



ARCHITECTURE

INTERIOR
DESIGN

PROJECT
MANAGEMENT

DESIGN AND ACCESS STATEMENT

Land adjacent to Hollinhurst Farm – APPLICATION FOR 9 DWELLINGS WITH SINGLE VEHICULAR ACCESS OFF SOUTHWOOD AVENUE, HALL ING LANE, HONLEY, HUDDERSFIELD.

L'Arche Developments (Yorkshire) LTD – The Studio, No 03, The Old Brickworks, Top O' Th' Bank, Thurstonland, Huddersfield, HD4 6UY.

Introduction

This statement has been produced L'Arche Developments(Yorkshire)Ltd who are the Architects for this application. This statement is to be read in conjunction with the supporting reports (see below) submitted with the full application for 9 dwellings with a vehicular access off Southwood Avenue, Hall Ing Lane, Honley, Huddersfield.

Other supporting reports submitted are:

- FRA report prepared by BEAM LTD.
- BNG Metric Report prepared by Brindle and Green
- PEA report prepared by Brindle and Green

1.0 Site Location and Description

1.1. The site is located North West of Hollinhurst Farm adjacent to Gynn lane leading to Hall Ing Lane and is accessed from the A616 main Penistone road at the main Honley crossroads adjacent to Neiley playing fields. The site is accessed directly off Southwood Avenue through an existing entrance and farm access.

1.2. The Site is currently grazing land, 0.65 of a hectare in size. The majority of the site is encompassed within the land that is without annotation under the current UDP adopted in 1999. Under the Local Plan the site has been allocated as a housing site (*H178*). The Local Authority have indicated the land is capable of accommodating 14 Houses, though due to topography, in particular the North section and design considerations associated with the highway design and retaining of land , we have concluded this density is not achievable, therefore we are proposing 9 units.

1.3. The topography of the site is typical of a rural Pennine location situated around a hamlet; the site is largely flat with the gradient becoming steeper to the Northern boundary where the existing access is situated. The topography has been a significant factor within the design of both the highway and house type design toward the North section of the site, allowing the house types where appropriate to step down the slope.

1.4. The Southern and Eastern boundaries of the site form boundaries with the residential development situated on Southwood Avenue and on the Southern boundary with the hamlet adjacent to Hollinhurst Farm. The character of the housing development on Southwood Avenue is modern in design, mainly brick construction consisting of a mix of large bungalow and two storey detached houses. To the Southern boundary there are new stone built detached properties and some garaging belonging to Hollinhurst Farm.

1.5 The hamlet of Hall Ing features mainly stone built properties in an organic layout. The properties are a mixture of detached and link detached properties. The properties directly off Southwood Avenue are relatively modern (1960's style) mainly brick built properties.

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2.0 Planning Policy

2.1. The Kirklees Local Plan was adopted in 2019.

2.2 Local Plan Policy is contained within the current Kirklees Unitary Development Plan (UDP) which was adopted in 2019 and we make reference to these as follows:

2.2.1. The principle of development on this site has been accepted in that the land is designated for housing currently in the local plan; the whole site has been allocated as a housing site (H178) with a suggested 14-17 units. The policy requirement of NPPF para 47 is to boost the supply of housing and this is also demonstrated in the housing targets proposed in the emerging Local Plan. The proposed development would create 9 new homes, a positive and generous contribution to meeting the housing shortfall.

2.2.2. Within the Kirklees UDP, policies BE1, BE2 and BE12 concern design and amenity issues, the design of the development, house types and landscaping is such that it takes into account recommendations found within these policies.

2.2.3. Policy H10 of the UDP relates to Affordable Housing provision, the numbers of dwellings proposed sits under the threshold of Affordable Housing Provision being mandatory.

2.2.4 Policy H18 details in part the requirements for POS. The semi-rural location of the site and the abundance of Public rights of way and park at the bottom of Gynn Lane mean that public open space is in abundance in the locality.

2.2.5 Policy PLP21, T10 and T19 requirements are integrated within the highways design. The proposed access has been accepted as the route into the site within the local plan. The access proposed off Southwood Avenue is proven to be acceptable.

2.2.6 The objectives set out within policy PLP24 are intrinsic to good development, we believe consideration and weight has been given to those requirements and are reflected in well thought out and compliant scheme.

3.0 Design

The context of the site is the leading driver in the design of both the highway and house types. Analysis of the site and surrounding topography, development patterns and observation of views both from and into the site, and the sensitivity to leading factors within and around the site have led to the scheme proposed under this application. There are a number of key features of the site and its surroundings that have significantly attributed to the design process such as, topography, characteristics of the hamlet of Hall Ing, existing housing types, materials, and existing boundary treatments. Community Engagement has been undertaken in the past by previous applicants on this site.

3.1 Topography is a leading factor in the design of the highway and has influenced the proposed highways design; the gradients of the existing access have been reduced to create acceptable gradients for an adoptable standard of Highway. The sloping Northern section of the site means that as you move to the level area of the site there is a steep climb which then forms a plateau out to create a relatively level area for the remainder of the site. With this in mind, the house types to the North section of the site respect the topography with the private amenity space being accessible from the main living floors and the private access driveways lead to the garaging for each house type. The houses in some instances, where the levels dictate, are two/three storey properties which complement house types found within the locality of the site. The design aesthetic follows that of local farmsteads with detached and courtyard properties. All bespoke designs incorporating and taking inspiration from agricultural buildings of high quality and repeating traditional detailing such as stone, heads, cills and mullions.

3.2 To respect the vernacular agricultural built forms found in the Kirklees area we have ensured each dwelling is individually designed using traditional details with high quality materials.

3.3 The existing properties within the hamlet of Hall Ing are largely stone dwellings often historically having an agricultural use that have subsequently been converted to dwellings.. Also present in local vernacular design are stone water tabling to roof/gable ends and decorative stone kneelers. These traditional details have been replicated within the house designs to ensure a quality design and finish. Natural coursed stone to walls, in conjunction with stone ashlar details to windows, only adds to the quality of the designs.

3.4 Existing boundary treatments within the site are mainly natural dry stone walls. The design of the proposed boundary treatments where possible, will seek to provide a mixture of natural dry stone walling along with some soft landscaping screening and timber fencing for privacy. The proposed site plan demonstrates that the boundary treatment between the existing surrounding properties will include new areas of planting. Throughout the development careful planting and screening is proposed to minimise overlooking and respect the private amenity spaces of the existing residents within the limited number of surrounding properties.

3.5 The spaces between dwellings has been carefully considered to ensure openness across the site, especially with the existing levels increasing as the site rises towards the North boundary. Maintaining and creating vistas and the feeling of openness has been a significant factor in creating the design. Façade treatment has also been an important design factor when considering views from and into the site. Occupants of the dwellings will have open views across the valley as the dwellings north of the site are 3 storeys at the rear and 2 storeys at main access point. The topography and appropriate levels of properties helps to ensure openness is maintained private amenity spaces remaining private. Appropriate distances between the proposed dwellings and the existing dwellings to the existing properties surrounding the site are in accordance with the distances set out in BE12.

3.6 The design has evolved through the careful considerations of views both to and from the site. Long distance views into the site were an important factor when designing the layout, ensuring the properties closer to the site boundaries are positioned to appear as though they are a series of farm buildings. Through the use of design features such as cat slide roofs and low eaves, the designs sit comfortably within the landscape.

4.0 Access

Access to the development is via Southwood Avenue. The highway design is driven by the topography of the site; the revised levels proposed to the access reduce the existing gradients of the existing vehicular access.

4.1 The proposed access position is a continuation of Southwood Avenue and the existing access track is used as a vehicular access to the site.

4.2 The gradients achieved are 1:10.

4.3 Each of the proposed dwellings will have their own dedicated private drive and/or parking space. Each property and private drive will possess a Part M compliant surface.

4.4 Where there are private drives these also comply with minimum gradients and relate to existing levels and proposed highway levels.

4.5 The maintenance of the existing single access off of Southwood Avenue means any increase in traffic movements from the proposals will not have a great impact upon Southwood Avenue or the existing road network. The traffic statement covers this and explains any increase in the traffic flows as a result of the proposals.

4.6 This scheme represents the addition of 9No properties. 27 No car parking spaces are provided which is ample car parking at an average of 3No parking spaces per property. This level of provision is line with KMC HDG guidance.

4.7 Kirklees Council local policies are considered in determining appropriate highway arrangements on this site in particular LP04, LP 21, LP 22 and LP 23 all of which have been noted whilst completing the highways design.

4.8 On an overall basis this scheme represents a minimal change in cars accessing the local highway network. It is therefore reasonable to consider that the proposed traffic generation is not significantly detrimental to the local area or local highway network when nearby recent developments typically do not entirely comply with highway standards. In addition, all traffic measures introduced as part of this application scheme have little pedestrian impact or effect on the adjacent highways.

5.0 Residential Amenity

5.1 The positioning of the plots within the site have been located as such to ensure appropriate private amenity space is provided and to ensure there are no negative impacts on light or overlooking.

5.2 The plots have been placed and orientated to ensure views are maintained and far reaching, with the positions of plots also respecting the minimum distances between façades and habitable rooms.

5.3 Appropriate boundary treatments between semi detached properties on the party wall are appropriate with timber panelled fencing to ensure privacy and clear defensible spaces.

5.0 Conclusion

The principle of development for housing on this site has been established and is allocated within the current local plan. The site has been allocated for housing in its entirety within the plan. The proposal addresses the site topography in a way that the existing openness is maintained as much as possible and through good design of both highways and development layout and house types, this proposal is compliant in meeting policy requirements.

The supporting reports demonstrate a sensitivity, regard and compliance with technical requirements. Due regard will be given to any relevant feedback received from the Local Authority and any community feedback; this will ensure the scheme integrates into the local community as smoothly as possible.

The highway design and levels set for the proposals try to minimise excavation and avoid large areas of retaining walls that can look prominent on sloping sites. Our aim is to ensure that the development sits comfortably within the landscape and takes into account long distance views into the site.

The design of the house types and landscaping is such that they complement the vernacular housing types of the hamlet of Hall Ing. Natural materials, boundary treatments and high-quality design details have been incorporated to ensure the scheme is responsive and coherent with the character of both, the surrounding rural area and the neighbouring vernacular properties.