



LAND AT BLACKMOORFOOT ROAD

Crosland Moor, Huddersfield

Design and Access Statement

August 2024

Vistry
Group

millerohomes

nineteen47

CHARTERED TOWN PLANNERS
& URBAN DESIGNERS



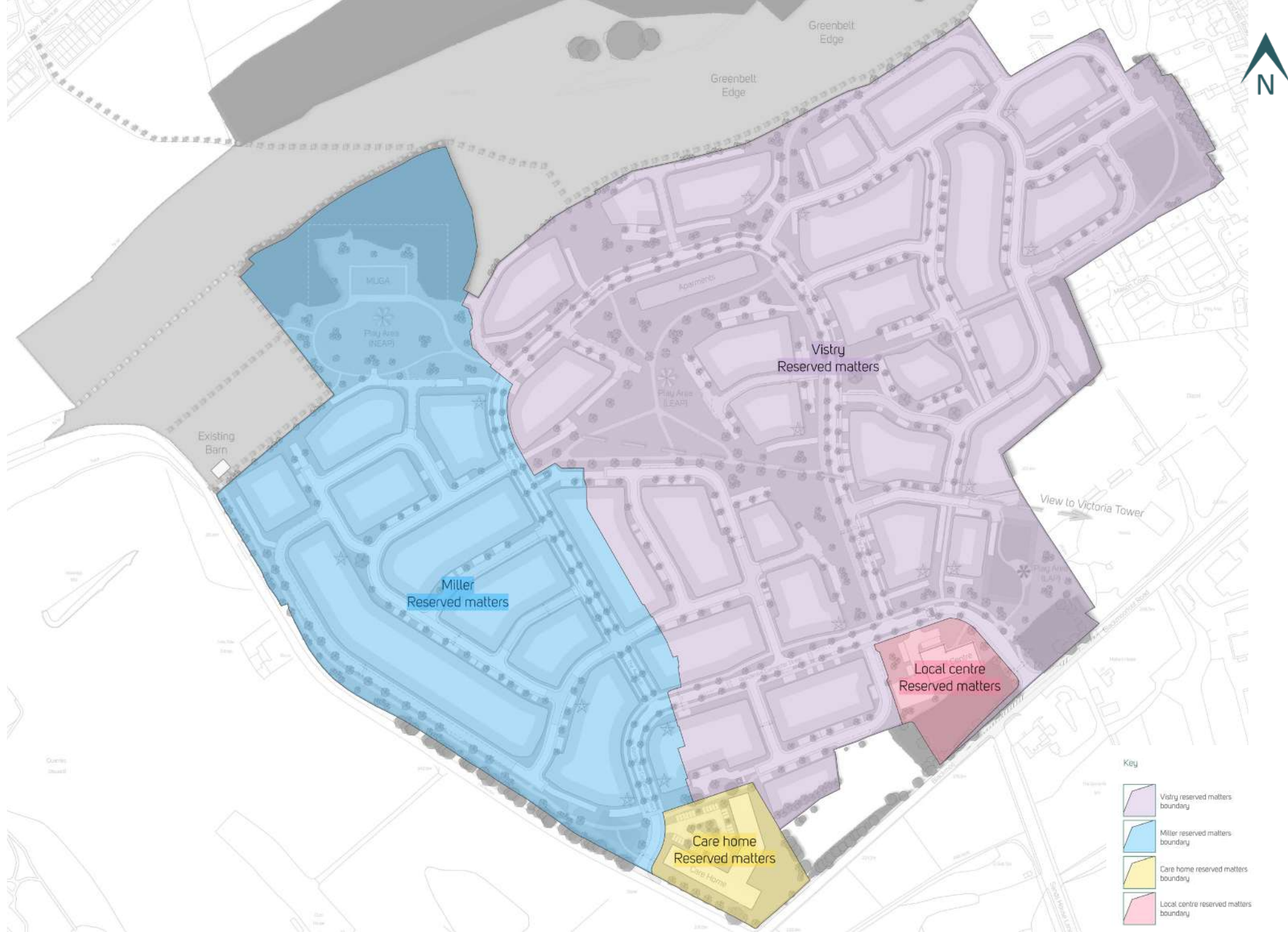
Felks Slite Road

Blackmoorfoot Road



1

INTRODUCTION



1 INTRODUCTION

This Design and Access Statement (DAS) has been prepared by nineteen47 Ltd on behalf of Miller Homes and Vistry West Yorkshire in support of a reserved matters application for 700 dwellings, a 70 bed care home, Local Centre, public open space, landscaping and associated infrastructure. The application is to be divided into four separate reserved matters applications, these can be seen on the plan opposite and include:

- Care Home
- Millers Homes
- Vistry West Yorkshire
- Local Centre

The site obtained outline permission in 2020(reference 2020/60/92546/W) which sets out key parameters for the reserved matters application. The scheme has been through an extensive Pre-Planning Application (PPA) process working alongside the council and takes any initial feedback during that time into consideration.

The purpose of this document is to explain how this process has informed the design, outlining the context of the site, the evolution of the design proposals and explains the principles behind the submitted scheme.

A consultant team has been assembled to undertake a range of surveys and assessments including transport, landscape, drainage, arboriculture and ecology which have all fed into the design and helped inform the scheme.

The document has been structured as follows:

Section 1 Introduction	2
Section 2 Planning Policy	6
Section 3 Technical Considerations	12
Section 4 Design Parameters	20
Section 5 Design Proposals	28
Section 6 Summary	50





2

PLANNING POLICY CONTEXT

2 PLANNING POLICY CONTEXT

National Planning Policy

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.

The National Planning Policy Framework (updated December 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

Section 12 of the NPPF specifically addresses the matter of good design. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

Paragraph 123 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.

Paragraph 126 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.

Paragraph 135 states that planning policies and decisions should aim to ensure that developments:

- 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 users; and
- g. where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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.

This DAS demonstrates how each of the objectives and design principles within the NPPF have been incorporated within the proposed scheme.

Planning Practice Guidance

Planning Practice Guidance (PPG) was launched on the 6th March 2014 and provides guidance on Design and Access Statements; it states that they must:

- Explain the design principles and concepts that have been applied to the proposed development; and
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

National Design Guide

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.

Living with Beauty

The Building Better, Building Beautiful Commission is an independent body set up to advise government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods. In its final report, 'Living with beauty', the Commission has set out its recommendations to government proposing:

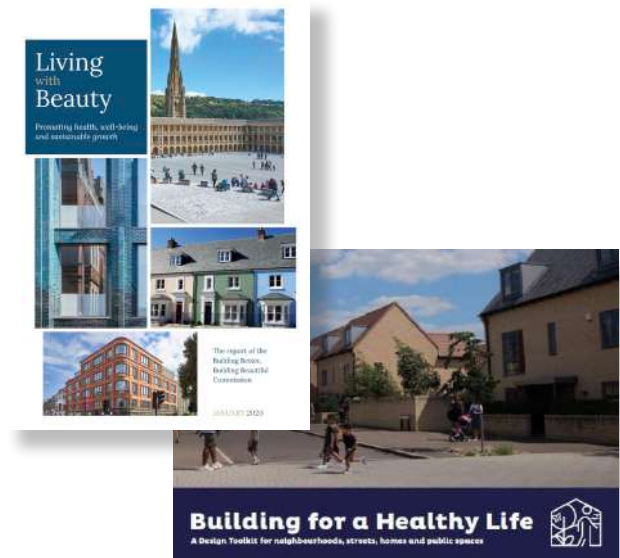
a new development and planning framework, which will ask for Beauty; refuse ugliness; and promote Stewardship.

Building for a Healthy Life

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.

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.

An assessment of the proposals against the twelve questions is provided at the end of this document, by way of summary.



Local Planning Policy

A Planning Statement has been submitted as part of the application which provides a comprehensive review of the local planning policy context. Planning policy with regard specifically to Design and Access is briefly summarised below.

Kirklees Local Plan

The Kirklees Local Plan was adopted in February 2019 and forms the principal Development Plan document. The site is allocated under the Kirklees Local Plan for residential development of approximately 700 dwellings under the reference HS23.

The below lists the design related policies relevant to the application;



- LP2 Place shaping
- LP3 Location of new development
- LP5 Masterplanning sites
- LP7 Efficient and effective use of land and buildings
- LP11 Housing mix and affordable housing
- LP20 Sustainable travel
- LP21 Highway and access
- LP22 Parking
- LP23 Core walking and cycling
- LP24 Design
- LP27 Flood risk
- LP28 Drainage
- LP30 Biodiversity & geodiversity
- LP31 Strategic green infrastructure network
- LP32 Landscape
- LP35 Historic environment
- LP47 Healthy, active and safe lifestyles
- LP63 New open space

Supplementary Planning Document

Kirklees Housebuilders Design Guide SPD

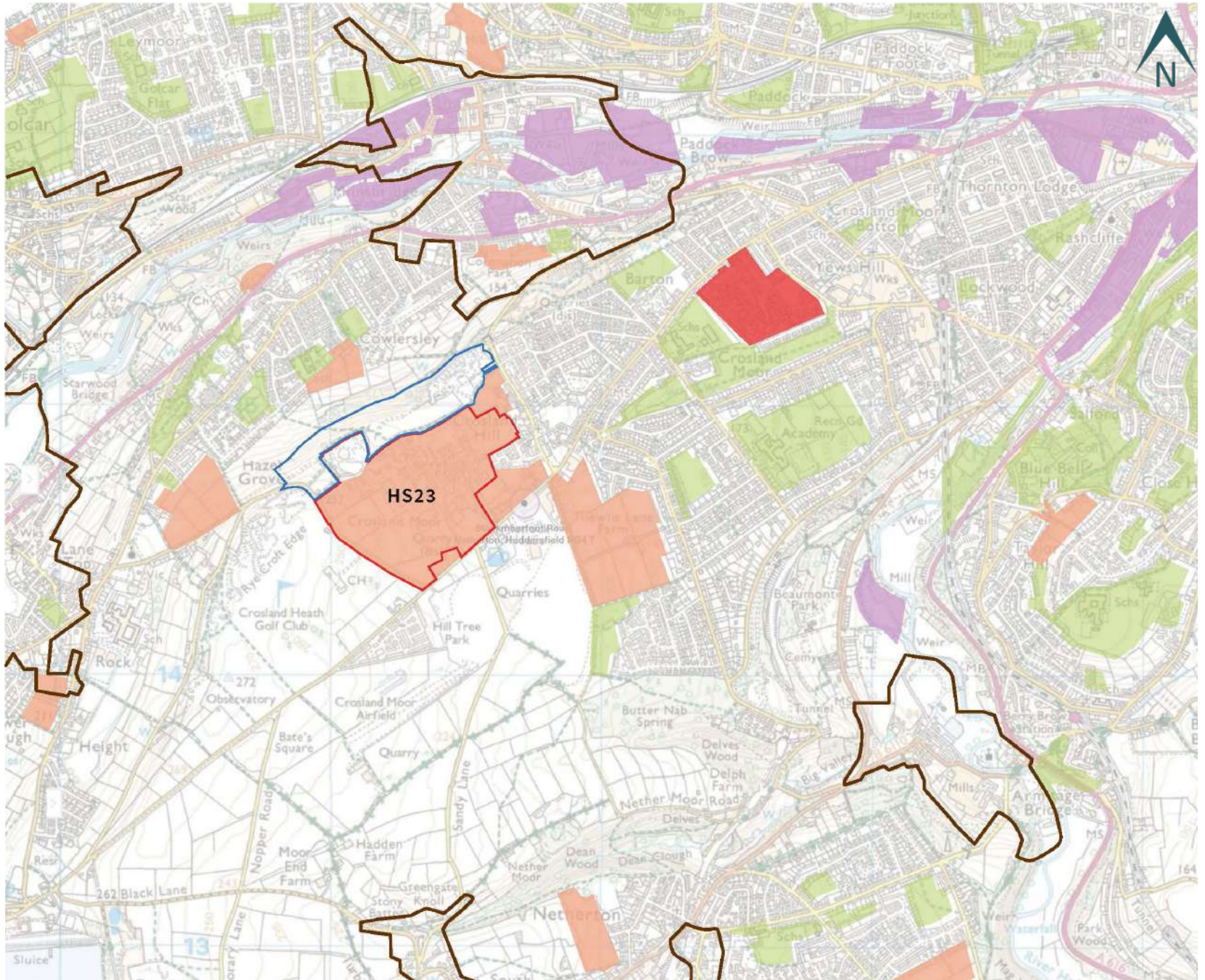
The Kirklees Housebuilders Design Guide SPD, adopted on 29 June 2021, provides guidance for developers to achieve quality places that meet the aspirations of the council.

Kirklees Highway Design Guide SPD

The Kirklees Highway Design Guide SPD, adopted on 4 November 2019, aims to promote high standards of highway design creating streets and spaces that are safe, accessible and easy to use.

Kirklees Open Space SPD

The Kirklees Open Space SPD, adopted on 29 June 2021, provides guidance on the requirement for open space, sports, and recreation.



KEY

- Application site boundary
- Green belt land
- Allocated housing site
- Allocated mixed use site
- Priority employment area
- Urban open space
- Conservation area





3

THE SITE

3 THE SITE

The site measures 29.3 hectares (72.19ac) comprising of three distinct areas, an industrial firework storage and distribution compound, an area of agricultural land to the west and a series of small-scale agricultural fields to the east.

To the north of the application site, there is an area of approximately 12.2 hectares of green belt land.

The site has an elevated nature and a variable topography due to natural gradients, old quarry sites and man-made platforms as part of the fireworks factory. Some boundary vegetation in the south eastern corner of the site is subject to a tree preservation order, as well as a handful of boundary trees parallel to Felks Stile Road, the rest of the vegetation are largely self-seeded trees and shrubs.

There is a fall in levels of approximately 50 meters from west to east across the site. The western and southern edges of the site are bound by Felks Stile Road and Blackmoorfoot Road, respectively. The accompanying photographs provide an overview of the site.



Site Aerial



1. View of demolished building footings associated with the previous use.



2. View of the existing buildings to be demolished in the eastern part of the site.



3. View south across to existing reconstituted stone dwellings adjacent to the Crosland Moor Conservation Area.



4. Existing wall within the site



5. View looking south east from the disused building higher up the site, with views across to Victoria Tower available.



6. View from Felks Stile Road of the fields, with stone wall boundaries and rural views beyond.



7. View from Felks Stile Road looking east across the site



8. Felks Stile Road with the trees associated with the golf course to the left, and the site to the right.



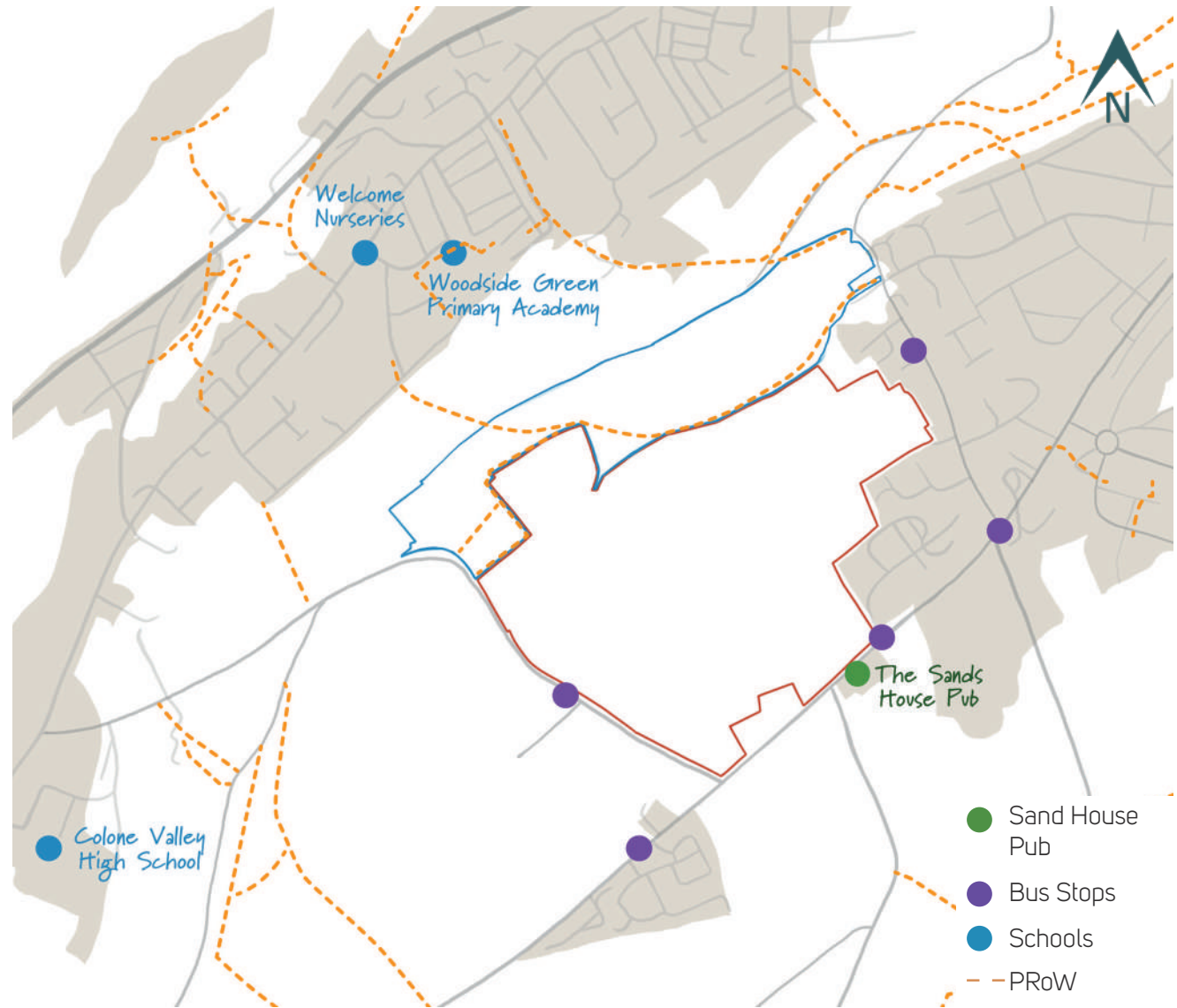
9. View from the footpath beyond the northern boundary down into the valley.

Strategic Context

The site is located approximately 3.5km south west of the centre of Huddersfield with the urban edge of the site parallel to Blackmoorfoot Road, which leads into the town centre through Crosland Moor.

At the rural western edge of the site, Felks Stile Road meanders down the valley slopes north west of the site towards Linthwaite, home to Colne Valley Senior School, as well as Hazel Grove/ Cowlersley. The surrounding land uses in the immediate vicinity are mixed, with open fields to the north, sloping steeply down into the valley, the existing residential area of Crosland Hill to the east, Crosland Heath Golf Club to the west and a natural stone quarry to the south. Blackmoorfoot Road forms the southern boundary of the site with the Sands House Pub located directly opposite the site.

A public right of way runs along the northern edge of the site and provides important connections into Crosland Hill to the northeast of the site, integrating the site with the local community. From this footpath along the edge of the site it is possible to drop down into the valley to the existing residential areas of Hazel Grove and Cowlersley. Bus Stops are located along the southern and western boundaries of the site and connections throughout the site to these services are important.



Strategic Connections Plan

Technical Considerations

Topography

The site features elevated terrain with variable topography, due to natural gradients, old quarry sites, and man-made platforms from the former fireworks factory. The land slopes approximately 50 meters downward from west to east. In the northern section, within the green belt area, the land steeply falls forming a valley edge.

Access

Two access points have been agreed at outline stage from Felks Stile Road and Blackmoorfoot Road. The Felks Stile T junction is in the south western corner with Blackmoorfoot Road being opposite the Sands House pub in the south eastern corner.

Public Right of Ways

There are currently no public routes through the site, however the site abuts a number of Public Rights of Way (PRoW) to the north. Two are accessed via Felks Stile Road to the west (ref. HUD/234/30 and HUD/234/40). These subsequently merge with PRoW ref. HUD/234/20 and PRoW ref. HUD/234/50, running along the northern boundary of the site, providing easy access to a vast network of footpaths.

Drainage

The Environment Agency (EA) Flood Map for Planning confirms that the development lies entirely within Flood Zone 1, indicating a minimal risk of flooding from fluvial sources. However, due to unsuitable conditions for soakaways, storage tanks will be required. There are also no watercourses or ponds on or near the site.

Ecology and Arboriculture

An Ecological Assessment has been undertaken to determine the ecological potential of the site. The survey results discovered protected species on site.

The tree survey also highlighted that the sites internal trees are predominantly of low arboriculturally value with limited amenity function. A handful of boundary vegetation in the south eastern corner of the site is subject to a tree preservation order, as well as one of the boundary trees parallel to Felks Stile Road.

Edges

The sites boundaries have differing edge conditions that require a sensitive response. These edges include the green belt valley edge, Felks Stile Road, the conservation area at Crosland Hill and the main road frontage along Blackmoorfoot Road.

Key Views

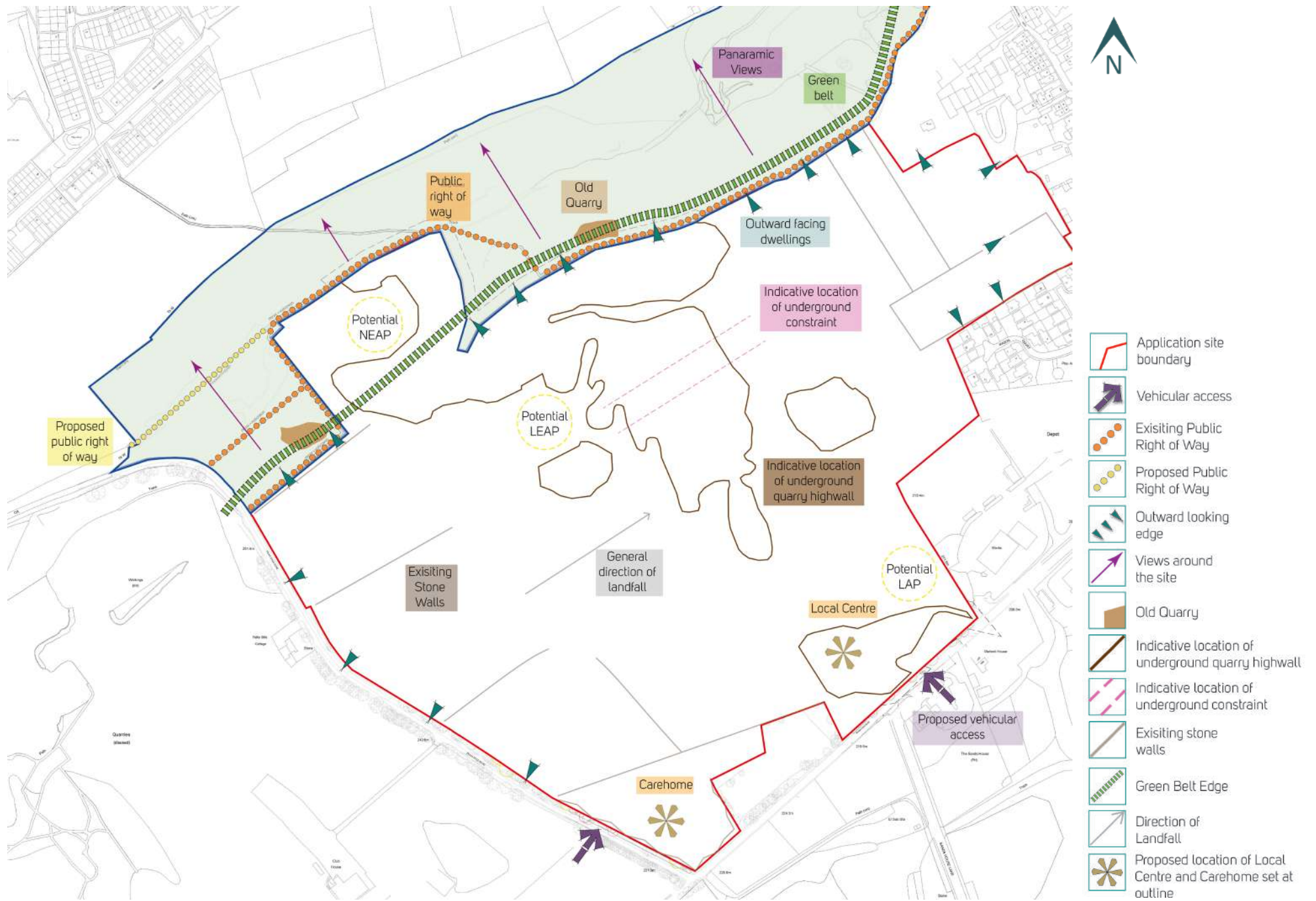
The site offers extensive views across the valley to the north, south and east toward the surrounding countryside. The development's orientation and layout should take advantage of these views while considering visibility from the adjacent village along Crosland Hill Road and the valley edge. Castle Hill can also be seen across the site to the east.

Heritage

The site does not contain any designated heritage assets such as Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens, or Historic Battlefields. However, the eastern edge of the site is within the setting of five listed buildings, ranging from Grade II* to Grade II.

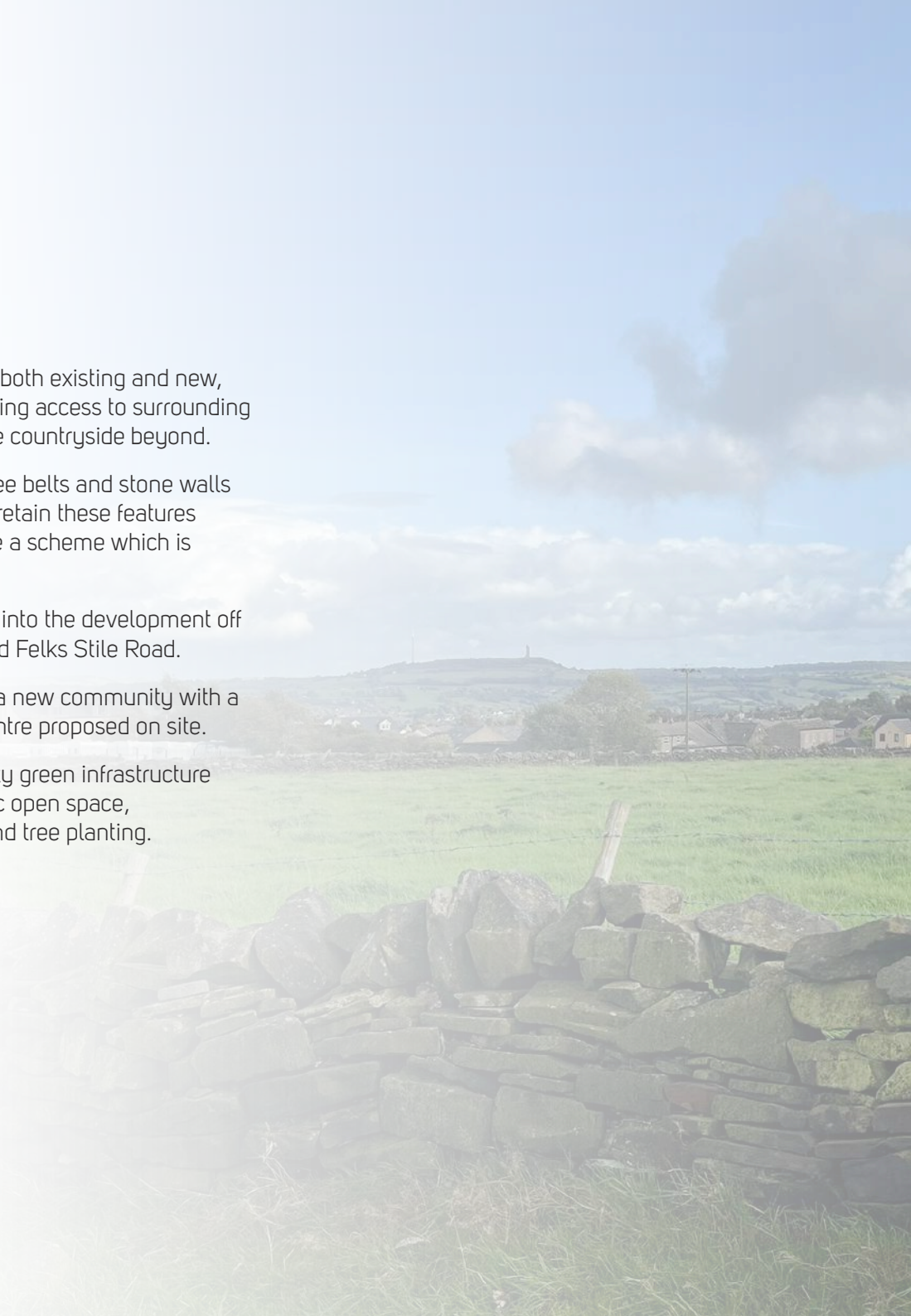
Ground Conditions

The on-site investigations discovered further implications associated with the sites ground conditions during the application. This includes quarry highwalls in the centre of the site and a land bridge in the northern parcel. These constraints need a 15-metre buffer either side where no buildings can be can positioned.



Constraints and Opportunities

- The site's topography falls from west to east and presents both opportunities and challenges. Development along steep hillsides is a key characteristic of Huddersfield, and this site can complement that existing character.
- Disused quarries and existing mounds offer unique and unusual opportunities for public open space and play facilities.
- Quarry highwalls have been discovered within the centre of the site which require a 15-metre stand-off either side with no buildings encroaching into this area.
- An underground constraint, potentially a land bridge is present in the northern parcel with a 15-metre stand-off either side.
- The site offers wide-ranging views both internally and externally beyond the site's boundaries. A sensitive design approach should minimise the visual impact of the development from across the valley while providing outstanding views for new residents.
- A network of footpaths, both existing and new, can open the site providing access to surrounding neighbourhoods and the countryside beyond.
- Existing site features, tree belts and stone walls offer the opportunity to retain these features where possible to create a scheme which is unique of its place.
- Two fixed access points into the development off Blackmoorfoot Road and Felks Stile Road.
- Opportunities to create a new community with a care home and local centre proposed on site.
- Creation of a high-quality green infrastructure strategy including public open space, opportunities for play and tree planting.



- ### Design Concepts
- celebrate the heritage assets
 - create a primary route which visually connects Swinwell House & Swinden House
 - create a focal point / heart to the scheme around Swinden House and design a layout that pushes all residents through the space
 - respond to the walled garden with a 'red brick' character, respecting historic patterns.
 - create an attractive, tree lined walking & cycle route through the scheme using the existing trees across the site with very little removal (low value), and extend the

deal impact apartments to face Bowersfield Rd across and front the tree lined pedestrianised route.





4

DESIGN PARAMETERS

4 DESIGN PARAMETERS

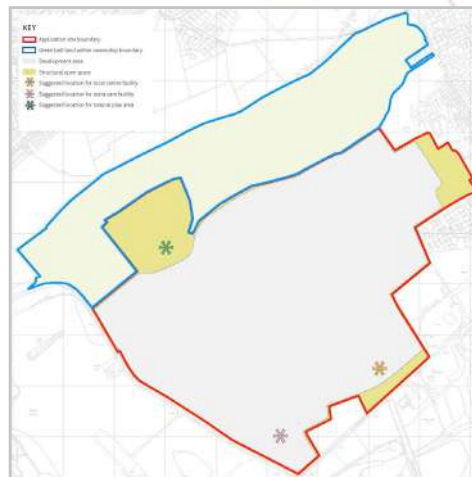
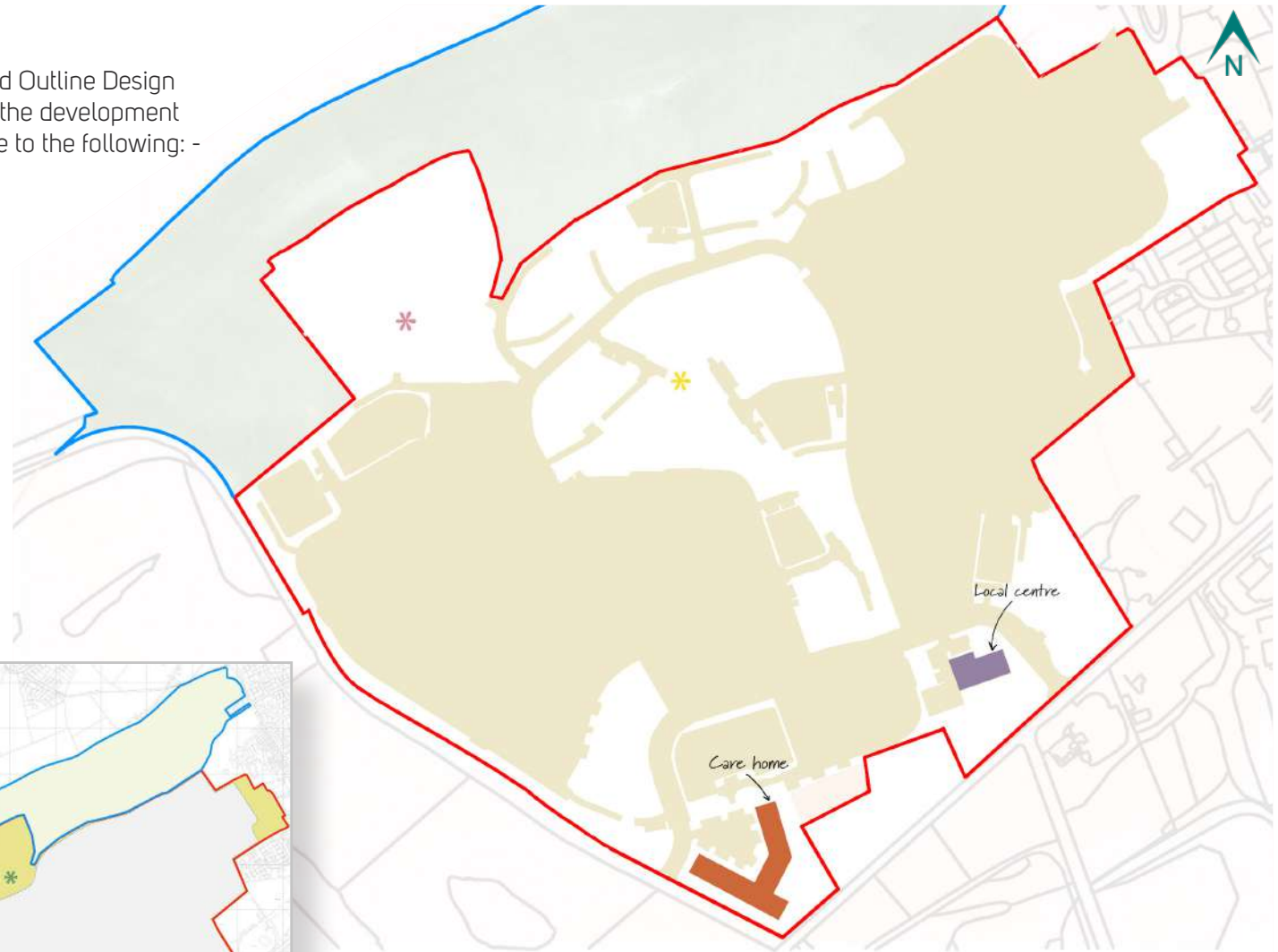
Parameters of the Outline

Five parameter plans are included in the submitted Outline Design and Access Statement which set a framework for the development of the initial design concept. The parameters relate to the following: -

- Development Area
- Land Use
- Access and Movement
- Green Infrastructure
- Building Heights

Developable Area and Land Use

The plan above sets out the parameters for the developable area which is set along the northern boundary in order to ensure a sensitive edge can be created. Structural green spaces and buffers are proposed around the periphery of the site, in particular at the entrance into the site from Blackmoorfoot Road, where trees are subject to a TPO and around the existing dwellings in the north east corner of the site in the vicinity of Crosland Hill Road. In addition, this plan identifies the approximate locations for the Care Home and Local Centre.

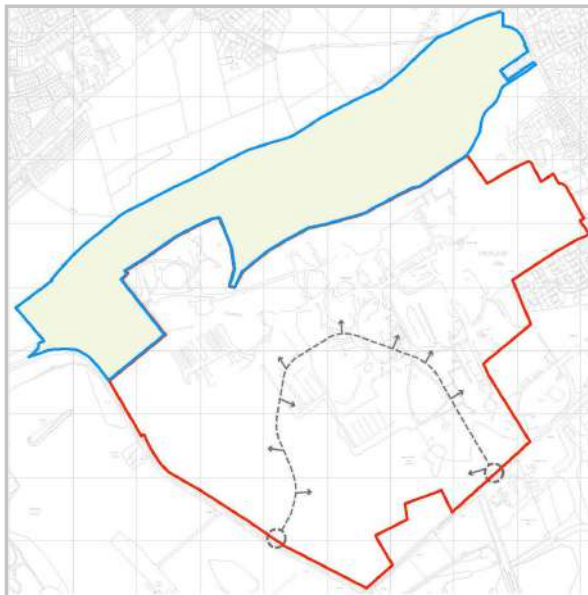


Developable Area Land Use Plan

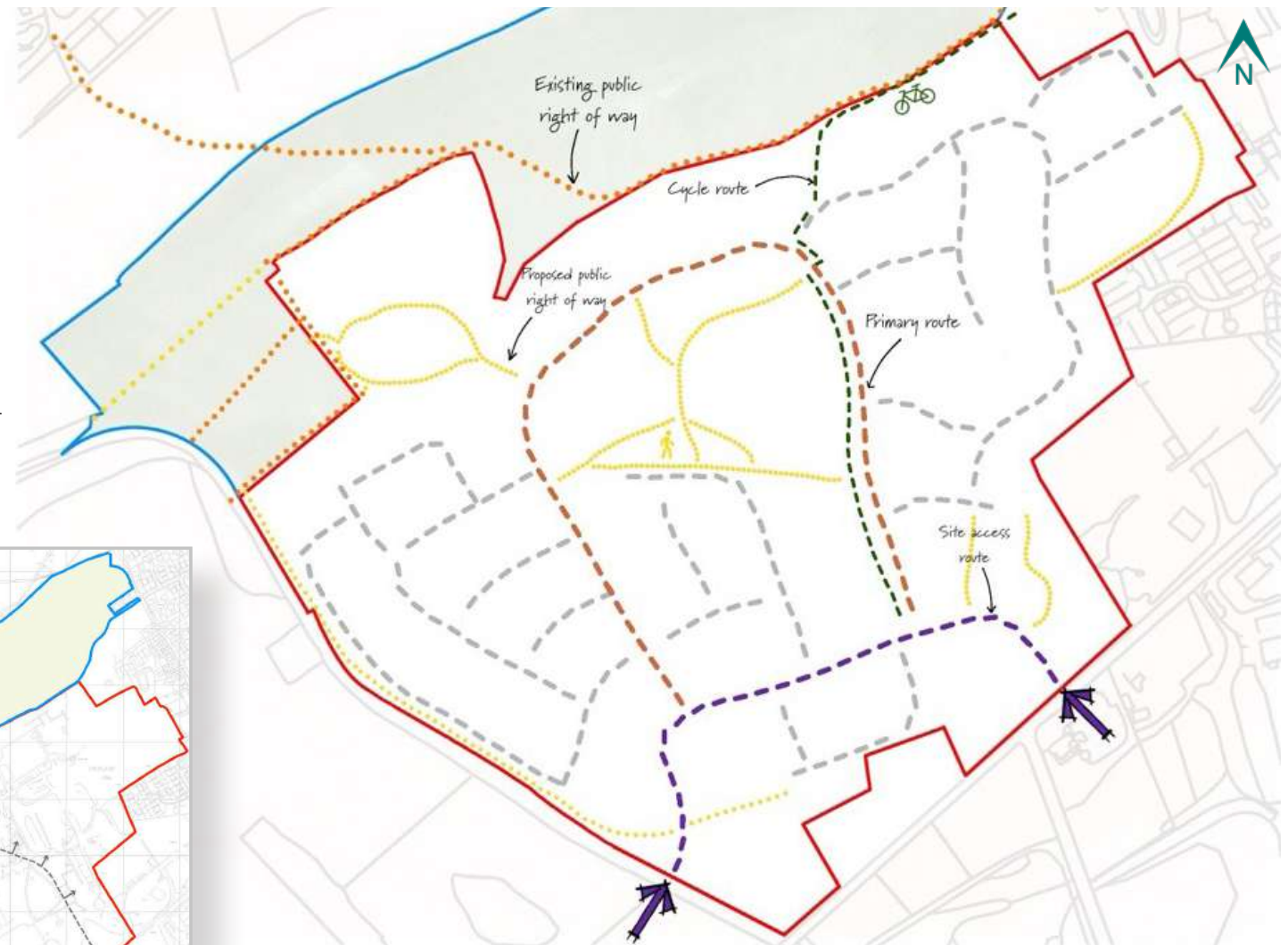
Outline Developable Area and Lane Use Parameter Plan

Access and Movement

The development is to be accessed from the approved two points of access from Blackmoorfoot Road and Felks Stile Road. Parameter Plan 3 identifies the importance of these accesses being connected through a primary loop road within the centre of the scheme. The plan also indicates a series of other secondary loops running through the site.



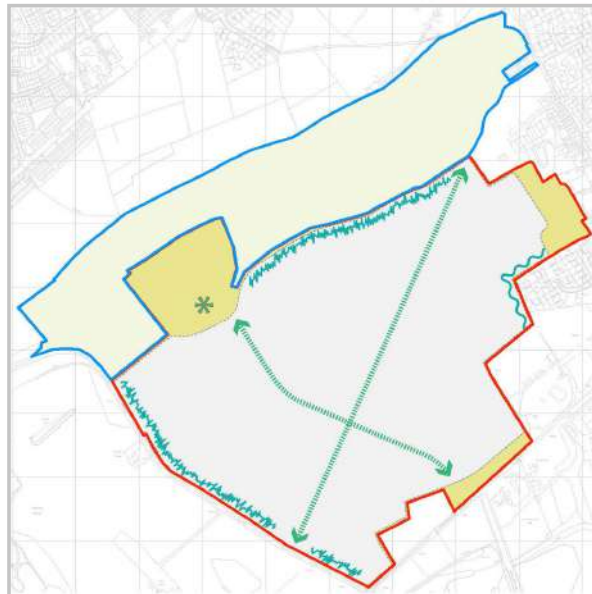
Outline Access and Movement Parameter Plan



Access and Movement Plan

Green Infrastructure

The parameters for Green Infrastructure highlight the importance of green corridors with a 'desire line' towards the north eastern corner connecting the ProW and then to other key places such as the local centre, care home and equipped play areas. The parameter also identifies that the northern and eastern boundaries are 'landscape edges' which need to be softer with buildings set back from the site boundary.



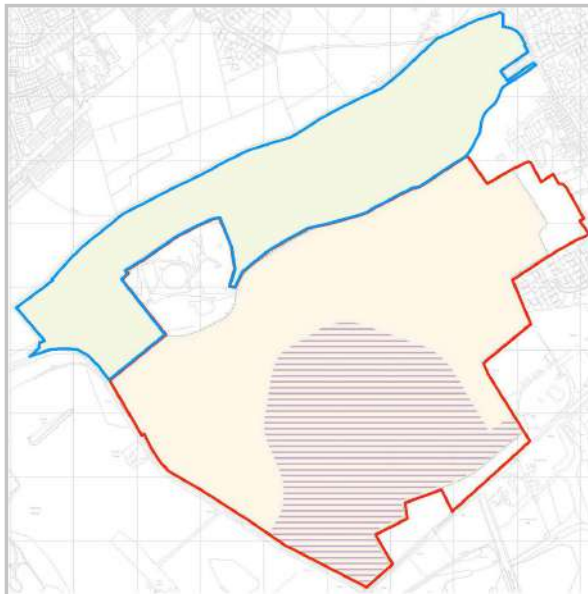
Outline Green Infrastructure Parameter Plan



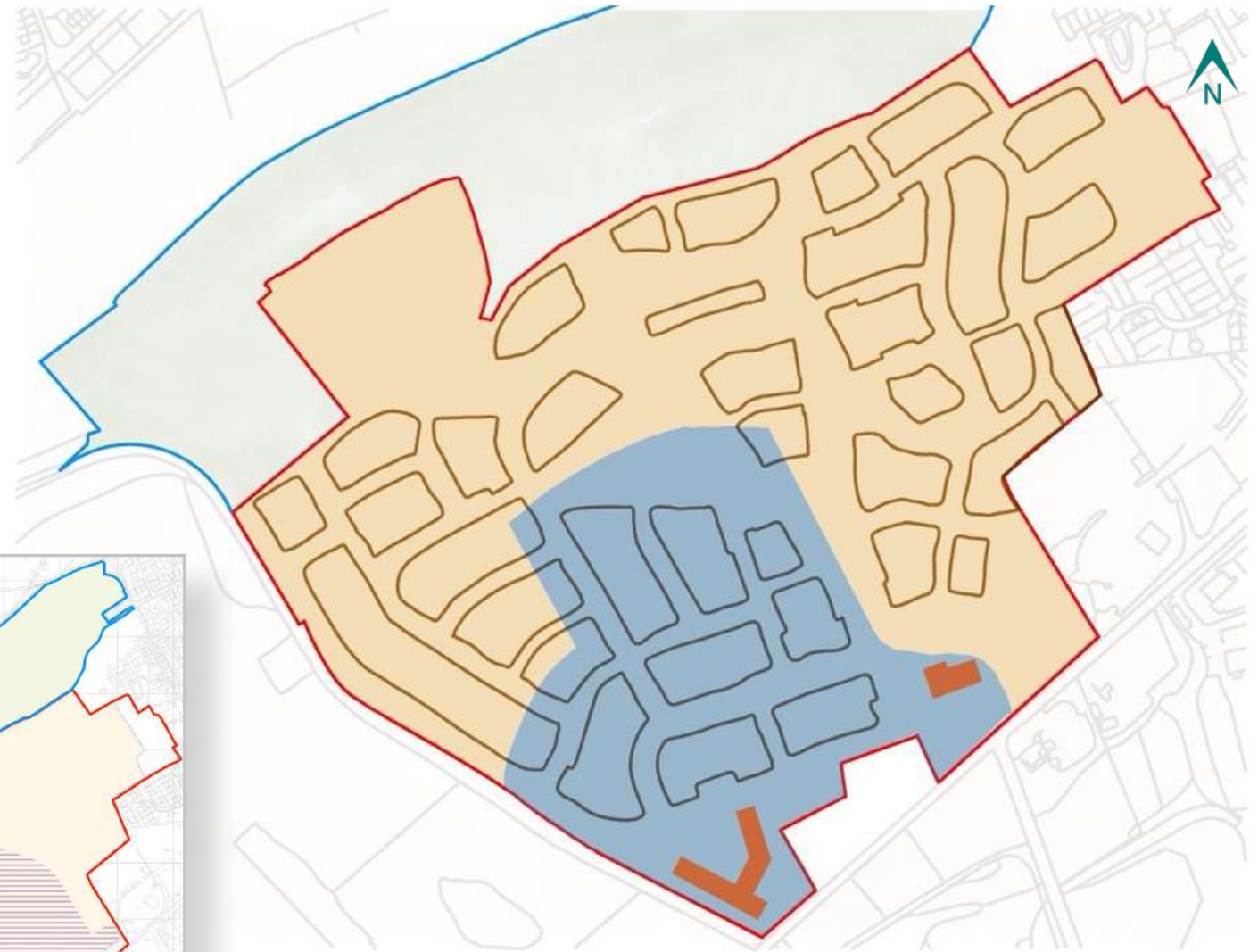
Green Infrastructure Plan

Building Heights

This parameter plan specifies a maximum building height of 3 storeys in the central areas of the site, hugging the existing built fabric of the area, with 2 storey development around the edges. These storey heights tie in with the Density Parameter Plan, which illustrates that the lower density housing is situated on the edges of the site, with the density increasing towards the centre of the site.



Outline Building Heights Parameter Plan



Building Heights Plan

The Outline Approval

The site benefits from an allocation and outline planning permission which provides a set of design parameters forming the basis for this reserved matters submission. Based on this, an outline masterplan has also been provided that ties together the design proposals.

Design Evolution

With an understanding of these high level parameters, a review of the 8 design principles for the site was undertaken and this has informed the evolution of the design proposals. These principles are: -

- Improve the connectivity of the area and encourage sustainable movement
- Work with the existing topography and create sustainable drainage features
- Create a network of green spaces which enhance the existing landscape
- Sensitive response to the edges
- Be mindful of views in and out of the site
- Work with the existing site features and memory of the site where possible
- Create a successful network of streets
- Develop character and density which responds to the particular conditions of the site



Site Concept Sketch

Initial Concept

The adjacent concept sketch below brings together the design principles to create a framework for the production of a detailed layout for the site that ensures the creation of a distinctive place. This concept has been used for the initial pre-app and a design evolution document was sent to the council for review.

Pre-App

An extensive PPA has been undertaken to work together with the council on how to bring the development forward through the planning process. This included having members from the Local Authority team on each disciplines to discuss key issues at an early stage.

Summary of feedback received

A number of pre-application meetings have been held at Kirklees council from November 2023-July 2024, the outcome from the meetings are listed below:

- Provision of LTN 1/20 routes within the scheme segregating the pedestrian footpath and cycle lanes.
- Increase in highways loops throughout the scheme has been advised.
- Turning heads are to be provided on private drives where drives are longer than 20m. (Although there is no official guidance on this).
- Placement of bus stop need to be carefully considered with visibility being the key from the drivers position.
- Request to deliver a pedestrian connection across the 'blue land' to the north west of the site, between existing public rights of way which is to be resurfaced.
- A LAP; LEAP; NEAP and MUGA are to be provided within the development with the idea of connecting each of the spaces through 'play along the way' was also supported.

- The use of reconstituted stone should be acceptable given the lack of heritage assets within the vicinity of the site and due to the acceptance on other developments that it is a good alternative to natural stone.
- The use of the same brick manufacturer by both developers was supported.
- Request that specific plots (corner turners) are provided with detailing in respect of elevational treatments, including additional windows on facing gables.
- Requested that materials be broken up across the site in respect of a predominant and secondary material choice within each character area.
- Discussed the need to ensure that the 20% affordable provision is calculated on the basis of the non-grant funded homes within the scheme (the non-additionality plots).

Comments received during the pre-application process have helped shape the finalised proposals as explained in the following chapter.

Revised Concept

During the PPA and design process, both the highwall and land bridge were discovered. This required further changes to the masterplan and in term repositioning the development within an area of Public Open Space located in the eastern parcel.

Although the masterplan has changed, the revised scheme still follows the parameters established by the outline approval. The revised concept realigns the green corridors through the area of open space. The main features of the layout are:

- Two arrival greens are positioned at the primary access points with dwellings set back, providing an opportunity to re-use the stone walls at the sites gateways.
- The scheme features a green link through the site which provides direct pedestrian and cycle links to key destinations, including the ProW in the north eastern corner connecting to the vast ProW network beyond the site.
- In addition, a radial, tree lined primary street loops through the site with secondary streets and lower order shared-surface streets branching off and private drives filtering out to the site margins.
- A large area of open space 'Catherines Green' is proposed at the heart of the scheme with pedestrian and cycle links running through the green space.
- The scheme connects the areas of play by a diagonal route through the site, leading from the LAP in the south eastern corner to the LEAP in the centre of the site to the NEAP/MUGA in the former Quarry site to the north.
- The Green Belt edge to the north and the Felks Stile Road edge to the west are set back from the boundary and will have a lower density.





5

DETAILED DESIGN
PROPOSALS

5 DETAILED DESIGN PROPOSALS

This section outlines the details of the proposed layout which is the result of a thorough understanding of the site and its context, and also extensive design development through the pre-application process.

Use and Amount

Housing Mix

The site has outline planning permission for 700 dwellings with the proposed scheme showing 700 dwellings with a higher number of affordable homes than required. The proposed market housing mix has a variety of dwelling sizes proposed, including smaller 2 and 3 bedroom houses for first-time buyers, young couples/families and downsizers as well as larger 3, 4 and a handful of 5 bedroom family homes. The affordable housing mix is of a similar mix and includes 1-4 bedroom houses. This mix is summarised on the pie charts adjacent.

A mixture of terraced, semi-detached and detached dwellings are proposed through the site. The density of the scheme varies to provide interest and reflect the proposed character. As highlighted on the adjacent plan, the density of the scheme overall is 35dph with the site split into 5 character areas with varying densities.



OVERALL SITE HOUSING MIX
(AFFORDABLE/ MARKET)

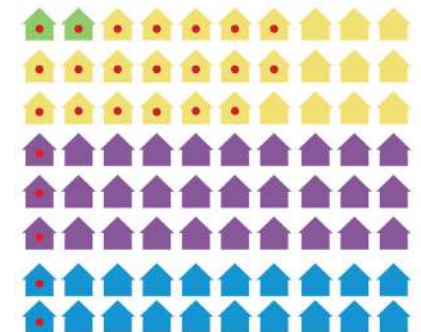
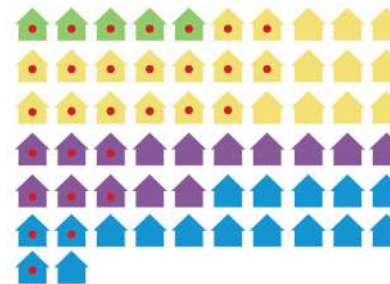


Miller homes
HOUSING MIX



Vistry
Group
HOUSING MIX

- 1 Bed
- 2 Beds
- 3 Beds
- 4 Beds
- 5 Beds
- Affordable



Open Space

The plan adjacent shows the proposed location of the public open space in green which is approximately 7.28ha (17.9acres) 25%. Within the open space a Neighbourhood Area of Play (NEAP)/ Multi Use Games Area (MUGA) Local Equipped Area of Play (LEAP) and a Local Area of Play (LAP) are proposed spread across the site to bring a variety of play spaces.



View looking towards the site from Felks Stile Road



Open Space Plan

Layout and Scale

The proposed layout reflects the design principles outlined earlier in this document whilst in keeping with good urban design principles throughout. These include dual aspect dwellings on corners, taller buildings to define key routes and dwellings carefully positioned to terminate views and create vistas within the street scene. The adjacent plan highlights the key features of the scheme.

Turning Corners Well

As part of the proposed scheme a number of dual aspect dwellings are utilised to turn corners effectively as also stated in the pre-app comments. The Chilton and Fielding/Farthing, Dunlin and Curlew and Eagle and Dunnock are proposed as semi-detached dwellings to allow for a front door on both aspects, as well as making them appear as larger dwellings sitting on a corner. The Beauwood, Braxton and Kingfisher house type is a detached corner turner that allows front door and larger habitable windows to feature in the street scene. In addition, the Robin house type is used which has additional windows on the side elevation, this is used where there is an obvious and more prominent space to face onto, but a need for a secondary aspect.

Maisonettes (the cornflower) are placed within the area between the highwall and landbridge to ensure both the street and public open space are well overlooked.

Building Heights

The predominant storey height across the site is 2 storey with some 2.5 and 3 storey dwellings located along the residential connector street and the avenue as advised in the parameters from the outline. This gives the main street a denser and unique feel from the rest of the scheme.



Layout and Scale Plan

Views of Victoria Tower on Castle Hill

A view corridor from northwest to southeast of the site has been specifically designed into the layout to take advantage of the view towards Victoria Tower on Castle Hill. This local landmark can be seen from Catherines Green though the site.



Victoria Tower on Castle Hill



Plan Showing View to Victoria Tower

Designing Out Crime

Secure By Design principles have been followed when designing the scheme to create a safe environment for existing and future residents. The scheme has been designed with a perimeter block formation to create a continuous frontage which includes front doors and windows from habitable rooms to address the streets and public open spaces. This approach also encloses the rear gardens within the block.

Allocated car parking is provided on-plot where possible with spaces located close to the front door or rear boundary so that people can see their car from their home. Secure cycle storage is proposed either within a garage or rear garden within a secured shed.

A boundary treatment plan has been submitted as part of the application and this clarifies the proposed boundary details for each dwelling, this also should be read in conjunction with the landscaping plan that shows the location of low level hedging. Rear garden boundaries are to be a robust defensive barrier of 1.8m high fencing, side boundaries that address the street or public spaces are to be 1.8m pier and panel. Access is to be provided to rear gardens with the use of an equally robust 1.8m high timber gate. Where a rear garden access path is proposed for terraced dwellings, these have been provided with gates that are located at the front of the dwelling to increase natural surveillance.

Landscaping

The landscape strategy for the development seeks to integrate with built character to define a legible, healthy and ecologically-rich place to live.

Tree-lined streets and focal trees are embedded into the site's movement framework and layout to aid wayfinding and contribute to climate resilience. Leading from the site's entrance, a double sided tree avenue is proposed, acting as a visual indicator of the primary loop road. Single sided avenues and nodal trees are also used to define other key pedestrian routes that extend through the wider housing layout and define linkages to open spaces.

Plot treatments throughout the development differ by character area and provide definition between public and private spaces in combination with boundary treatments. These changing characteristics respond to internal and external influences and are set out in further detail on the Landscape Masterplan.

The site's green spaces are set out as a series of interconnected multifunctional open spaces, providing a balance between visual amenity, play & recreation and natural green spaces for biodiversity. The core of the sites green spaces run northwest to southeast, creating a green spine through the site with Catherines Green forming a central park at it's heart. Intersecting the west and eastern portions of the site, the green spaces offer access to all, as well as walking/cycling routes with greater amenity to and from the local centre. Whilst providing high amenity value, the sites open spaces are also a place for biodiversity, with a mosaic of meadow, native scrub and native tree planting proposed across the site. The site's play offering is also positioned across this green spine, offering varied opportunities for all ages. Further information on the sites play strategy can be found in 'GLY0043 PS 01 Play Strategy'.

To the east of the site, a community orchard provides an additional social green space within the Crosslands View character area. Positioned around a flowering meadow, a scattered orchard and an edible hedgerow will provide a food source for both the community and biodiversity in kind.



Boundary Treatment

A number of different boundary treatments are used to add character and legibility to the development;



Reused Stone Walls

Stone walls are proposed on key corner plots around the periphery of the site reflecting the character and memory of the site. Timber knee rail will also be used along the northern edge of the site which will be visible from the valley.



Low Level Hedge

Low level hedge is proposed along the residential connector street and the avenue to create a second layer of greenery to the street scene. Hedges are also proposed to be used to front open space to distinguish between public and private realm.



Low Level Shrub Planting

Low level shrubs are proposed through the scheme giving a variety of landscape features to the scheme.



Cottage Feel Planting

A Cottage feel on plot landscaping will be used to respond to the countryside and surrounding area

For more details an enclosure plan has been submitted as part of the application.

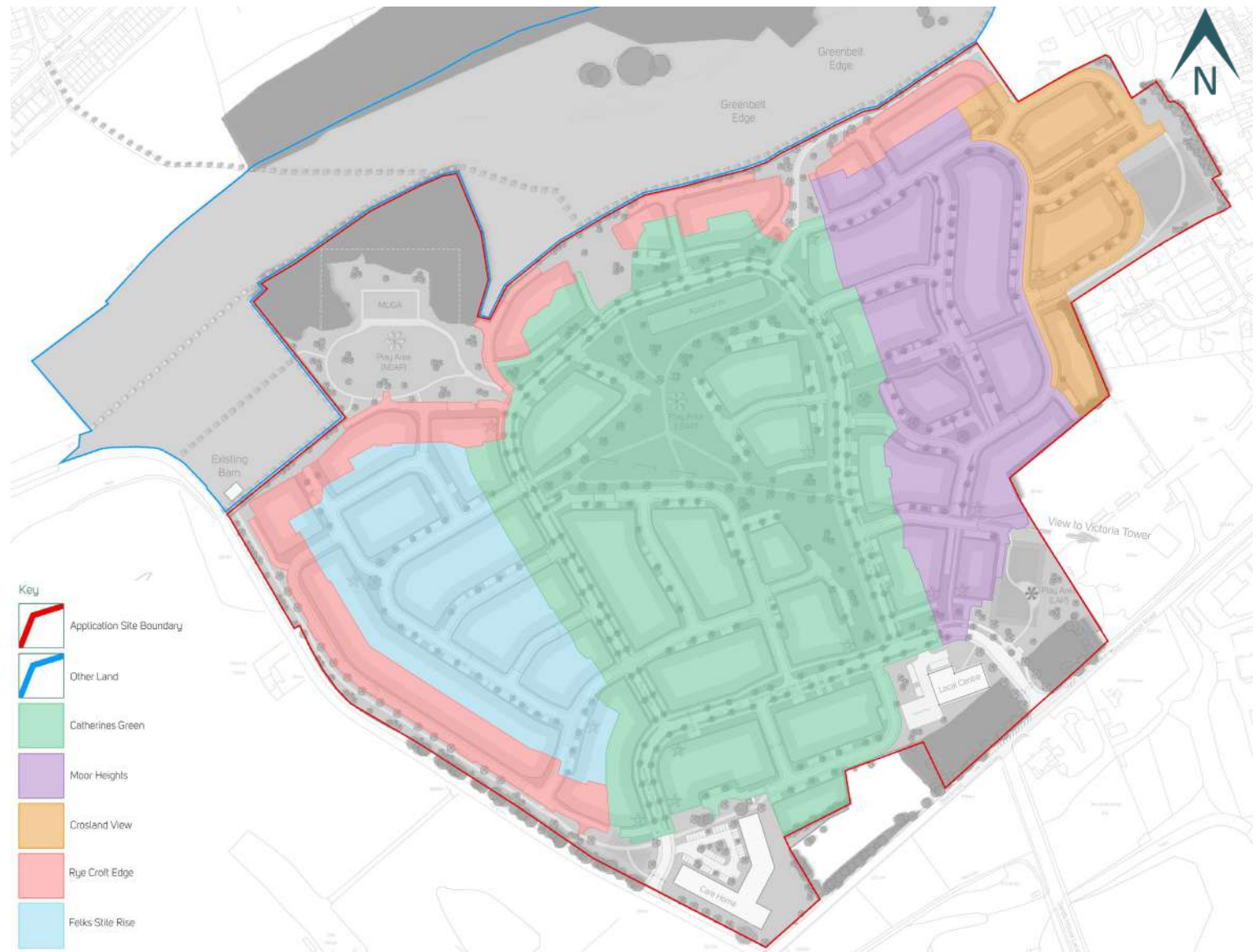
Character and Appearance

Character Appearance

One of the key considerations for the site is the character of the place and the aim to create a new community. The site has been split into 5 character areas:

- Catherines Green
- Felks Stile Rise
- Moor Heights
- Rye Croft Edge
- Crosland View

Each area has its own characteristics whilst working together to create a bigger picture throughout the site. Density throughout the site shows the outer edges such as Rye Croft Edge and Crosland view to be lower at around 29dph, whilst the inner areas being higher density at around 35-40dph.

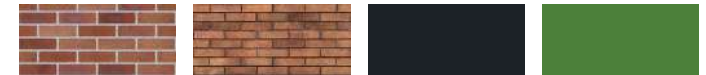


Character Areas Plan

Catherines Green

Inspired by Catherines Wheel, Catherines green is located in the heart of the scheme, including both access points, the residential connector street, the avenue and the central area of open space. This character area will be the gateway into the scheme and have a more urban form and a higher density than the other character areas. A proportion of taller buildings are situated around the primary loop with side parked semi-detached houses being the dominant feature, especially around the avenue.

Catherines Green will be landscape led, with the central LEAP being a major feature with pedestrian and cycle routes through the centre. Street trees are proposed along the residential connector street and the Avenue in verges creating a leafy feel to this character area. The boundary treatment will be predominantly hedges to distinguish between public and private realm. A mixture of two red brick types are proposed, with a brown/red brick used on corners and to frame the central area of open space. The house types within the heart will also have black doors with a mixture of red and grey roofs.



Felks Stile Rise

Felks Stile Rise is situated to the west hand side of the scheme mainly within the Millers reserved matters phase. This character area is a mixture of detached, semi-detached and terraced dwellings with a mixture of frontage and side parking.

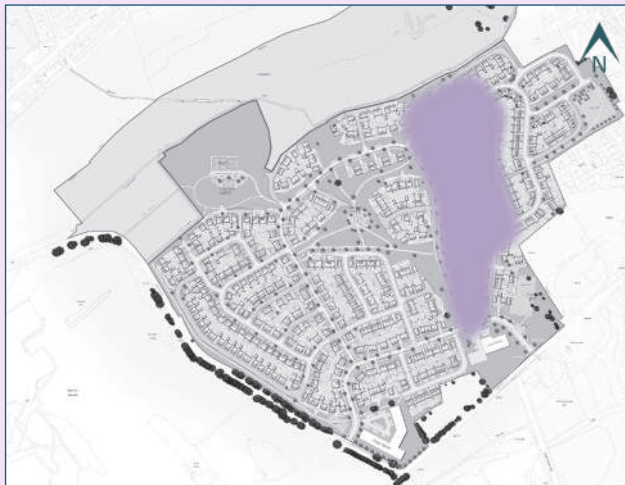
The dwellings will be predominantly red brick with a small amount of reconstructed stone plots used at key junctions as a wayfinding tool. Felks Stile Rise will also have low level shrubs as the boundary treatment and feature grey doors.



Moor Heights

Moor Heights is situated in between Catherines Green and Crosland View, within the Vistry reserved matters phase. This character area is a mixture of detached, semi-detached and terraced dwellings with a mixture of frontage and side parking.

The dwellings will be predominantly red brick with a small amount of art stone plots used at key junctions as a wayfinding tool. Moor Rise will also have low level shrubs and hedges as the boundary treatment and feature sage/light green doors.



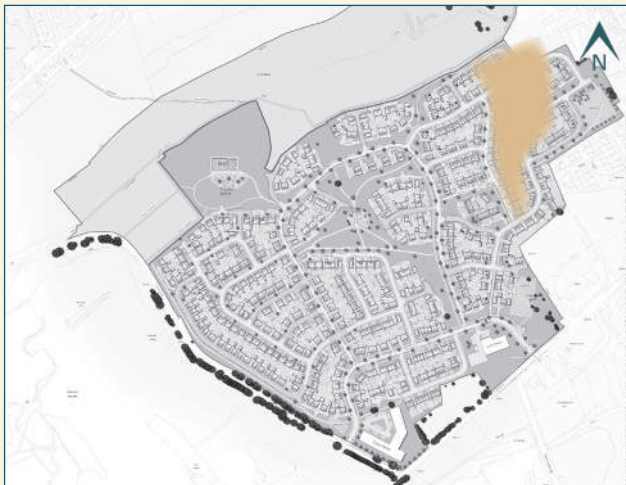
Rye Croft Edge

Rye Croft Edge is situated along the western and northern edge of the site with dwellings overlooking the countryside and golf course. This edge is the lower density character area with mainly detached properties side parked. The materials used are to be reconstructed stone to reflect the materials seen across Kirklees and the surrounding area. Within this character area, cottage feel on plot landscaping will be used to respond to the countryside and low stone walls will be reused on key corner plots to reflect the history of the site. Existing stone walls will also be positioned along the northern edge with dwellings set back 10 meters from the green belt edge.



Crosland View

Inspired by Crosland Hill, this character area responds to the conservation area with a mixture of reconstructed stone plots and red brick. Crosland Hill seeks to re-use some of the existing stone walls for low boundary walls on key corner plots to reflect the stone character of Crosland Hill. A mixture of detached, semi-detached and terraced dwellings are proposed, with black doors used throughout.



Appearance

With the site having two house builders on site, a range of house types ranging from maisonettes to large detached houses are proposed.

Dwellings are proposed that are of a traditional character, with roof forms including gable-ended, hipped and street facing gable forms that have been carefully distributed to provide variety in the street scene.

Materials have been distributed throughout the scheme within the different character areas as described previously. .

Reconstituted stone has been used along the western and southern edge reflecting the characteristics of the surrounding area and fronting out onto the green belt. The stone has also been used on key junctions throughout the remainder of the scheme to create interest and break up the red brick within the Moor Heights and Felks Stile Rise.



Street Scene A-A



Street Scene B-B



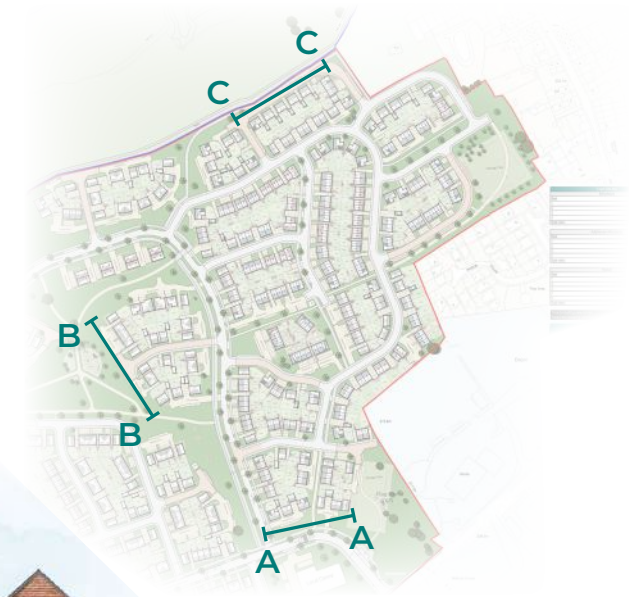
Street Scene C-C

millerohomes

An additional red brick has been proposed to add more interest at the request of the council. A reddish brown brick has been introduced to frame the open space and to break up the red brick proposed within the heart of the scheme 'Catherines Green'.

Below is a number of street scenes highlighting some of the key features:

Views are subject to detailed design



Street Scene A-A



Street Scene B-B



Street Scene C-C

Access and Movement

Access

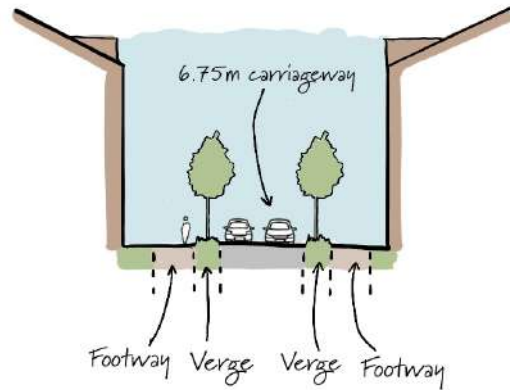
Access is to be taken off Blackmoorfoot Road and Felks Stile Road as approved by the outline application. These access points are to take the form of T-junctions. The speed limit along Felks Stile Road has been requested by the council to be decrease to 30 miles per hour slowing down the traffic between the access points.

Street Hierarchy

Following consultation with the council the street hierarchy plays an important role in the development of the scheme. The accompanying plan highlights a clear hierarchy of streets which adds character and aids wayfinding. The proposed streets have varying boundary treatments, set back distances and widths, as illustrated by the accompanying street sections.

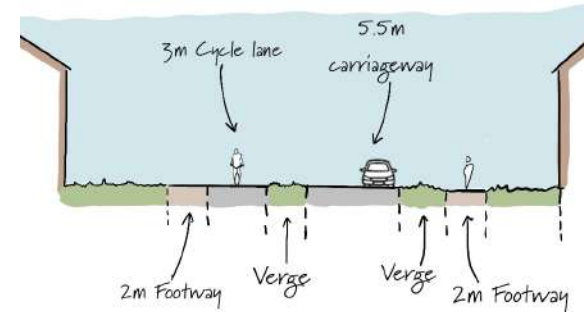
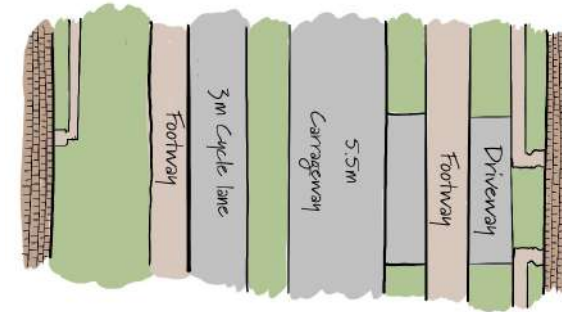


Street Hierarchy Plan



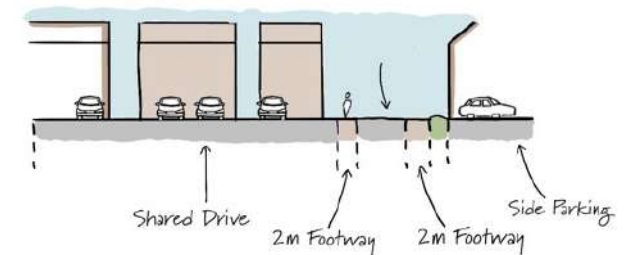
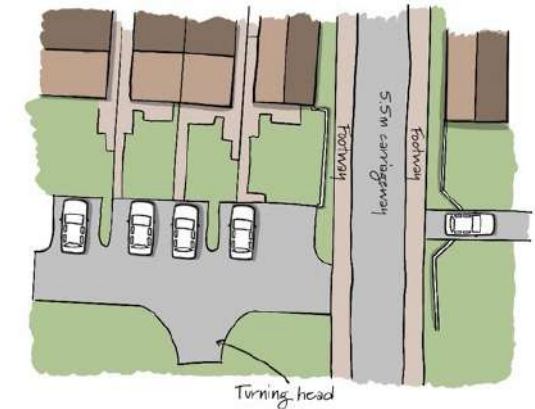
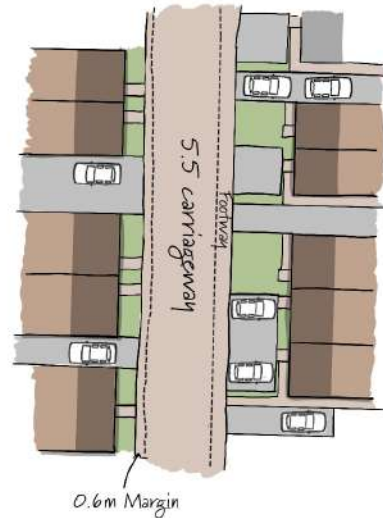
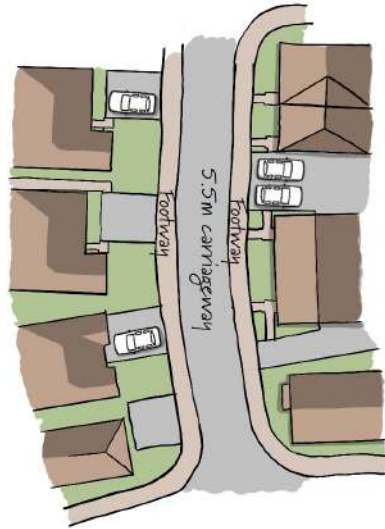
The Residential Connector Street

The primary route through the scheme, the Residential Connector Street connects the access points with a 6.75m bus route. The street has a distinctive character with 2m verges and street trees on either side. Bus stops are proposed on the residential connector street with an additional stop in a lay-by to the east on arrival from Blackmoorfoot Road. The street then has 3m joint footpath/ cycleways on either side separated from the carriageway.



The Avenue

The Avenue provides another internal tree lined route through the layout with a standard carriageway width of 5.5m with 2m verges and 2m footpaths either side. The Avenue also includes visitor parking in parallel bays spread out across the avenue. In response to pre-application discussions this street includes an LTN 1/20 compliant segregated cycleway and footpaths that are separated from the vehicular carriageway with a 3m verge. This runs along the eastern edge connecting through to the PROW in the north eastern corner of the site.



Local Residential Streets

Local residential streets are secondary streets across the scheme which branch off the avenue into residential areas. These streets have a 5.5m carriageway with 2m footpaths either side. As requested at pre-app stage a number of loops have been provided.

Shared surface streets

The hierarchy of streets continues with the provision of lower order shared surface streets to accommodate slower speeds, which are self-enforced through good design. These streets include a 5.5m carriageway with 0.6m margins either side or a 2m footpath provided on one side where necessary with the levels.

Shared Drives

The lowest order streets within the scheme are private drives serving a handful of houses which minimise the amount of hard surfacing where this is possible. All the private drives are outward facing at the edges of development ensuring a softer interface with the open space. As suggested by the council, a number of private drives over 20m have a turning head to ensure light delivery vehicles can turn around.

Pedestrian and Cycle Movement

Pedestrian and cycle movement is key throughout the scheme, making it easy for individuals to get around and out onto the ProW to the north.

An LTN 1/20 compliant segregated cycleway is proposed from the north eastern junction where the residential connector street meets the avenue. The separation of the pedestrian and cycleway from the road makes this an attractive south to north route connecting into the PROW at the south eastern corner and beyond. Cycle and pedestrian routes are proposed across the site to ensure that the site is permeable and encourages residents to walk and cycle, providing good connectivity to the town centre and associated facilities.

Junctions are designed to ensure pedestrian and cycle priority is embedded to promote active travel throughout the development.



Pedestrian and Cycle Route Plan

Parking

The proposed scheme meets the requirements set out in the Kirklees Highways Residential Design Guide.

2 to 3 bedroom dwellings – 2 spaces

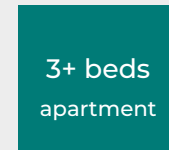
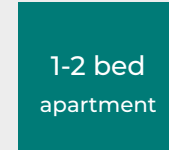
4+ bedroom dwellings - 3 spaces

1-2 bed apartments – 1 space (3+ bed 2 spaces)

Visitor parking at 1 per 4 dwellings

1 cycle space per unit

The scheme has a balance of different parking typologies, with parking to the side of the dwelling and also to the front. The front parking is softened by green spaces in between the dwellings with integral garage types including a wide landscaping strip in between spaces. Visitor parking is provided across the scheme for every 1 in 4 dwellings. EV charging points are also provided for each plot



Phasing

A phasing plan has been produced for the scheme which divides the site into 6 phases overall.

The phasing plan enables the residential connector street to be brought forward in the first phase joining the Millers and Vistry schemes together. The care home is also provided within phase 1 with the local centre coming forward when possible. The open space will also come forward the same time as the development within each phase.

For further information, a detailed phasing plan has been submitted as part of the application.



Phasing Plan



Play Area
(LEAP)

Shared Drive

Shared Drive

Shared Drive

Shared Drive

Shared Drive

Shared Drive

The Avenue

Shared Drive

Shared Drive



6

SUMMARY

6 SUMMARY

This Design and Access Statement has outlined the design proposals for the development at Blackmoorfoot Road. The proposals for 700 new homes, a 70 bed care home and local centre. The scheme has been carefully designed around the constraints whilst ensuring the design parameters have been taken into consideration from the outline application.

The feedback from the pre-application process has also played a key role in the design of the scheme, ensuring streets and spaces are well designed to the standards of Kirklees council.

The basic principles of good urban design have been applied, with dual aspect dwellings located on corners, taller buildings used to define key spaces and dwellings carefully positioned to terminate views.

In summary, the proposals demonstrate how the scheme can be created in a suitable and well designed manner, providing a new community on Blackmoorfoot Road.





SUMMARY

Building for a Healthy Life- Assessment

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. 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.

The following assessment of the proposals set out the comprehensive design process which has been undertaken in formulating the proposed development, which could deliver a National Forest inspired housing development where people want to live.

On design grounds we believe the application accords with policy requirements. The BBHL questions are an accepted measure of good quality design and have been used below to summarise the qualities of the development.



1. Natural connections

Two points have access have already been approved at outline stage off Blackmoorfoot Road and Felks Stile Road and are both used as the primary access into the site connected by the Residential Connector Street which has street trees on eitherside as required by the NPPF.

An internal street network of interconnecting streets is provided with an emphasis on pedestrian and cycle routes. An LTN1/20 segregated cycle route has been designed through the scheme connecting to the PRoW in the north eastern corner of the site. The streets across the scheme have dedicated footpaths for both cyclists and pedesrtians as well as shared surface streets which gives priority to pedestrians and encourages lower vehicle speeds. The proposals also provide further connections to the blue land to the north and beyond.



2. Walking, cycling and public transport

With the introduction of new segregated pedestrian and cycle links through the scheme and to the existing PRoWs along the northern boundary, the layout has been designed to encourage residents and visitors to cycle and walk to local facilities on site and within the local area.

The provision of a LTN1/20 protected cycle way will become a crucial part of the street infrastructure. Three bus stops have been proposed on the residential connector street within the site providing good public transport links close by. All of these factors will reduce the reliance on the private car.



3. Facilities and services

The Outline Application secures the possibility for a 70 bed Care Home and a Local Centre on site which are easily accessible by residents and visitors. A number of pedestrian and cycle routes have been designed through the scheme and to the existing Public Right of Way network to encourage time spent outdoors, to help boost physical activity. Therefore, designing a site with pedestrian and cyclists at the forefront, creating permeability. The scheme benefits from access to all the facilities and employment opportunities associated within the site and beyond.



4. Homes for everyone

The scheme provides a wide variety of homes from 1 bedroom maisonettes to 5 bedroom family homes which will assist in creating a diverse and mixed community. It is proposed that a high percentage (35%) of the site will be affordable homes for both social rent and shared ownership.



5. Making the most of whats there



An understanding of the characteristics of the site have been described in the Design and Access Statement. The scheme has been designed with the technical constraints taken into consideration, especially the discovery of the highwall. Development has been set back from Felks Stile Road and the green belt edge creating an attractive outlook to the countryside and beyond. There is also a key view to Victoria Tower and stone walls will also be reused where possible on site.

7. Well defined streets and spaces



The layout uses built form to create safe and attractive streets by designing well overlooked streets and spaces through the perimeter blocks. Dual aspect dwellings are used with a front door on each elevation providing active frontages across the scheme with staggered building lines to create vistas and calm vehicle speeds.

6. A memorable character



The Reserved Matters application is split into two house buildings creating character from the outset. The scheme has been split into 5 character areas to create a distinctive place. Each area has its own characteristics whilst working together to create a bigger picture throughout the site. The scheme uses density, materials, door colours and landscaping to distinguish between the areas, creating a memorable character, with lower density edges and a denser core.

8. Easy to find your way around



The street hierarchy makes it easy to find your way around with the use of street trees and a variety of hard surfaced materials. The scheme includes a series of spaces using built form to help residents create a mental map of the place using gateway buildings and reconstructed stone used at junctions as a wayfinding tool.



9 Healthy Streets

The streets shown across the site have been designed to achieve low design speed through the use of curves within the streets. Street trees have been provided to create visual interest and define public and private spaces. Shared surface loops have been proposed to create a combined space for vehicles and pedestrians. A number of small courtyards have been designed which allow for frontages free of vehicles in specific locations ensuring an attractive backdrop to key green spaces.



11. Green and Blue Infrastructure

The scheme has a large amount of open space on site, for both recreational activities and social interaction. The scheme has play opportunities for all with a LAP, LEAP, NEAP/MUGA on site all connected through pedestrian routes which also include play on the way. Footpaths are also provided around the edges of the scheme with walking routes for all. In terms of drainage, storage tanks are proposed to drain the site effectively.



10. Cycle and car parking

A variety of parking solutions are used on site to avoid an excessive dependence on any particular parking typology and to seamlessly integrate car parking into the overall street environment. Frontage parking is proposed, but interspersed with landscaping to soften the appearance of parking. Spaces between dwellings are designated to remove parked cars from the front of houses to create balanced street scenes for parking to shape more enclosed streets. Additionally, the proposal includes the creation of small parking courtyards. These courtyards are positioned to be overseen by the active frontages of properties, enhancing the safety and security perception for residents parking in those areas, they also allow for the creation of terraces, free from cars. Visitor parking has also been provided on site at 1 in 4 (25%) either in the verge or on the edge of private drives. All plots will be provided with EV charging points.



12. Back of pavement, front of house

This Design and Access Statement illustrates the variety of materials to establish distinct boundaries, demarcating the private and public spaces within the development with the use of hedges, low level planting and reused stone walls. Waste storage locations have been positioned in rear gardens, reducing the possibility of residents leaving bins on their frontage.



Vistry
Group

millerohomes