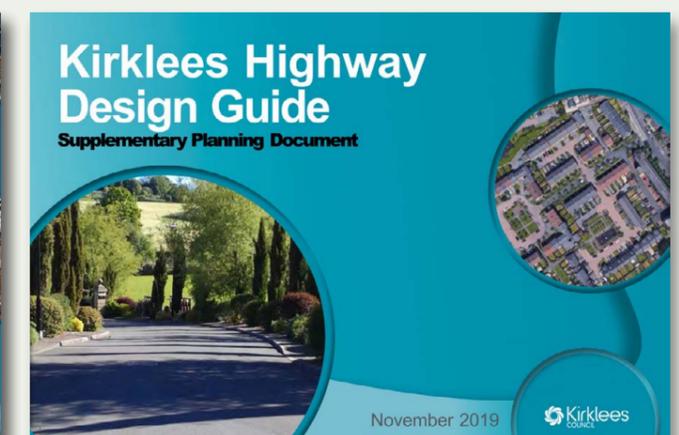
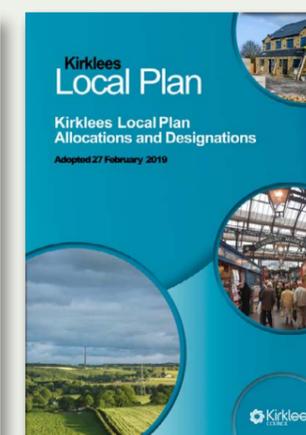
"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance."

Annex 1: Implementation

Paragraph 218 with regard to decision taking:-

"The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication."

The proposals constitute sustainable economic development and under the circumstances, it is clear that significant weight should be attached to this. The proposals wholly conform to the advice in the Framework, and it is considered that the applicants are entitled to anticipate presumption being weighed in their favour.



Design Guidance and Quality

The Design and Access Statement has followed best practice urban design. It has embraced national and local documents that deal with 'Good Design' and 'Placemaking'.

The principal documents that have been used in terms of design context;

Manual for Streets (2007) & Manual for Streets 2 'Wider Application of the Principles' (2010):
 Manual for Streets focuses on lightly trafficked and residential streets, setting out clear guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrians and cyclists. The key principles are:

- Apply a user hierarchy to the design process with pedestrians at the top.
- Recognise the importance of the community function of streets as spaces for social interaction.
- Promote an inclusive environment that recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served.
- Develop street character types on a location specific basis with reference to both the place and movement functions for each street.
- Encourage innovation with a flexible approach to street layouts and the use of locally distinctive, durable materials and street furniture.
- Design to keep vehicle speeds at or below 20mph on residential streets unless there are overriding reasons for accepting higher speeds.
- Use the minimum of highway design features necessary to make the streets work properly.

Secured by Design:

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. Secured by Design is a police initiative, which encourages the building industry to adopt minimum standards in designing safe and secure developments. This gives equal weight to the importance of environmental design and physical security. Research proves that schemes that meet Secured by Design standards are significantly less likely to suffer from vandalism or criminal attacks.

In achieving Secured by Design, the following principles should be considered and addressed:

- Environmental quality and sense of ownership: Provision of high quality land-landscape settings for new development to help create a sense of place and strengthen community identity. These spaces tend to be well used and offer fewer opportunities for crime.
- Natural surveillance: Public and semi-private areas should be visible from nearby buildings or from well-used rights of way. Natural surveillance is to be strongly encouraged, but care is needed particularly in residential development to ensure that privacy is not infringed.
- Access and footpaths: Secluded access points and routes should be avoided; roads to groups of buildings should promote a sense of identity and ownership; location of planting should avoid the creation of hiding places; good visibility should be maintained along footpaths and routes.

National Design Guidance:

There are numerous best practice documents relating to design including 'By Design' (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and 'Better places to Live By Design' which all outline the importance of good urban design and provide advice for the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied.

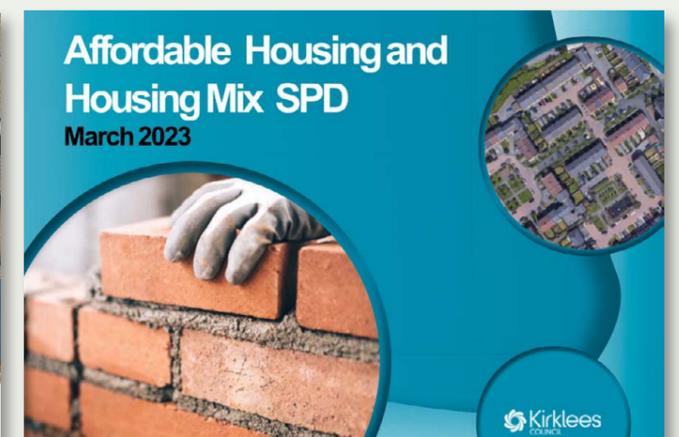
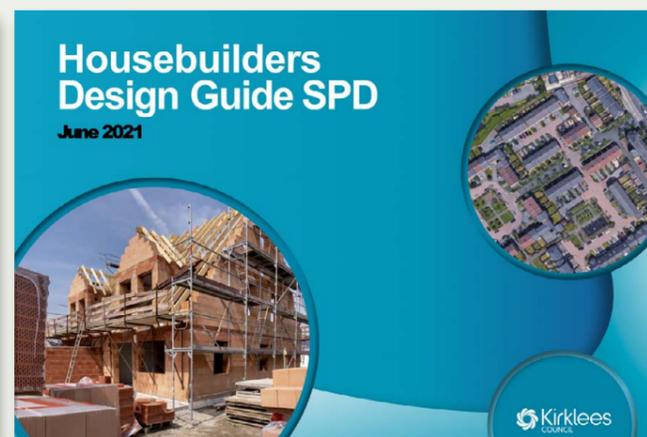
The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

- **Character** - Somewhere with a sense of place and local distinction.
- **Legibility** - a Place which is easy to understand and navigate.
- **Permeability** - achieving a form of layout, which makes for efficient pedestrians and vehicular movement.
- **An articulated townscape** - creating an interesting, locationally responsive townscape utilising building height, scale, and massing all of which should be human in scale.
- **Human Scale** - the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective.
- **Security, natural surveillance** - creating places, which are properly overlooked and make effective passive and active policing.
- **Detailing richness and interest** - promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment.
- **Quality within the public realm** - promoting routes and spaces, which are attractive, safe and uncluttered.
- **Continuity and enclosure** - promoting the continuity of street frontage and the definition of public and private space.
- **Adaptability, robustness and sustainability** - the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

Local Supporting Planning Documents:

Kirklees Council also provides the following planning and design documents. This application has been prepared in accordance with the guidance:

- House builders Design Guide.
- Open Space.
- Highway Design Guide.
- Affordable housing and Housing Mix.



3.3 PLANNING CONTEXT

OUTLINE PROPOSALS

Outline Application

The site is allocated for development in the local plan and forms part of land reference HS2.

A document has been prepared to address the Kirklees Local Plan Policy LP5 requirements for a joint masterplan for almost 22 Ha of allocated housing land identified as site references HS2 & HS3.

HS2 & HS3 comprise 4 phases of development land and this application brings forward phase 1. It is noted in the document that phase 1 can be implemented without having to carry out extensive highway improvements.

The site is subject to an outline planning approval with detail of access Ref: 2020/92307, for the erection of residential development (up to 75 units).

The plan shows an indicative layout, prepared to support the outline application.



Outline Application - Indicative Layout

Indicative Masterplan

This indicative masterplan demonstrates how the whole site could be laid out, illustrating where streets and spaces work together in a composed way.

Fundamental principles reflecting the landscape setting and character and visual context of the site have been established and are to be carried through in the reserved matters details.

The evolution of the masterplan is well documented in the outline Design and Access Statement, including descriptions of how this framework has been significantly influenced by detailed assessment of the site and local area.

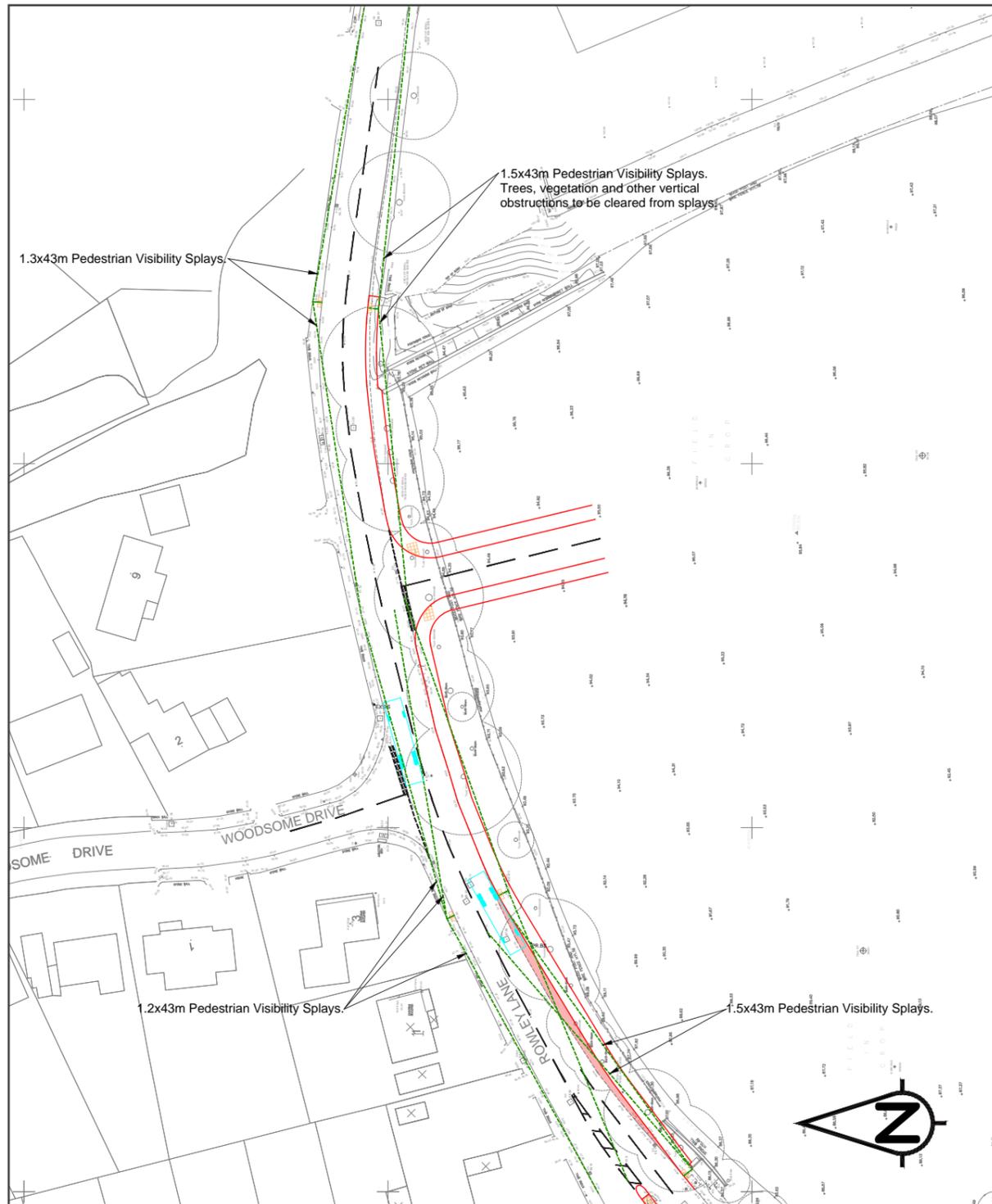
An extensive process of reference and review between the applicant and design team heavily based around outline assessment findings, has taken place and influenced the reserved matters proposals. The principles adopted are described and illustrated in greater detail in the following concept pages.



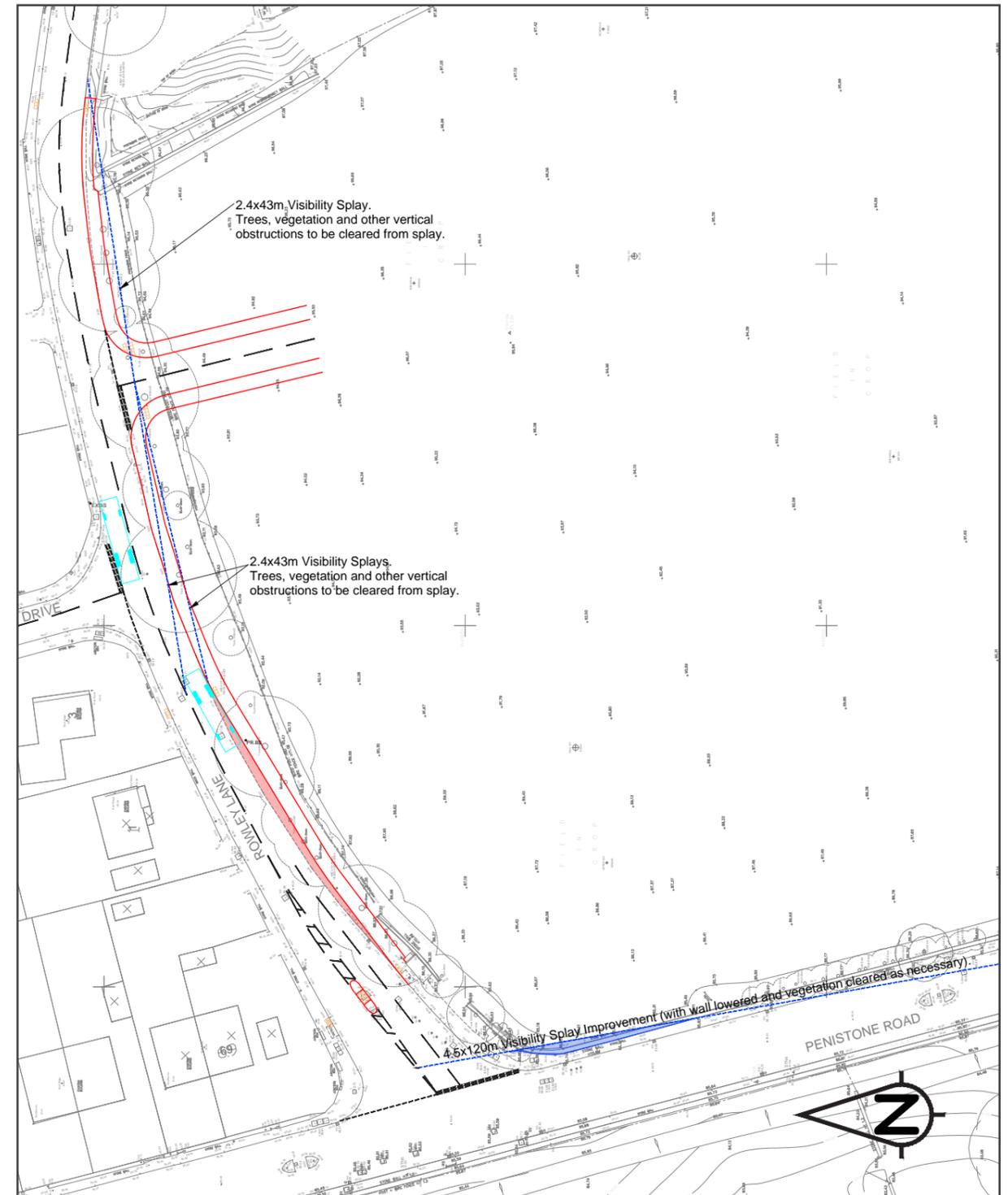
Masterplan for HS2 & HS3 land allocations

PENISTONE ROAD, FENAY BRIDGE
3.4 PLANNING CONTEXT
 OUTLINE APPLICATION

The plans below demonstrates the details for the road improvements of Rowley Lane.



Outline Application - Pedestrian Visibility Plan



Outline Application - Junction Visibility Plan

PENISTONE ROAD, FENAY BRIDGE
4.0 CONCEPT DEVELOPMENT
 OPPORTUNITIES AND CONSTRAINTS

The adjacent plan indicates the key opportunities and constraints of the development site, accounting for landscape character, landscape features and visual context.



Drawing Legend

- ① Existing vegetation.
- ② Development area.
- ③ Potential open space.
- ④ Proposed site access.
- ⑤ Views out of site.
- ⑥ Existing public right of way.
- ⑦ Site levels fall from east to west.
- ⑧ Banking of former railway line.
- ⑨ Low point of site, potential for attenuation.
- ⑩ Existing residential use.
- ⑪ Existing commercial use.
- ⑫ Consideration for noise from commercial site.
- ⑬ Proposed core walk cycle route

4.1 CONCEPT DEVELOPMENT

DESIGN DEVELOPMENT

Concept

At this stage, building on the identified opportunity and constraints, the main spatial components of the layout were considered, taking account of existing topography, landscape features, trees and surrounding context.

The key features of the site were closely considered to understand how a unique development character could be created.

Opportunities to arrange streets and buildings in a way that fluently relate to the site setting and future development of adjacent land have been considered in the structure of the layout and carried through in the detailed design.

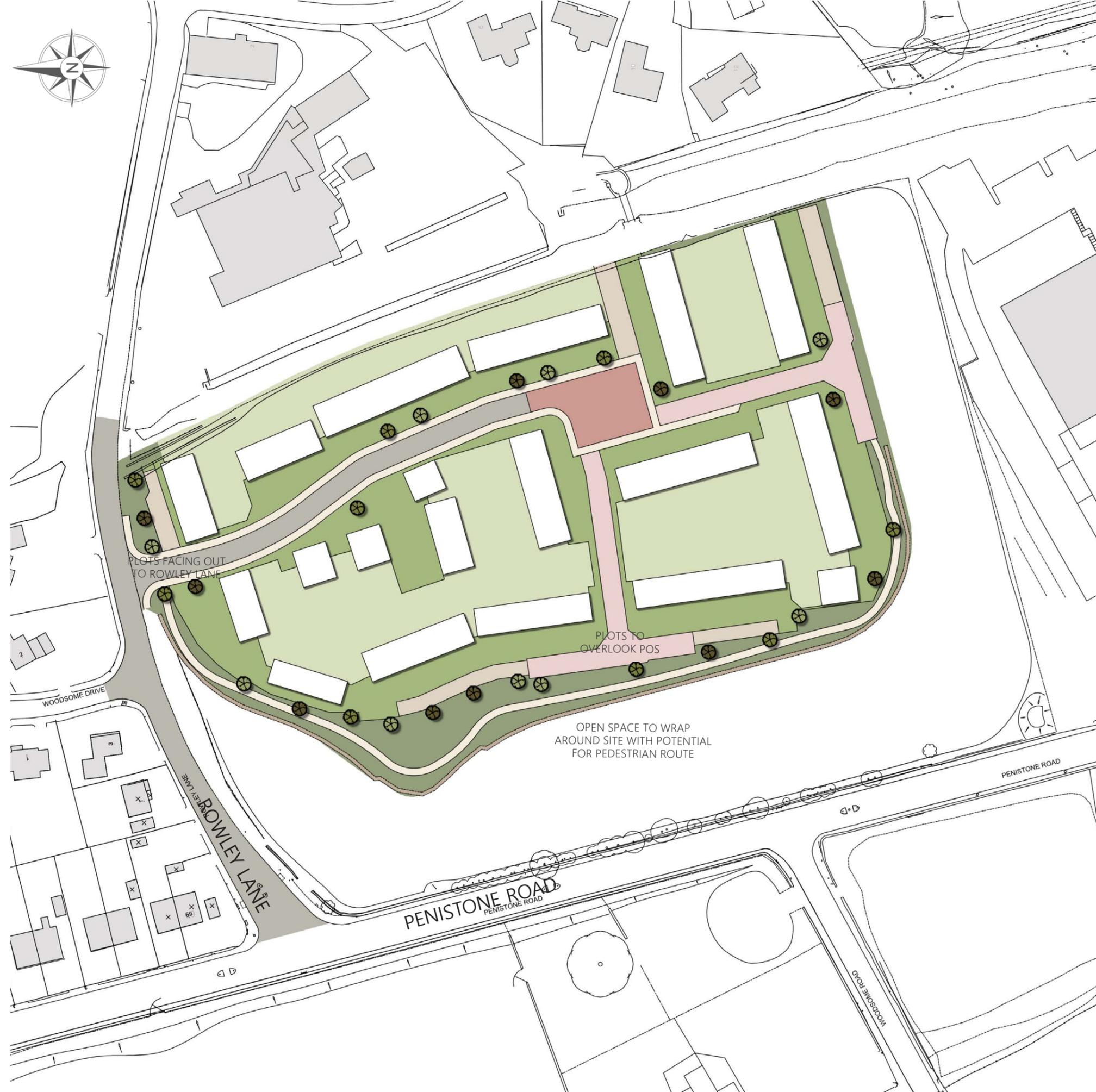
The image alongside is an early sketch that helped shape the proposal.

Masterplan

The plan opposite summarises the conceptual arrangement for the development of the site. This draws on analysis of the site and wider area carried out as part of the outline planning and masterplan design process.

At this stage focus is placed mainly on urban form, structured around a street hierarchy and sequence of spaces such as new and existing gateways, connections, green links and views.

The indicative structure set by the outline masterplan responds to the existing and future site context, including proposed new infrastructure that serves the wider development under the second phase of HS2 and HS3.



PENISTONE ROAD, FENAY BRIDGE
5.0 SITE LAYOUT AND DETAILED ANALYSIS
PROPOSED LAYOUT

This section describes the design proposal resulting from the process of assessment, involvement and evaluation described previously in this Design and Access Statement.

The layout opposite shows the proposals for the development of the site. The key objective is to design a place which meets the needs of all its users and strengthens the wider community.

The site will act as a new gateway for future development parcels and it has been designed in a manner which provides a transition from semi-rural to settlement edge. As such the residential form and where appropriate the outward facing building orientation echo the nature of the location; properties are low density and will enjoy open views of the countryside.

A central area of open space is laid out in the form of a small green, to include planting and landscape features.

The existing local mix of large properties and small cottages exert a strong influence on the character of Fenay Bridge. Proposed buildings are designed to respond to the local context and specific opportunities offered by the site.

Spaces between the buildings have been considered with the same importance as the buildings themselves. Side elevations visible from the street are activated by placement of windows, changes in materials and architectural features. The spaces are furnished with a variety of surface treatments, a cohesive mix of walls and fences, gates and thought-out soft landscaping.

The architecture of the street is enhanced by the inclusion of trees and verges. Highways are designed to include localised narrowing of the carriageway to promote low vehicle speeds and prioritisation of movement of pedestrians and cyclists.

This includes consideration and analysis of a variety of important factors. This chapter describes each of these in more detail as follows:

- Scale and massing
- Use, amount & density
- Affordable housing
- Access and movement
- Public open space
- Boundary treatments
- Materials



PENISTONE ROAD, FENAY BRIDGE
5.1 SITE LAYOUT AND DETAILED ANALYSIS
SCALE AND MASSING

Important consideration has been given to how proposed dwellings relate to the site setting. The response of the new development to the existing environment is an essential component in creating a cohesive place.

The proposal aims to sit comfortably within the local setting and this has been taken into account when considering storey heights.



Drawing Legend

-  Garages
-  2 storey
-  3 storey

PENISTONE ROAD, FENAY BRIDGE
5.2 SITE LAYOUT AND DETAILED ANALYSIS
USE, AMOUNT & DENSITY

The form of housing varies to provide a range of dwelling sizes, types and tenures to meet the needs of the community.

The overall aim of this development is to create a high quality, safe and desirable place to live, which maximises the site and integrates it into the surrounding area.



Drawing Legend

-  2 Bedroom Dwelling
-  3 Bedroom Dwelling
-  4 Bedroom Dwelling
-  5 Bedroom Dwelling

PENISTONE ROAD, FENAY BRIDGE
5.3 SITE LAYOUT AND DETAILED ANALYSIS
AFFORDABLE HOUSING

There is a requirement for affordable housing in this area of 20% of the total number of new dwellings to meet local housing needs. This equates to 13 dwellings.

The proposed location and breakdown of affordable dwellings is shown on the plan opposite and comprises 9 No. 2 bed houses and 4 No. 3 bed houses.

These dwellings will be indistinguishable from the open market units in appearance and finish, built from the same high quality materials as the market plots.



Drawing Legend

-  2 Bedroom Dwelling
-  3 Bedroom Dwelling

PENISTONE ROAD, FENAY BRIDGE
5.4 SITE LAYOUT AND DETAILED ANALYSIS
 ACCESS, TRANSPORT & MOVEMENT

The plan opposite illustrates the hierarchy of routes and connections through the site with a network of conventional streets and shared space streets.

People are very different in their needs and in the way they use the built environment. An inclusive environment recognises and accommodates this in a way that is universal. Principles of an inclusive environment will be:

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

Inclusive access within the layout provides for ease of movement. Part M of the Building Regulations ensures this happens within, when entering / leaving new residential buildings. It ensures that minimum standards for disabled access are adhered to.

The design considers access and use of the environment and the dwellings by residents and visitors. Accessibility has been incorporated while being mindful of the overall aesthetic and design aims of the scheme and with due consideration given to the constraints of the site.

The proposal comprises of 14 housetypes, of these 12 are NDSS and M4(2) compliant, this equates to 90% of the total site. The 2 remaining housetypes are designed to meet basic lifestyle needs and provide high standards of amenity for the occupants. This can be demonstrated with their compliance with South Yorkshire Residential Design Space Standards for minimum room sizes. Although the policy isn't applicable to this region it does demonstrate the thought that has been given to the design of these new dwellings and how they will be used by future occupants.



Drawing Legend

- ■ ■ Primary Street - 5.5m road with 2m footpath to both sides.
- — — Secondary Street - 5.5m road with 0.6m margin.
- — — Shared Private Drive - Varying width without a footpath.
- — — Footpath links through site and to surrounding area.
- NDSS and M4(2) compliant homes.

PENISTONE ROAD, FENAY BRIDGE
5.5 SITE LAYOUT AND DETAILED ANALYSIS
PUBLIC OPEN SPACE

The masterplan for HS2 & HS3 and conceptual layouts supporting the outline application for phase 1, include the opportunity for a generously landscaped scheme while satisfying wider infrastructure aims.

Reference in outline documents is made to the large landscaped swath which surrounds out-facing dwellings.

The landscape led layout promotes good connections between the site and surrounding areas and new footpaths. These new connections create a pleasant environment, promoting active and passive recreation.

The arrangement of the proposed open space network has been informed by the following criteria:

- Working with the natural topography, land-form, drainage.
- Understanding the site constraints and opportunities.
- Making key connections to adjacent destinations.
- Provide good pedestrian/cycle links to the wider area.

Green space objectives;

- Maximise the contribution of green space accommodating recreation and ecological features.
- Provide connections into the surrounding countryside.
- Facilitate multifunctional uses for open spaces, including linked recreation and wildlife conservation opportunities.
- Use planting and open space treatments characteristic of the local landscape that enhance opportunities for biodiversity.
- Ensure the efficient use and management of surface water.
- Provide localised areas for play, including active and passive recreational opportunities.

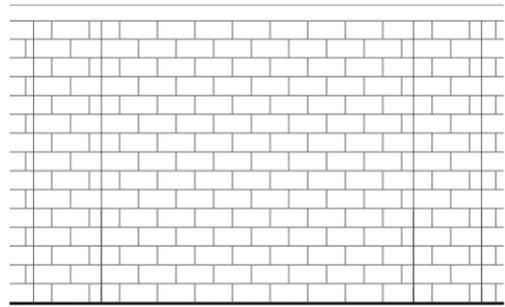
Observing the local authority objectives for provision of space for recreation and play which is both functional and accessible.



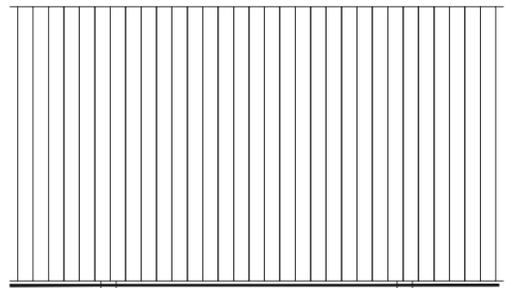
PENISTONE ROAD, FENAY BRIDGE
5.6 SITE LAYOUT AND DETAILED ANALYSIS
BOUNDARY TREATMENT PLAN

The relationship between public and private space is key when designing safe and attractive environments. Consequently, boundary treatments have been an important element of the design process and are used as a way of articulating different areas of the site. The adjacent plan shows the distribution of varying boundary treatments.

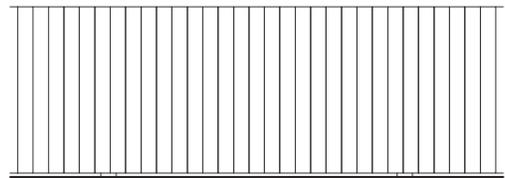
Drawing Legend



1900mm stone pier wall



1800mm Screen Fence



1100mm Screen Fence



450mm Knee Rail



PENISTONE ROAD, FENAY BRIDGE
5.7 SITE LAYOUT AND DETAILED ANALYSIS
MATERIALS PLAN

A variety of materials for walls and roofs are distributed throughout the development and applied specifically to groups of buildings to create characterful areas.

Roof tiles and facing materials are described below.



Drawing Legend

Facing Materials

 Marshalls Cromwell Pitched Face Stone Weathered.

 Monorex GM G00 Natural White Render.

Roof Tiles

 Wienerberger New Rivius Antique Slate.

6.0 APPEARANCE

APPEARANCE

The proposed form and appearance of new buildings are based on the characteristic elements of existing surrounding properties within Fenay Bridge and the surrounding area. Having undertaken a detailed analysis of the local character it is apparent there is an architectural style and material palette that can be drawn on to inform these new proposals.

The intention is to create an integrated development which provides a high-quality environment for its residents and the wider area. The following are an example of the varied designs for the proposed development.

Ironbark - 4 Bed house type

- 2 storey.
- Detached.
- Flat fronted with integral garage.
- Marshall Cromwell pitched face stone weathered.
- Wienerberger New Rivius Antique roof tile.
- Anthracite coloured front door with sidelight.
- Contemporary style windows in Anthracite colour.
- Boxed eaves and verge in Anthracite colour.
- Black coloured rain water goods.



Chestnut - 3 Bed house type

- 2 storey.
- Semi-detached.
- Flat fronted.
- Marshall Cromwell pitched face stone weathered.
- Wienerberger New Rivius Antique roof tile.
- Anthracite coloured front door.
- Contemporary style windows in Anthracite colour.
- Boxed eaves and verge in Anthracite colour.
- Black coloured rain water goods.



Sage - 4 Bed house type

- 2 storey.
- Detached.
- Projecting front gable with white coloured rendered feature.
- Marshall Cromwell pitched face stone weathered.
- Wienerberger New Rivius Antique roof tile.
- Anthracite coloured front door with sidelight.
- Contemporary style windows in Anthracite colour.
- Boxed eaves and verge in Anthracite colour.
- Black coloured rain water goods.



Manuka - 3 Bed house type

- 3 storey.
- Semi-detached.
- Dual aspect design.
- Projecting 2 storey front gable with white coloured rendered feature.
- Marshall Cromwell pitched face stone weathered.
- Wienerberger New Rivius Antique roof tile.
- Anthracite coloured front door with a covered canopy.
- Contemporary style windows in Anthracite colour.
- Boxed eaves and verge in Anthracite colour.
- Black coloured rain water goods.



PENISTONE ROAD, FENAY BRIDGE

6.1 APPEARANCE

3D BIRDS EYE VIEWS

The birds eye views show how building groups are organised to create areas of identity around the development.

Predominantly two storey detached housing looks outwards towards Rowley Lane and Penistone Road. The exception are two semi-detached three storey pairs acting as gateway plots. These buildings mark the transition between the internal streets and open outward facing frontages.



Viewpoint Locations



Scene 1 - Birds eye view looking South



Scene 2 - Birds eye view looking East

PENISTONE ROAD, FENAY BRIDGE

6.2 APPEARANCE

STREET SCENE VIEWS

As identified in section 2.4 the site falls approximately 10m from a high point in the east to low point in the west.

Views opposite illustrate the topography and landfall between development platforms and existing levels along Rowley Lane and towards Penistone Road.

The outward facing development provides a strong and active frontage. Carefully considered landscaping separates and defines private and public spaces. The proposed new footpath link is laid out through public open space and is well overlooked by new dwellings.

The mixture of high quality facing materials, cohesive architectural language and soft and hard landscaping combine to create an attractive identity and well integrated proposal.



Viewpoint Locations



Scene 3 - Roof level view looking south from across Rowley Lane



Scene 4 - Roof level view overlooking public open space



Scene 5 - Street view looking south from Rowley Lane

7.0 SUSTAINABILITY

Sustainability is an inherent part of this development including the use of high-quality design materials, sustainable measures and construction methods.

The principle of development in this location has already been considered sustainable by virtue of its location on the edge of settlement and its proximity to existing services, facilities and public transport connections. These were matters which were considered during the site allocation process and outline approval.

Design and Layout

Although the proposals only represent Phase 1 of the wider development, there is capacity to incorporate a number of sustainable principals and measures within the design such as:

Sustainable and best practice construction techniques will be utilised, including measures such as the local sourcing of materials from manufacturers with certified environmental management systems. Full consideration will be given to minimising waste and promoting re-use and recycling of materials.

Design of dwellings to ensure habitable rooms allow sufficient natural light into the room and all dwellings will have access to private garden and garden areas will be fully accessible for disabled occupants, where possible. Buildings will adopt the energy strategy required in the UK Building Regulations, encouraging the conservation of heat through the design of the built fabric and layouts.

Implementation of robust procedures to minimise construction waste including measures to share soil and aggregate waste and reduce dust, fumes, discharge and any other form of pollution on site in line with best practice.

Provision of onsite POS and pedestrian and cycle provision and links to ensure delivery of easily accessible and high-quality amenity areas and greenspace and promote healthy communities and active travel. Ongoing maintenance will help to promote respect towards the environment and therefore increase its use, safety and the overall sustainability benefits of the application site.

The orientation of buildings has also been designed to respond to opportunities for solar benefit whilst incorporating passive shading and cooling. Measures have been incorporated to minimise potential pollution elements such as light and noise. Lighting and ventilation strategies will be developed further through the detailed design of the dwellings.

Cumulatively these measures support the intent of the recently declared 'Climate Emergency' (2019) and the Councils 2038 Carbon Neutral Vision.

Transport and Movement

The proposed development will be connected to the surrounding areas by a range of modes, including walking and cycling. Sustainable transport such as walking and cycling has been given priority in the proposed development, with the layout providing legible and direct routes following desire lines.

A Travel Plan to be adopted to promote sustainable modes of travel.

Ecology

The ecological strategy will protect and enhance the biodiversity of existing habitats and ecology. The planting proposed will select appropriate locally occurring native trees and shrubs.

Water

The use of water efficient fittings and water efficient appliances will ensure that water demand is reduced below average existing rates.

Drainage

The drainage strategy will employ storage methods in order to attenuate flow, remove pollutants, and ensure that runoff to existing drainage is restricted according to the existing hydrology of the application site. All elements will be sized to accommodate increased flows from potential future climate change.

Waste and Resource

Ample segregated waste storage space will be provided. External storage for recycled waste will be well considered and integrated into the design of the dwelling plot. On-site composting of appropriate kitchen and garden waste will be encouraged. During construction full consideration will be given to minimising waste and promoting re-use and recycling of materials. Waste will be managed and the proportion sent to landfill minimised through efficient design, waste segregation, reuse and recycling. Appropriate steps will be taken to protect the quality of groundwater and watercourses from run-off.

Climate Emergency

Kirklees Council declared a Climate Emergency in 2019 on the basis that urgent action is required to improve and protect the environment.

2038 Carbon Neutral Vision

Kirklees Council are aiming to be completely carbon neutral by 2038.

In this context carbon emissions from human activities in Kirklees will need to be dramatically reduced to zero with any remaining emissions safely removed from the atmosphere. This has also been referred to as achieving 'net zero' carbon emissions by 2038. In order to meet the Carbon Neutral Vision the Council will:

- Set a Carbon Budget
- Increase the Amount of Electric Charging Points
- Allow Low Emission Cars to Park for Free
- Add more Electric Vehicles to the Council's Fleet
- Environmental Impacts Considered in All Decisions
- Plant More Trees
- Create a Climate Commission and Green Charter
- Host a Youth Summit
- Increase Recycling Rates
- Develop a Programme and Action Plan

The Applicants are dedicated to taking proactive measures to reduce the consumption of energy and natural resources and thus helping mitigate climate change. In order to do this, various measures are implemented in the fabric specification of buildings and construction methods. Electric Vehicle Charging points are also to be provided for every proposed dwelling, further looking to mitigate the impacts of climate change.

All proposed measures will assist in reducing Climate Change and are supported by a willingness to introduce meaningful tree planting and enhance biodiversity.

8.0 SUMMARY

The proposals described in this Design and Access Statement have been developed and refined through an extensive process of contextual assessment, involvement in consultation, and thorough analysis.

The site is well connected, with direct linkages to the road and footpath network around Fenay Bridge. Careful assessment of the site's existing context and analysis of the local area has provided us with a good understanding of the sites special and unique character.

honey

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