



DESIGN AND ACCESS STATEMENT

to support a Full application for residential development at



Land off Shepley Road, Stocksmoor



Shepley Road, Stocksmoor

PROPOSED DEVELOPMENT

Site Area: 2.5 (6.2 acres)

Existing Land Use: Agricultural paddocks, currently in agricultural use

Proposed Access Arrangements:
Proposed access via a new junction off Shepley Road

Residential Use: Up to 50 dwellings

Residential Density: 36 dwellings per hectare (dph)

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NEWETT
HOMES

INTRODUCTION

ABOUT US

Renowned for creating impressive luxury new homes in hand-picked locations across Yorkshire, Newett Homes builds luxury new homes that people will love for a lifetime.

Every Newett Homes residence combines traditional detailing with contemporary design, innovative architecture with skilled craftsmanship – supported by our highly trained staff to create luxurious homes built to the highest of standards.

“We don’t build houses - we create homes where families of all shapes and sizes can find their happily ever after. Our exquisite homes will become the backdrop for your future treasured memories...of first steps, of golden years and every ordinary and extraordinary day in between.”

Will Newett, Managing Director



NEWETT HOMES DEVELOPMENT AT THE PASTURES, HARROGATE

INTRODUCTION

- 1.1 This Design and Access Statement has been produced by Newett Homes in support of a full application for residential development with associated access, parking, amenity space, landscaping and infrastructure works, at Shepley Road, Stocksmoor
- 1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 ("the DMPO"), which sets out the requirement for certain planning applications to be accompanied by a Design and Access Statement.
- 1.3 In accordance with the requirements of the DMPO, the purpose of this statement is to explain the design principles and concepts which have been applied to the development and to explain how issues relating to access to the development have been dealt with.
- 1.4 This statement follows the detailed of requirements of the DMPO which states that a design and access statement must:
- “(a) explain the design principles and concepts that have been applied to the development
 - (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
 - (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
 - (e) explain how any specific issues which might affect access to the development have been addressed.”

PURPOSE OF THE STATEMENT

- 1.5 This statement should be read in conjunction with other components of the application submission, which includes (but not exclusive to):
- Site Location Plan [Z159.001]
 - Planning Layout [Z159.002]
 - Boundary Treatments Plan [Z159.004]
 - Materials Plan [Z159.005]
 - House Type Pack [Z159.007]
 - Secure by Design Layout [Z159.008]
 - Indicative Cross Sections [Z159.009]
 - POS Plan [Z159.010]
- 1.6 This Design and Access Statement has been structured as follows:
- 1.7 Section 1 Introduction: outlines the background to the proposals and the structure of the document.
- 1.8 Section 2 Planning Policy Context: sets out the key planning policies relating to design which have informed the proposals.
- 1.9 Section 3 Understanding the Place: provides an overview of the context within which the design proposals will sit in order to inform the design process.
- 1.10 Section 4 The Site: describes the characteristics of the site.
- 1.11 Section 5 Design Process: outlines the evolution of the proposed scheme, including how comments from stakeholders have informed the process.
- 1.12 Section 6 Design Proposal: includes details of the site uses, quantum of development, appearance, and landscaping.
- 1.13 Section 7 Summary: provides an overall conclusion and an assessment of the proposals.

SITE LOCATION AND CONTEXT

- 1.1 The application site, 'Land North-East of Shepley Road, Stocksmoor' hereafter referred to as 'the site', sits to the east of Stocksmoor, Huddersfield. The site comprises approximately 2.5ha of greenfield land which includes an agricultural paddock.
- 1.2 The application seeks full planning permission for the following description of development: "Residential Development (Up to 50 Dwellings) with Associated Access, Parking, Public Open Space, Landscaping and Infrastructure".



Figure. 01 Site location plan

PLANNING POLICY CONTEXT

NATIONAL PLANNING POLICY

- 2.1 A full consideration of the planning policy context is set out in the Planning Statement – a summary with regard to design development and proposals is provided in this section.
- 2.2 The National Planning Policy Framework 2023 (NPPF) outlines the Government’s planning policies for England. The ‘presumption in favour of sustainable development’ is at the heart of the document.
- “The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.”
National Design Guide
- 2.3 Section 11 of the Framework states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 2.4 Section 12 of the NPPF specifically addresses the matter of good design. It corroborates the principle that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
- 2.5 Paragraph 131 details that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 2.6 Paragraph 135 states that planning policies and decisions should aim to ensure that developments: -
- 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;
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - 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);
 - 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;
 - 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
- 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 users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 2.7 Paragraph 136 states that 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.
- 2.8 This DAS demonstrates how each of the objectives and design principles within the NPPF have been incorporated within the proposed scheme.

NATIONAL DESIGN GUIDE

- 2.9 The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The ten characteristics are: -
1. Context – enhances the surroundings.
 2. Identity – attractive and distinctive.
 3. Built form – a coherent pattern of development.
 4. Movement – accessible and easy to move around.
 5. Nature – enhanced and optimised.
 6. Public spaces – safe, social, and inclusive.
 7. Uses – mixed and integrated.
 8. Homes and buildings – functional, healthy, and sustainable.
 9. Resources – efficient and resilient.
 10. Lifespan – made to last.

BUILDING FOR A HEALTHY LIFE

- 2.10 Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.
- 2.11 The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.
- 2.12 An assessment of the proposals against the twelve questions is provided at the end of this document, by way of summary.

KIRKLEES LOCAL PLAN

- 2.13 A Planning Statement is submitted in support of the application and repetition of the detail contained within that report is not considered appropriate. The planning policy with regard specifically to Design and Access are however, summarised below;
- LP2 – Place shaping
 - LP11 – Housing mix and affordable housing
 - LP22 – Parking
 - LP24 – Design
 - LP32 – Landscape
 - LP63 – New open space
- Supplementary Planning Documents:*
- Housebuilders Design Guide SPD (2021)
 - Highway Design Guide SPD (2019)
 - Open Space SPD (2021)
 - Affordable Housing and Housing Mix SPD (2023)

UNDERSTANDING THE PLACE

3.1 The first step in the design process was to gain a thorough understanding of the context within which the site sits. This section sets out the contextual analysis which has been undertaken.

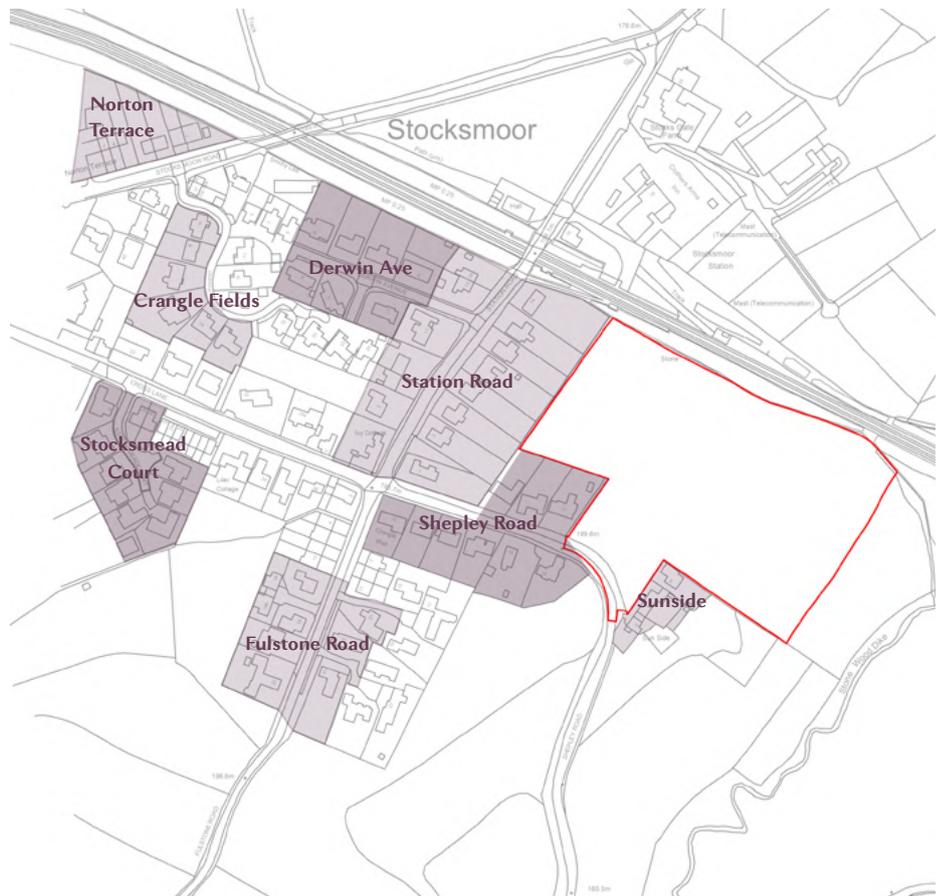
BACKGROUND

3.2 Stocksmoor is a rural settlement, approximately 8 miles to the south east of Huddersfield, West Yorkshire. The site lies to the south east of the settlement, to the north of Shepley Road. To the north of the site is Stocksmoor Railway Station, on the Penistone - Huddersfield to Sheffield line.

LOCAL CHARACTER

3.3 There is a diversity of building materials and styles within Stocksmoor, but still, there is sufficient uniformity overall to create a character which is distinctive.

3.4 Historically, the choice of building materials reflects what would have been available locally. The predominant material palette in Stocksmoor is stone, both artificial and natural, there are a few occurrences of red brick and several rendered buildings which add variety to the streetscape.



NORTON TERRACE

3.5 Norton Terrace is one of the oldest areas within Stocksmoor, there are a number of common features in this area:

- Predominately semi detached and terraced dwellings
- Stone detailing – stone heads and cills
- Stone mullions on the windows
- Tiled hipped roofs
- Dwellings set back from the footpath approximately 6-10m behind low Stone wall boundary treatment to front.



Norton Terrace

STATION ROAD

3.6 Station Road backs onto the western boundary of the site. The dwellings in this area are;

- a combination of 1.5 storey dormer bungalows and more traditional stone semi detached properties.
- Material choices; Brick and artificial stone facing and timber cladding
- Grey hipped roofs
- Side parking
- Dwellings set back behind 5m front gardens with no formal boundary to rear of footpath
- Dwellings have unusually long rear gardens



Station Road



Station Road

STOCKSMEAD COURT

3.7 Stocksmead Court is a relatively new development within the rural settlement. The development includes a mixture of terraced and detached dwellings.

- Predominate materials are artstone and grey roof tiles.
- Properties have front parking and integral garages
- Dwellings are served from a shared surface.
- Properties have dark grey upvc doors and windows.
- Use of stone heads and cills and stone mullions to windows
- Stone dentil details to elevations



Stocksmead Court



Stocksmead Court

FULSTONE ROAD

3.8 Fulstone Road is located to the southwest of the site, which includes a combination of mews courts, detached and terraced dwellings. This area has the following characteristics;

- Stone
- Grey roofs
- Dark brown and light grey window frames
- Front parking with integral garages
- Arched and circle shaped feature windows
- A number of properties are set back from the highway within mews courtyards



Fulstone Road



Fulstone Road



Fulstone Road



Shepley Road



Shepley Road

SHEPLEY ROAD

3.9 Shepley Road is located to the immediate southwest of the site, a number of the dwellings back onto or side onto the proposed site.

3.10 To the south side of Shepley Road, dwellings are predominately 2 storey. To the north side dwellings are both single storey and 2 storey dwellings. The characteristics of this area, are;

- Dwellings are set back from the highway approximately 5-6m
- Dwellings typically have integral garages or attached single garages
- Low boundary walls to front boundaries to the south side of Shepley Road, dwellings on the north side typically have hedgerows to the front boundary
- A range of materials are used in this area; buff brick, red brick, artificial stone and white render
- A range of window styles and treatments; white, grey and timber framed windows

SUNSIDE

3.11 Sunside is located to the immediate south of the site. The dwellings in this area are;

- served from a private drive
- predominantly natural stone
- terraced and detached dwellings
- Use of stone heads and cills
- 1 and 2 storey in height



Sunside



Sunside



Sunside

DERWIN AVE

3.12 To the west of the site, properties on Derwin Avenue consist of properties of varied architectural features such as:

- Variation of 1, 1.5 and 2 storey properties
- Mix of brick and stone
- gable fronts
- hipped roofs
- use of stone cladding as facing material
- Chimney stacks
- Variation of stone or brick heads and cills



Derwin Avenue



Derwin Avenue

CRANGLE FIELDS

3.13 Further west of the site are 1.5 and 2 storey stone built properties on Crangle Fields, which feature double garages, dormer windows, stone cills and lintels, set back 5-6m back from the street with front parking.



Crangle Fields

SUMMARY

3.14 The local character of Stocksmoor is varied with no singular architectural style and features a range of materials and urban grain. In summary, Stocksmoor features:

- A mix of artificial stone, natural stone and brick.
- Mix of art and natural stone heads and cills or brick heads and cills
- Stone door and window surrounds
- Grey roof tiles
- Predominantly 2 storey properties
- Mix of parking arrangements

LOCAL SERVICES & FACILITIES

- 3.15 The site is located within a relatively close proximity to many facilities and services, such as schools, places of worship restaurants, public houses, commercial employment, open space and health centres. The adjacent table and plan indicate the location of available services and facilities within the local area.
- 3.16 Hourly railway services to Sheffield and Huddersfield run from Stocks Moor Station, which is located to the north of the site.
- 3.17 There is a bus stop located within a 2 minute walk of the site, on Cross Lane, which provides a route to Huddersfield Town Centre.
- 3.18 Stocks Moor village hall is an approximately 5 minute walking distance from the site, which hosts a number of different social and leisure groups including; Toddler group, Yoga, Pilates and bridge club.

Facility	Approximate Walking Distance
<i>Schools</i>	
Shepley First School	28mins / 1.2metres
Shelley First School	48mins / 2.1 miles
Thurstonland Endowed V C First School	31mins / 1.3miles
Kirkburton Middle School	55mins / 2.4miles
<i>Travel</i>	
Stocks Moor Train Station	5mins /0.2 miles
<i>Healthcare</i>	
Shepley Health Centre	20mins / 0.8miles
Kirkburton Dental Care	47mins / 2.2miles
Kirkburton Health Centre	45mins / 2 miles
Eden Alison J Dental Clinic	27mins / 1.1miles
<i>Retail</i>	
Co-Op Food, Shepley	24mins / 1mile
Co-Op Food, Kirkburton	
Morrisons Daily, Shelley	46mins / 1.9miles
<i>Services</i>	
Shepley Library	28mins / 1.1miles
Kirkburton Library	45mins / 2miles
Kirkburton Post office	45mins / 2miles
Shepley Post Office	24mins / 1mile
<i>Place of Worship</i>	
Thurstonland (St Thomas) Church	31mins / 1.3miles
Shepley Methodist Church	29mins / 1.2miles
St Pauls Shepley	27mins / 1.1miles
Shelley Methodist Church	37mins/ 1.6miles
<i>Pubs and Restaurants</i>	
Clothiers Arms, Stocks Moor	6 mins / 0.3miles
Rose & Crown, Thurstonland	32 mins / 1.3miles
Woodman Inn, Thunderbridge	15mins / 0.7miles

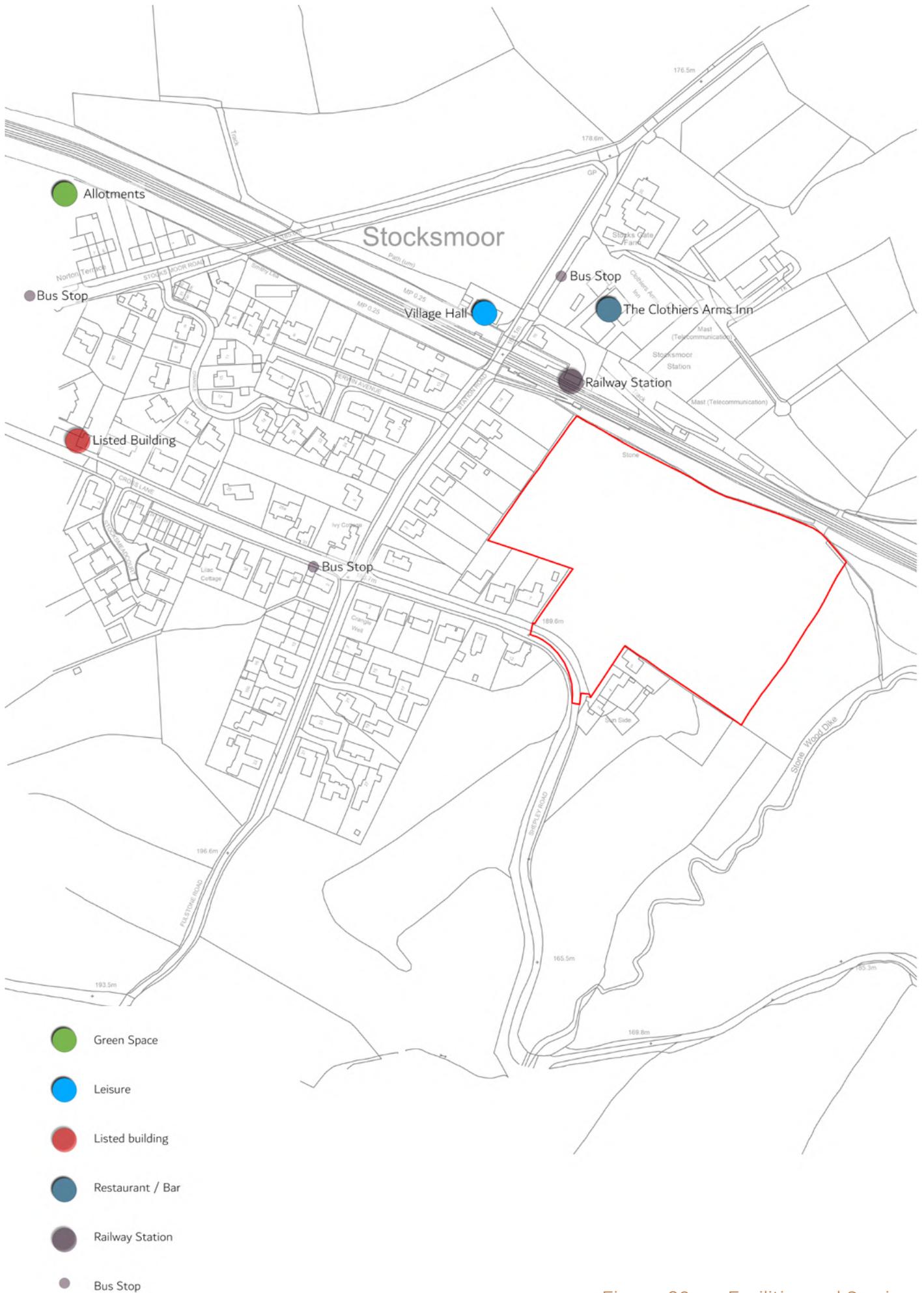


Figure. 02 Facilities and Services

CONNECTIONS AND MOVEMENT

Highway Network

3.19 Stocksmoor Road / Norton Terrace provides the primary route through the village of Stocksmoor, providing connections between Thurstonland, Thunderbridge and a direct route towards the A629 Penistone Road. The A629 connects the smaller villages and settlements to Huddersfield and Sheffield.

Existing Site Access.

3.20 There is an existing field access to the site from Shepley Road to the southwest.

Public Transport

3.21 Public transport is readily accessible from the site. Stocksmoor railway station is approximately 0.2 miles to the north of the site, an approximate 5 minute walk. Northern Rail provide a regular service towards Sheffield, calling at Barnsley, Meadowhall and towards Huddersfield. From Sheffield and Huddersfield station, onward connections can be made towards Manchester, Leeds and many other regional destinations.

3.22 Bus stops are located on Cross Lane to the west of the site and Station Road to the north of the site, served by the 341 service providing connections to Huddersfield Town Centre.

Public Rights of Way

3.23 There are no public rights of way (PROW) crossing the site. There are a number of public rights of way within walking distance of the site, providing further links to the countryside. The public right of way 'KIR/191/10' runs in a south west direction through Stone Wood. To the west of the site, accessed from Fulstone Road, KIR/136/10 provides a connection to the west of Stocksmoor and further public rights of way.

National Cycle Network

3.24 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

3.25 Shepley Road forms part of the signed national cycle network which runs through the villages of Kirkburton, Stocksmoor, Shepley, Haddingley and Royd Moor.

3.26 The route joins the Trans Pennine Trail at Millhouse Green. You can continue onto Penistone on Route 6.

3.27 The existing cycle route network means that there would be excellent connectivity to facilitate movements between the site and surrounding area,

with most of the routes being advisory cycle routes.



Figure. 03 Connections and movement

SITE DESCRIPTION

- 3.28 The site comprises approximately 2.5 hectares of greenfield land located east of Stocksmoor.
- 3.29 The site is bound by Lower Stone wood to the east. This area is designated as a local geological site (LGS18) and local wildlife site (LWS91) in the Kirklees local plan,. The land to the east of the site also sits within the green belt.
- 3.30 To the north the site is bound by the Sheffield-Huddersfield railway line, which is set down an embankment from the site. To the west the site is bound by the rear boundaries of existing properties on Station Road, these dwellings have approximately 33m - 35m long rear gardens.
- 3.31 To the south, the site is bound by the rear of dwellings on Shepley Road, Shepley Road, and the front and side of 2-3,4 & 5 Sunside.



HERITAGE

3.32 The site is not within or adjacent to a conservation area and does not contain any listed buildings. A terrace of 3 dwellings which are grade II listed on Cross Lane, are located approximately 300m to the west of the site. These are physically separated from the site, and not considered to lay within the setting of the listed buildings..

EXISTING BUILDINGS

3.33 There are no buildings currently existing on the site.

ARBORICULTURE

3.34 There are a number of trees within the site, which abut the site boundaries. These are predominately classified as Category C - considered to be of low quality.

3.35 Abutting the eastern boundary of the site is Lower Stone Wood which has been classified as category A - high quality woodland. This forms part of an ancient woodland

ECOLOGY

3.36 The site is comprised of two modified grassland fields with an area of bramble scrub to the south and bracken and a stream in the northeastern corner of the Site. The stream was considered important at a local level.

3.37 The Site is considered important at a local level for breeding birds, badger, reptiles and bats. Two Schedule 9 invasive non-native species (INNS): rhododendron and cotoneaster were identified on Site and subject to further assessment.

TOPOGRAPHY

3.38 The site slopes down from the boundary of the site adjacent to no.7 Shepley Road, gently down towards the north western corner and also more steeply towards the eastern boundary of the site. Levels range from approximately 188AOD at Shepley Road, down to approximately 164 AOD on the eastern boundary, and 183 AOD at the north-western corner of the site

FLOOD RISK

3.39 The site is within Flood Zone 1, land considered to have a Very Low Probability of fluvial or tidal flooding. There is a low risk of pluvial flooding. Any surface water flooding that may pose a risk can be mitigated through the implementation of formalised drainage and suitable overland flow routing.

SERVICES

3.40 Overhead communications lines are visible on the site frontage. No other utilities are currently identified.

DESIGN EVOLUTION

4.1 A clear understanding of the site constraints and opportunities has been gained through the work undertaken and summarised in sections 2 and 3. The main considerations are presented on the accompanying constraints and opportunities plan and summarised on page 21.

CONSTRAINTS AND OPPORTUNITIES

- The site has an active frontage to Shepley Road. Currently the footway to the northern side of this highway, ends at the boundary of no.5 Shepley Road, there is the opportunity to extend this footway into the site.
- The site abuts the green belt on it's eastern boundary.
- Existing properties on Station Road and Shepley Road back onto the site. Residential amenity should be protected with appropriate stand off distances.
- A new vehicular and pedestrian access can be achieved from Shepley Road.
- There are a number of overhead communications lines which cross the site frontage on the southern boundary of the site.
- Existing field boundaries are dry stone walls, which could be retained where possible.
- The site is located on the edge of the settlement and the layout should be carefully considered take into account the transition between settlement and woodland.
- Opportunity to create areas of informal public open space within the site.
- Potential for an area of play space within the site
- Opportunity to incorporate landscape features and planting to achieve a biodiversity net gain.
- There are a number of single storey and 1.5 storey dwellings adjacent to the site, appropriate stand off distances should respect the change in building heights.

 Protect residential amenity

 Existing contours

 National cycle route

 Railway line

 Existing tree

 Potential vehicular access

 Potential area of play

 Steep slope

 Existing stone wall

 Green belt

 1.5 / single storey dwelling

 Overhead cables

 Ancient woodland 15m Standoff

 National rail - no build zone

 Existing watercourse



Figure. 04 Constraints and opportunities

DESIGN EVOLUTION

4.2 Following an analysis of the local character and site characteristics and features, a number of site options and design ideas were explored and refined to optimise the design concept.

Sketch Layout 01

4.3 The first proposals sketched were largely driven by:

- The location of the green belt
- Stand off and interface with the existing ancient woodland to the east of the site.
- Sensitive interface with the existing dwellings to the south and west of the site
- Providing appropriate surface water attenuation

4.4 The following design principles were established at this stage (in no particular order):

- Wherever feasible, perimeter blocks are established to ensure that the rear portions of properties are situated at the back, maintaining their privacy, while the front sections face the public realm. This arrangement allows the active frontages of these properties to naturally overlook public spaces, promoting safe and secure design.
- Primary vehicular access off Shepley Road

- Surface water attenuation located to the north east of the site with a single pump station required.



Figure. 05 Sketch Layout 1

Sketch Layout 02

4.5 Following an internal review of the first sketch, a second sketch was drawn to incorporate the following changes:

- Developable area reduced to deal with topography and steep change in levels. The level of retaining structures required for the previous sketch proved too costly to achieve a financially viable scheme.
- Dwellings orientated to provide a more organic building line to the development edge.
- A play area introduced to the site's entrance.
- Larger units located to the north western boundary to create a smooth transition between the existing properties along Station Road and reflects plot widths.



Figure. 06 Sketch Layout 2

Sketch Layout 03

4.6 Following a pre-application meeting with officers from Kirklees Council and an internal design review, a final sketch scheme was drawn up to address the following issues/items:

- Concerns were raised regarding the number of turning heads proposed, and in order for the layout to be better connected, a loop road should be provided
- The different house types should also be well-mixed within the site, rather than having a row of detached dwellings to the northwestern edge.
- The footpath to the site's vehicular access should be extended southwards, towards Sunside.
- Concerns were raised with the inclusion of 2.5 storey properties
- Suggestions to introduce more terraced properties.

4.7 The issues raised were addressed (where possible) thereafter.

4.8 The final proposals are presented later in this document.



Figure. 07 Sketch Layout 3

<i>Issues raised by local authority</i>	<i>Applicant response</i>
Concern regarding the number of turning heads - lack of connectivity	A loop road was introduced and number of private drives reduced
Concern regarding the mix of different housetypes particularly along the north western boundary	Some of the larger units re-distributed from north western boundary to within the site to create a more even mix of smaller and larger properties.
Concerns raised with the use of 2.5 storey properties	Although there is evidence of 2.5 storey properties within Stocksmoor, the number of 2.5 storey properties within the proposals has been reduced, and any remaining 2.5 storey properties have been relocated within the site and away from any existing houses.
Suggestion of extending the footpath to the site's vehicular access southwards	Extension of the proposed footpath was considered in the final proposals
Suggestion to introduce more terraced properties	An additional block of terraced properties were introduced in response to officer's suggestion, however we were conscious not to introduce too many terraced properties, as this can impact on the amount of frontage parking required, as well as the need to introduce long paths to access rear gardens.

THE PROPOSALS

Artists impression of site entrance



View looking from east to west at plots 6-7



SITE LAYOUT

5.1 The detailed layout has been developed so that it is compliant with both local and national policy guidance, including the Kirklees Housebuilder Design Guide SPD and National Design Guidance. Some urban design principles that have guided the detailed design are outlined on the following pages.



Figure. 08 Planning layout

CREATING A SAFE PLACE TO LIVE

5.2 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“...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 users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience”

(Para. 135 (f), NPPF 2023)

5.3 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection. Figure 10 demonstrates how natural surveillance is provided throughout the development.

5.4 Where rear gardens abut the site boundaries (e.g. western boundary), proposed dwellings have been orientated back to back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings.



Figure. 09 Site Features plan

- Dual frontage corner turning dwelling
- Vista dwelling
- Outward facing development
- Natural surveillance
- Public open space

5.5 The design proposals are based on an understanding of best practice guidance and has been informed by relevant documents including “Safer Places: The Planning System” and “Manual for Streets”.

ATTRACTIVE STREETS

5.6 Where dwellings are located on corners, the elevations seen from the street, should where possible, have windows on them. This helps to animate the street and ensures the development is not dominated by blank walls.

5.7 Views to the end of the streets are either terminated by public open space, or by a building. This creates a feature point, which aids legibility and navigation around the site. It also ensures that streets are attractive by not ending vistas with blank walls. In particular, at the site entrance, a vista is created along the primary access and is framed by the gable of plot 28 at the end of the street.

5.8 Strong building lines are formed through the development, creating a consistent and legible scheme.

5.9 Street trees and frontage planting are proposed in focal locations and along the street scene where space permits, to enhance

the green nature of the street and minimise the impact of parking areas on the street scene.

HEALTH AND WELL BEING

5.10 Dwellings actively front onto public spaces such as streets and green spaces. This provides natural surveillance and provides a sense of security for residents, helping to improve mental health and well-being.

5.11 The layout also provides a generous amount of public open space, providing access to play areas and areas of amenity. These communal spaces provide opportunities for social interaction, promoting good health through building relationships with your neighbours.

PUBLIC OPEN SPACE

5.12 Two areas of public open space are proposed.

5.13 An area of public open space is proposed to the east of the site access. Plots 1 and 34 are orientated to overlook this space, providing natural surveillance to create a safe place for recreation and informal play.

5.14 Additional areas of open space are proposed to the north and east of the site. The site slopes down towards the east, and therefore a suitable location

for an area of surface water attenuation. This space will be overlooked by the active frontage of plots 36, 37 and plots 47 - 50.

WORKING WITH LEVELS

5.15 The site is generally flat with a sloping topography towards the eastern third of the site. Measures have been made to limit the amount of retaining structures required to develop the site.

PROTECTING RESIDENTIAL AMENITY

5.16 The Kirklees Housebuilder Design Guide SPD paragraph 7.19 provides the typical minimum separation distances between houses. The layout has carefully considered these advised separation distances and ensured that the proposed dwellings either meet these distances, or in most cases, exceed them.

5.17 For example, rear elevation plot 1 is situated around 20m from side elevation of 7 Shepley Road which equates to around 8m above the recommended separation distance specified in the SPD.

5.18 Similarly, plots 34 and 36 have been positioned to not directly overlook the side elevation of 5 Sunside and provide above recommended separation distances.

USE AND AMOUNT

5.19 Approximately 1.6ha of land is proposed for residential development and 0.92ha of green space is proposed consisting areas of existing vegetation and public open space.

5.20 Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of different ages and abilities. The development will provide a full and balanced mix, as informed by the Kirklees Affordable Housing & Housing Mix Supplementary Planning Document (SPD).

5.21 The development will deliver a full and balanced mix of 50 units comprising of detached, semi-detached, terraced properties and maisonettes. The following housing mix is proposed.



Figure. 10 Use and amount

Open Market Housing (80%)

12 X 2 Bedroom houses
 15 x 3 bedroom houses
 8 x 4 bedroom houses
 5 x 5 bedroom houses
sub total: 40 dwellings

Affordable Housing (20%)

2 x 1 bedroom maisonettes
 4 X 2 Bedroom houses /
 maisonettes
 4 x 3 bedroom houses
sub total: 10 dwellings

5.22 Affordable dwellings are provided at 20% of the overall total, with the split of tenure to be agreed. The layout has been prepared using house type footprints that meet or exceed Nationally Described Space Standards. For further details, please refer to the house type pack submitted with this application.



Figure. 11 Housing mix



SCALE AND DENSITY

Scale

5.23 Proposed dwellings are predominately two storeys in height. Occasional 2.5 storey dwellings are proposed in the middle of the street to provide variety to the roofscape and massing to landmark buildings.

Density

5.24 50 units are proposed on 1.41ha of land. This equates to a net density of 35.5dph. This density is considered appropriate for this site and makes efficient use of the land available.



Figure. 12 Building heights plan

- Single storey
- 2 storey dwelling
- 2.5 storey dwelling

ACCESS

5.25 This application seeks full approval for the means of access into the site, including the formation of a new vehicular access into the site from Shepley Road.

5.26 The access will be taken via a T junction off Shepley Road with a 5.5m carriageway and a 2m footpath either side. For full details please see the detailed access drawing produced by AMA submitted with this application.

MOVEMENT

Street Hierarchy

5.27 Three main street typologies are proposed:

Primary Street

5.28 The main street forms the main vehicular access into the development. The carriageway is 5.5m wide with a 2m footpath either side. A loop is formed within the site to reduce the need for refuse vehicles to stop and reverse to turn.

Secondary street

5.29 The shared surface area provides a break in materiality and is designed for low vehicle speeds as the space is to be shared equally for drivers, pedestrians and cyclists. This street has an overall width of 6.7m.

Private drive

5.30 Private drives will provide direct plot access to a maximum of 5 dwellings.

Refuse vehicle and fire tender turning

5.31 The road layout has been designed to accommodate heavy vehicle movements such as refuse vehicles and fire tenders. Please refer to the swept path analysis including with the Transport Statement submitted with this application.

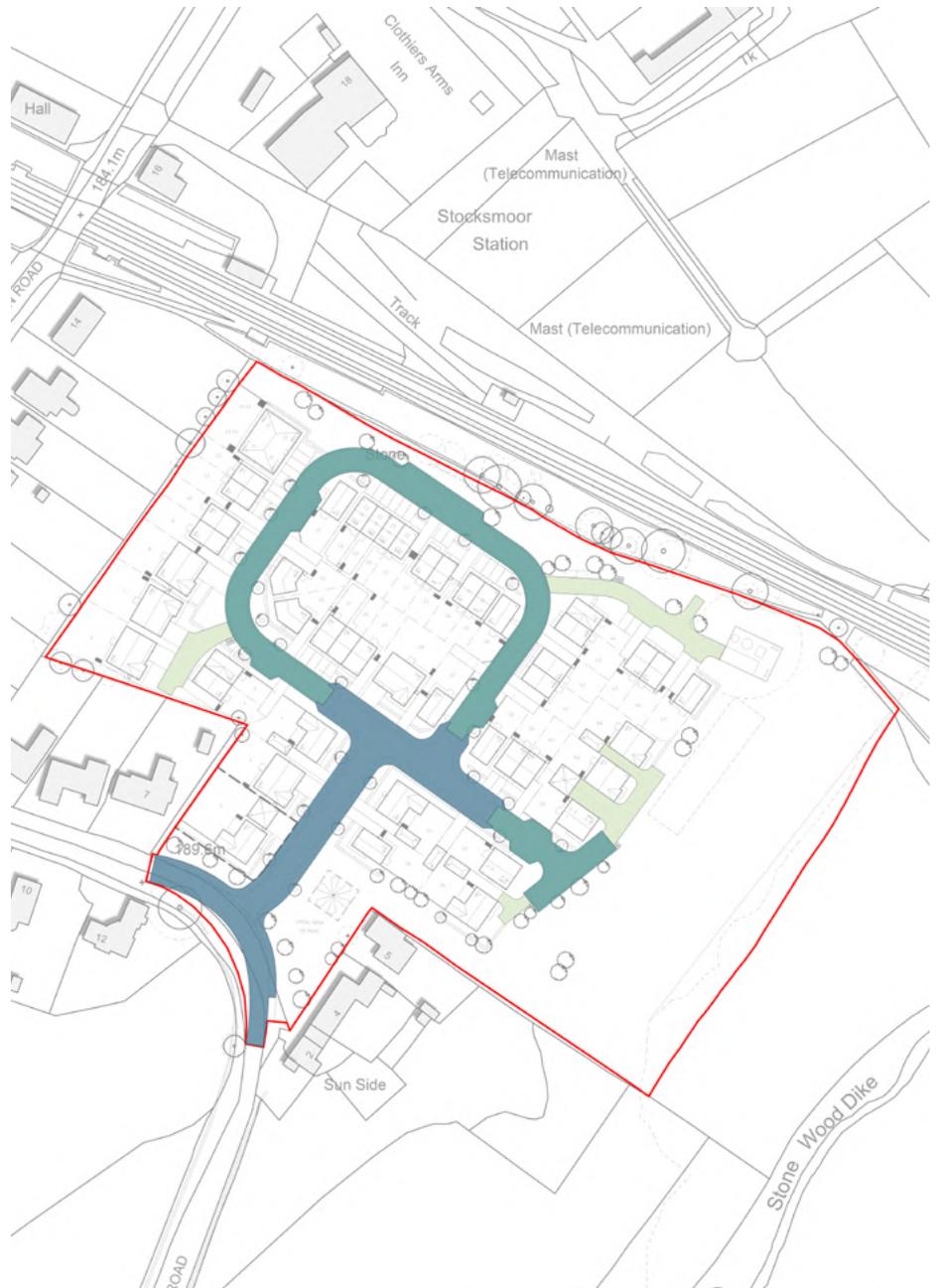
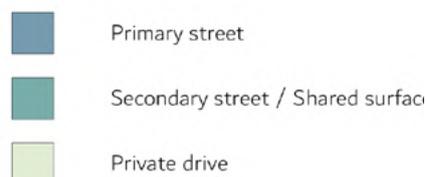


Figure. 13 Street Hierarchy Plan



PARKING PROVISIONS

5.32 Well-designed parking is attractive, well-landscaped and sensitively integrated into the built form so that it does not dominate the development or the street scene. It incorporates green infrastructure, including trees, to soften the visual impact of cars, help improve air quality and contribute to biodiversity. Its arrangement and positioning relative to buildings limit its impacts, whilst ensuring it is secure and overlooked. (Paragraph 86, National Design Guide 2021)

5.33 A blend of parking types has been provided across the site. Where frontage and side parking are proposed, these are punctuated by soft landscaping to help soften the appearance of parked cars where possible. The proposed planning layout accommodates 127 car parking spaces, 12 of which are visitor spaces, which accords with the car parking policies set out in Kirklees Council's 'Highways Design Guide SPD', such that 2-3 bedroom dwellings are provided with a minimum of two off-street car parking spaces, 4+ bedroom dwellings provided with three off street parking spaces.

Dwelling Size	Car Parking Provision
2-3 Bedroom	2 Spaces
4+ Bedroom	3 Spaces
1-2 bedroom maisonette / apartments	1 Space

5.34 A key aspect of the scheme was to ensure the provision of parking was suitable to discourage bad behaviour such as kerb mounting. Cars parked on kerbs spoils the street scene and causes safety issues with regards to access for refuse and emergency vehicles.

5.35 Where detached garages are proposed, these have been designed so that they are large enough to park a car (minimum 6x3m internally) and cycle storage.

5.36 Electric vehicle charging points are provided for each dwelling.

Cycle Parking

5.37 Secure cycle storage will be provided within the dwelling's curtilage, avoiding the need to bring cycles through the house.

5.38 Where dwellings do not have a garage, there is the opportunity for additional cycle parking to be accommodated within the private gardens, within additional storage space, such as free-standing sheds.

HOMES AND BUILDINGS

5.39 Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and wellbeing of their users and all who experience them.

5.40 All the homes proposed on this development meet NDSS standard requirement as a minimum.

5.41 There is a range of tenure and dwelling sizes proposed to meet the needs of a diverse range of users and take into account factors such as the ageing population. They are fit for purpose and are adaptable to the changing needs of their occupants over time.

APPEARANCE

5.42 An assessment of local character has been undertaken in section 3 and has influenced the design of the planning layout. The prevalent materials of the surrounding area include a mixture of render, brick but predominately natural and artificial stone. Therefore the proposed building materials will reflect the variety of the existing surroundings, to include the following;

- Artificial stone
- Artificial stone heads and cill
- Red brick
- Brick soldiers heads
- Brick cills
- White uPVC casement windows.
- Black fascias
- Black uPVC rainwater pipes.
- Grey roof tiles



Figure. 14 Materials Plan

Key

External facade		Surface materials	
	Brick		Tarmac
	Stone		Shared Surface
	<u>Roof tiles</u>		Buff Paviers
	Grey		
	Red		

5.43 It is considered that the proposed materials are in keeping with the local context and will create a character within itself.

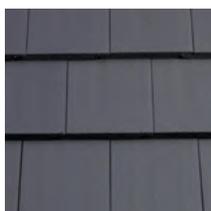
5.44 Therefore, it is proposed that the architectural detailing is traditional. The images shown on the following pages are CGI's which were created as part of previous Newett Homes developments. These images provide a flavour of the architectural style and quality of our developments.

LIFESPAN

5.45 Well-designed private places, such as homes and gardens, are designed to be flexible to adapt to the changing needs of their users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

Roof

Grey Roof Tile



Walls

Artificial stone



Red Brick



ENERGY EFFICIENT

5.46 The proposed dwellings have been designed to optimise the use of natural resources; light and water, and use an external envelope which is simple, robust and well insulated.

5.47 All our homes have high levels of insulation to help keep the home warm and ensure less energy is needed for heating

5.48 Water efficient fixtures are specified; dual flush toilets, spray taps for example.

5.49 All our homes are designed to meet the requirements of Part L of the building regulations.

EXAMPLES OF PROPOSED HOUSE TYPES



The Addingham



The Dalton



The Wetherby / Ripponden



The Saxton



Previous Newett Homes development - Harrogate



Previous Newett Homes development - Harthill

BOUNDARY TREATMENTS

5.50 The development will show a range of different boundary treatments to help distinguish between public and private spaces. For example, 1800mm high close boarded fences will be used to define the rear boundaries of properties. Where these face onto public spaces, 1800mm high stone walls are proposed to create a high quality appearance of the street scene.

5.51 Dwellings front out towards the eastern boundary of the site in order to prevent harsh rear boundary treatments being prominent along this site boundary.

5.52 There is an existing dry stone wall along the frontage of Shepley Road which will be retained where possible. To the southern side of the proposed vehicular access, a new proposed stone wall is proposed to reflect the existing stone wall to the north of the proposed access.

5.53 All dwellings are provided with gated access to private rear gardens.

5.54 Soft landscaping treatments such as native hedgerows are also proposed to help define spaces. For full details please refer to the Landscape Masterplan and Boundary Treatment plan submitted with this application.



Figure. 15 Boundary Treatments Plan

- 1800mm stone wall
- - - 1800mm timber fence
- - - 1200mm post and rail fence
- ~ Existing stone wall
- ~ Proposed stone wall to reflect existing

LANDSCAPE AND NATURE

5.55 New tree, hedge, and shrub planting will compliment the existing setting whilst boosting the biodiversity benefits of the scheme. This approach will also contribute to the development being an attractive, healthy and desirable place to live.

5.56 There is an opportunity to include some seasonal interest into the scheme, through the use of ornamental cherry and copper beech trees to provide contrast within the streetscene. Evergreen shrub species will also be incorporated to balance the aesthetic of the scheme.

5.57 Lawns, hedgerows and ornamental planting will be a feature of the public/private spaces when travelling through the proposed development. This creates clear separation between the public and private realms.

5.58 Plant species selection for the on-plot planting will reflect the seasons and include shrub and perennial planting for colour and scent, and to provide a food source for pollinators.

5.59 Strong front and side boundaries are provided to most properties to help integrate car parking as well as creating new habitats, contributing to character, and providing a strong defensible boundary.

5.60 Refer to the landscape plan adjacent and submitted alongside this application for further detail.

RESOURCES

5.61 There are a number of measures considered within the approach to the design and construction of the development in regards to sustainability.

Contributing to Low Carbon Travel

- The site is located in relatively close proximity to existing facilities and services, short trips can be easily made on foot or bicycle.
- All dwellings will have EV Charging points, where appropriate

Energy Consumption.

- The proposed dwellings are designed to use less energy, have an efficient building design and construction

Water Resources

- New housing to be as water efficient as possible

- Within private gardens, residents could use rainwater collection butts to minimise run-off of water, and to store rainwater for use around the garden and home.
- SUDS drainage systems are proposed within the site, an attenuation tank will help to manage rainwater run-off, protecting from the impact of flooding, as well as protecting or enhancing water quality and providing an attractive habitat for wildlife.

KEY

-  Site boundary
-  Existing trees (retained)
-  Existing bramble (retained) - 176m²
-  Existing bracken (retained) - 70m²
-  Proposed turf (front gardens) - 984m²
-  Proposed turf (rear gardens) - 4,668m²
-  Grass verge (resilient grass seed mix) - 610m²
-  Proposed POS tree
-  Proposed street tree
-  Proposed feature tree (eg. Cherry)
-  Proposed feature tree (eg. Copper Beech)
-  Proposed native woodland scrub mix - 297m²
-  Enhanced grassland (shade tolerant) - 1,376m²
-  Proposed ornamental/native shrub - 138m²
-  Species rich meadow grassland - 5,820m²
-  Recreational grassland - 636m²
-  Formal low hedgerow - 356m linear
-  Native mix hedgerow - 168m linear
-  Proposed mixed native scrub - 196m²
-  Wildflower meadows - 567m²
-  Fruit/nut tree planting
-  Spring flowering bulbs - 126m²



Figure. 16 Landscape Masterplan [Produced by Highstone]

Building for a Healthy Life

A Design Toolkit for neighbourhoods, streets, homes and public spaces



6.1 Building for a Healthy Life (BHL) is a Design Code to help improve the design of new and growing neighbourhoods. It has been created for the use of a range of stakeholders, including local communities, local councillors, developers and local authorities. This allows them to focus on the factors that are most important in helping create good places to live.

6.2 Building for a Healthy Life is organised across three key themes, covering 12 considerations for high quality design and placemaking. These 12 considerations move away from the 12 questions in Building for Life 12, as questions demand a quick response where good design requires more time and thought. These considerations are effective when discussed at the start of the design process, helping to set high standards of design from the beginning.

6.3 Building for a Healthy Life is a design process structure rather than a scoring system. Examples of good practice are highlighted by a green light, whilst poor practice is highlighted with a red light and needs to be reconsidered. An amber light is assigned to an element of design where it falls between a green and red light. Where an amber light is assigned, it highlights the potential to rethink and redesign the particular aspect in order to achieve a more positive outcome. However, in some cases an amber light cannot be avoided due to circumstances beyond the control of the local authority and/or the developer. The objective is to:

- Secure as many 'greens' as possible,
- Minimise the number of 'ambers' and;
- Avoid 'reds'.

6.4 The more green lights secured, the better the proposed development will be.



Green = Go ahead



Amber = Beyond control of developer



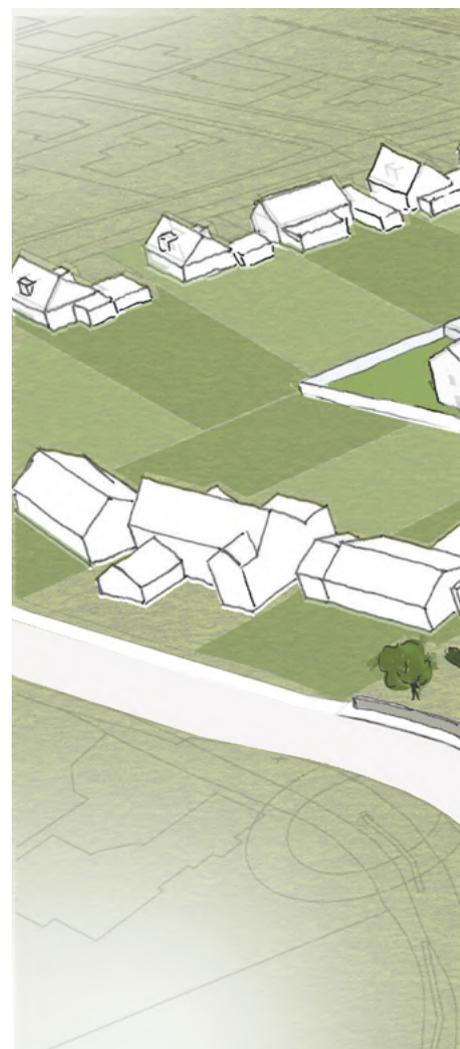
Red = Stop and rethink



INTEGRATED NEIGHBOURHOODS		SCORE
01 NATURAL CONNECTIONS	<ul style="list-style-type: none"> Access into the site is taken off Shepley Road, with a 5.5m carriageway and a 2m footpath either side, providing both vehicular and pedestrian access The 2m footpath will extend southwards along Shepley Road to serve existing residents living at 2-4 Sunside 	
02 WALKING, CYCLING AND PUBLIC TRANSPORT	<ul style="list-style-type: none"> Footpaths are available on both sides of Shepley Road. PROW Footpath No. KIR/136/10 can be accessed on Fulstone Road, within approximately 165m of the proposed site access. The site is well located for journeys by bike, being located on a National Cycle Network (NCN) Route. NCN Route 627 can be used to travel north to Kirkburton, where the route terminates, or south west through Shepley to Millhouse Green, where the route connects to NCN Route 62, some 2km west of Penistone. A bus stop located within 150m / 2 minutes of the proposed access and Stocksmoor railway station is located within 400m / a walk of 4 minutes to the northwest of the site. 	
03 FACILITIES AND SERVICES	<ul style="list-style-type: none"> Local amenities can be summarised as follows: Stocksmoor rail station and Clothiers Arms are located within 400m / a walk of 4 - 5 minutes north of the site. The Woodman Inn can be accessed within 1.1km / 13 minutes, Woodview Beauty Salon within 1.9km / 24 minutes and the Rising Sun within 2km / 27 minutes. It is noted that the amenities accessible within this catchment are reflective of the site's rural location, within a rural settlement some 10km south from the centre of Huddersfield. 	
04 HOMES FOR EVERYONE	<ul style="list-style-type: none"> A variety of two, three, four and five bedroom market housing will be provided with. A total of 80% will be provided for market and 20% will be made available as affordable homes. 	
05 MAKING THE MOST OF WHAT'S THERE	<ul style="list-style-type: none"> The development proposals provide sufficient separation distances to respect the amenity and privacy of existing neighbourhood buildings, particularly to the west and south of the site. Existing stone walls, hedgerows and trees have been retained where possible. The existing stone wall to the site's frontage will be retained where possible and a new proposed stone wall will be built to the east of the site access to reflect the existing. 	
06 A MEMORABLE CHARACTER	<ul style="list-style-type: none"> The proposals aim to deliver a high-quality range of housing with a character that respects and reflects the surrounding townscape. Proposed materials and architectural detailing reflect the existing built form around the site. Due to the size and scale of the site, a single character area is proposed which includes variations through the detailing and use of brick to add variety to the visual appearance of the new homes. The materials, detailing and architectural treatments, boundary treatment and parking configurations for the site have been informed by the surrounding residential areas. 	
07 WELL DEFINED STREETS AND SPACES	<ul style="list-style-type: none"> The proposed layout and house types demonstrate how the new street and private spaces have been enclosed effectively and fronted by built form and positive aspects. Frontage to the public realm will create a sense of enclosure, offering natural surveillance and increasing the sense of pride for people living within the development. The design of the proposed dwellings ensures that new homes include active frontages to the public realm, boosting natural observation which will contribute to the success of the scene and the sense of community that is desired 	
08 EASY TO FIND YOUR WAY AROUND	<ul style="list-style-type: none"> A simple street layout is proposed, with strong building lines designed to allow users to navigate the proposed streets easily Buildings within the street scene will be rendered, to create variation and to aid legibility within the development. 	
09 HEALTHY STREETS	<ul style="list-style-type: none"> The main route will include street trees within the front gardens of new homes. This street will vary in width and surface materials compared to private drives to provide additional definition to the public and private realms within the site. The proposed Street Typologies have been designed to ensure that streets are pedestrian and cycle friendly with low vehicular speeds, with street trees and hedgerows proposed to encourage a green and verdant character, helping to ensure that streets are not dominated by hard surfacing. 	
10 CYCLE AND CAR PARKING	<ul style="list-style-type: none"> Parking is provided in accordance with local policy. Allocated parking is provided on-plot and is located to the front or side of proposed dwellings, where possible, within individual parking bays to allow ease of access to dwellings. Where rear parking is proposed, this will be secured by gates and only privately accessible to residents. Dedicated cycle parking is provided either in garages or sheds. 	
11 GREEN AND BLUE INFRASTRUCTURE	<ul style="list-style-type: none"> Existing hedgerows and trees will be retained where possible as part of the proposals. Drainage solutions will be provided to the north eastern part of the site Proposed hedgerows and street trees are proposed along the street and alongside amenity green space across the site. 	
12 BACK OF PAVEMENT, FRONT OF HOME	<ul style="list-style-type: none"> The use of strong building lines and front garden landscaping treatment will contribute towards clearly defining public and private realms. Proposed boundary treatments will include low hedges between the edge of the pavement and private gardens, while rear gardens will be separated by timber fences. Variation in the use of surface materials will also help to define public and private areas. New homes will benefit from private amenity space to the rear which will also provide the opportunity for residents to store bins and recycling boxes away from the street. 	
TOTAL SCORE		11

SUMMARY

- 7.1 This Design and Access Statement has been produced by Newett Homes to support a full application residential development with associated access, parking, amenity space, landscaping and infrastructure works, following demolition and clearance of existing agricultural buildings. .
- 7.2 50 units are proposed consisting of 40 market units and 10 affordable units.
- 7.3 The development proposals will be achieved in the following way:
- Providing high quality new homes with a range of dwelling sizes, types and tenures that offers an accessible and acceptable choice of lifestyles; and promoting the objectives of sustainable development through layout and design.
 - The creation of an integrated residential community with a sensitive relationship to the neighbouring properties;
 - Providing a development that is well connected, readily understood and easily navigated, promoting a layout which reduces dependence on the car, while enhancing the cycling and walking networks;
 - The creation of new public open space which is overlooked by dwellings, creating a safe and attractive space for new and existing residents.
- 7.4 Newett Homes create luxurious homes built to the highest of standards. We consider that the application site provides a fantastic opportunity to provide the local population with high quality new homes to meet the local needs.





Artists impression looking east to west



Birds eye view looking north of the development

