

90096 – Land Adj. 916 Halifax Road – Design & Access Statement

Prepared for Barnes Homes by Barnes Architectural Services

Dated: January 2025 Rev A



1.0 Introduction

This document is to be read in conjunction with the application submitted for 11 x new dwellings at the land adjacent to 916 Halifax Road, Hartshead Moor Top, Cleckheaton, West Yorkshire BD19 6LR.

This document provides background information on the matters taken into account in formulating the design and explains parts of the development in relation to the site's surrounding area.

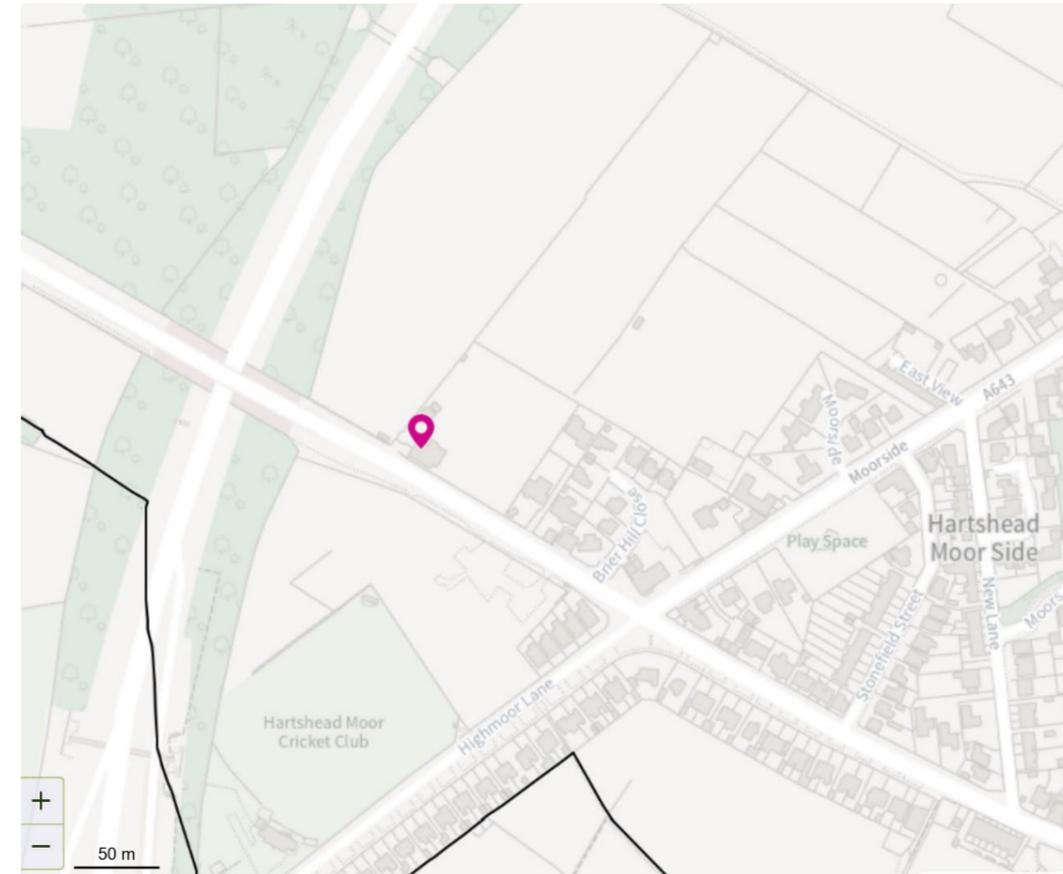
There is no relevant planning history for this site.

The site is currently allocated for housing (ref: HS104) in the Kirklees Local Plan and is currently a privately owned garden that sits on the edge of green belt land (not within).

The proposal seeks to utilise the land and update to an appropriate use of 11 x dwellings ranging from 2 to 5 bedrooms.

The design process has involved a visual and technical appraisal of the site within it's wider context to assess the nature and character of the immediate area such that the development proposals are complimentary and integrate within the existing community and responds to the comments made by Kirklees Planning Department on both the previous application and the Pre-App enquiry.

The Planning Application as submitted is believed to successfully compliment the character and appearance of the local community and appropriately populate a portion of land



<https://mapping.kirklees.gov.uk/connect/analyst/mobile/#/main?mapcfg=Local%20Plan%20Public>

2.0 Site Analysis

The application site extends to 0.394ha which is currently utilised as a private garden to 916 Halifax Road. The land is considered virgin land as it's never been built on.

The existing boundaries are well defined with a strong tree line to the North East viewing over the valley, a mixture of shrubs and walling up the south east and north west boundaries with Halifax Road running along the edge of the South West boundary. These boundaries will be carefully considered during the design process as we would like to retain as many natural elements as possible.

Further to the north west boundary, there is a field which acts as a buffer to the M62 motorway. The north east holds beautiful views down the valley towards Cleckheaton. There is existing residential dwellings up the south east boundary. The matters of preservation of amenity, separation distances and pedestrian access are dealt with later in this document.

Halifax Road is an 'A' road and as such, considered to be a main road connecting Liversedge to Cleckheaton, Brighouse and Lightcliffe, spanning approximately 3.8 miles. There is an existing small convenience store 0.8 miles from the site (481A Halifax Rd, Hightown, Liversedge WF15 8HU) which is calculated as a 17 minute walk. As well as larger supermarkets in either Brighouse or Cleckheaton - a short drive away. There is also a bus stop by the New Pack Horse pub with established links to local towns – this is approximately a 100m walk from the proposed site entrance making the site a sustainable location.



South West Boundary



South East Boundary



North West Boundary



North East Boundary



Site Constraints Diagram:



Key:

- — Pedestrian Route
- — Vehicle Route
- Existing Site Entrance
- ↘ Potential Overlooking
- Site Frontage
- - - Existing shrub/tree defined boundary

In order to successfully design a scheme, existing elements must be taken in to consideration. The constraints set out below have influenced the design process and rationale of the proposed layout.

Access to the site would logically only come from Halifax Road – the proposed entrance should be assessed using the drawings produced by Advant Engineers that supplement this application.

There is an existing pedestrian route alongside Halifax Road that will be integrated into the design.

There is a strong, sizable shrub boundary that engulfs the site along its south east, north east and north western boundaries. These will be retained to maintain the privacy of existing and proposed residents, as well as providing amenity.

There are a number of mature trees on the site – none of which are protected. Although the shrubs and mature trees around the boundaries will be kept and integrated in to the scheme, some of the trees centrally have been removed. This will be quantified in the biodiversity net gain assessment and preliminary ecological assessment submitted with the application.

With the M62 being approximately 100m from the North Western Boundary, Barnes Homes employed Noise Air Limited to conduct a noise impact assessment which has set out the specification requirements the dwellings need to adhere to.

The biggest constraint on site is the existing topography – from the existing Halifax Road level (which essentially dictates the upper levels of the site) to the bottom end of the site, there is an height difference of 7.3m at the largest point.

The road has been designed to adoptable standards and as such, must meet a strict set of parameters. This then influences levels and individual plot design. The only way to contend with this drop in levels while maintaining the adoptable road standards is to have lower ground levels on the bottom plots and carefully landscape the public realm elements of the proposed scheme. This will be referred to during the proposed design section.

Existing garden level to Halifax Road Level:



Advant Engineers External Levels Plan



3.0 Proposed Development



As previously mentioned, the layout has been primarily dictated by the proposed road design, site constraints and the highlighted boundaries.

This drawing shows the site layout which has been carefully developed in line with the feedback received from the pre-application advice received (Ref: 2023/21041).

Principle 6 of Housebuilder Design Guide SPD is of particular importance when designing the general arrangement of housing developments. The dwellings are orientated to protect existing amenities and future occupiers of the proposed. The levels of the site should be considered when assessing the scheme against this particular principle. As well as the target markets, for example, the bungalows will attract an older generation who generally enjoy smaller, low maintenance garden areas. Please read the plot plans in conjunction with the site plan for context on habitable room locations. Plot 2 does still project slightly forward of 902 Halifax Road, however, with Plot 2 being a 1.5 storey bungalow and considering the shrubbed boundary – we would not anticipate an undue impact on 902 Halifax Road. We would argue that the removal of the overgrown tree's and shrubs will actually lead to an increase in natural light as a result of the proposed scheme. While plots 1 and 2 give the site some form of natural frontage, the existing mature hedgerow will be retaining to maintain elements of privacy and to be in keeping with the existing frontage. There were concerns in the pre-application advice due to the separation distances and oblique angle of Plot 11 to Plots 9 and 10. As Plot 11 is single storey, we would concur that the internal layouts of each plot adequately protect the amenity of the occupiers and neighbours amenity – please refer to the internal layouts of each plot.

As previously mentioned, there are bus stops on Halifax Road within 100m of the proposed entrance mouth with links to local towns – this promotes sustainable methods of transport that are accessible for elderly people who are a target market for the bungalows. Each house will be equipped with an EV charging point. Details of the cycle store will be submitted at a later date. Details of the proposed bin store for the private driveway will also be submitted at a later date.

The Housebuilder Design Guide SPD policy LP7 also sets out that developments are expected to achieve a housing density of 35 houses per hectare. At 0.39ha, an indicative capacity would be 13.65 (14) dwellings. We would contest that considering the local vernacular and existing plot sizes, 14 dwellings would result in the development being over populated and have a detrimental impact when assessing against principle 6. Bungalows also tend to take up larger footprints which should also be considered. An development of 15 dwellings would not be in keeping with the local housing density and would go against principle 8 of the Housebuilders Design Guide.



A key concern from the pre-application advice was the prominence of 3 storey elevations to the rear green belt lane. Due to the site topography and the adoptable road having to come in at a certain gradient, five of the six dwellings at the bottom of the site will be 3 storey, the levels have been designed to be as less intrusive on existing levels as possible – Plot 10 will be able to be a more standard 1.5 storey to be in keeping with the ridge/roof levels. What wasn't shown on the pre application, is the developer intends on retaining the mature trees and shrubbery at the bottom of the site which will provide a natural screen to the 3 storey elevations. The CGI image on this page shows how the dwellings would be viewed from the green belt land below. The retention of the shrubs and trees will result in the elevations utilising the view will not dominating the landscape. If the lower levels were to be all 2 storey, there would be copious amounts of retaining features around the perimeter of the site which wouldn't be prudent commercially, would look out of keeping and environmentally damaging.

With regard to elevational treatment, gables and pitched roofs are common throughout the scheme. Included in the dormer style windows which are also prominent in the area, in particular at 900a Halifax Road. Plot 5's design is particularly sympathetic to 900a where the lower eaves are transitioned through.

The existing shrubbery and trees create a natural boundary which will be retained – please see the boundary treatment plan attached with the application for further details.





Each dwelling boasts private parking with some being situated to the front, some to the side and some dwellings possessing internal garages. The street scene elevation above shows as a section through the road.

Varying parking provisions are important to be in accordance with policy LP22 (parking) criterion (f) *"new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off-street parking in accordance with current guidance"*.

The street scene will contain vegetation and planting to front gardens to provide a welcoming, visually appealing aesthetic to the scheme.



Policy LP11 requires proposals of more than 10 units to include a mixture of unit sizes, as is elaborated upon within the council's Affordable Housing and Housing Mix SPD.

The development will consist of 11 plots – each varying in design, character and layout.

The development hits a diverse housing mixture which the developer believes is in keeping with the local area and immediate vicinity.

Plot	NDSS Compliant	Bedrooms	Integral Garage	Storey(s)
1	Y	2	Y	1
2	Y	2	N	2
3	Y	2	N	2
4	Y	2	N	2
5	Y	4	N	3
6	Y	4	Y	3
7	Y	4	Y	3
8	Y	4	N	3
9	Y	4	Y	3
10	Y	3	N	2
11	Y	2	N	1

The proposal shows a mixed range of housing including bungalows, semi-detached and detached dwellings ranging from 2 to 4 bedrooms. The scheme slightly exceeds (%) dwelling requirements set out in the Batley and Spen SPD for 4+ bed dwellings. However, when considering the location of the site and existing plot (sizes) within the local vernacular, the balance seems appropriate.

The proposal does exceed on the requirements for 1-2 bed dwellings which the pre-application states are lacking within the area. Plot 3 and 4 would be considered to be the affordable plots on the site – in line with LP11.

The bungalows and dormer style bungalows will comply with building regulations Part M in terms of access and amenities. Views out are important to promote health and wellbeing – the designs consist of adequate areas of glazing without causing overheating in the summer and heat loss during the winter.



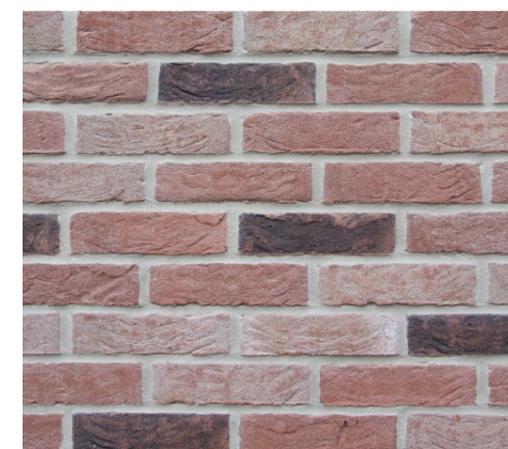
Materials:



Smooth Grey Clay Roof Tiles



Pre-cast stone detailing,
heads, cills and quoins



Natural coursed stone and antique red brick – exact specifications TBC



PVC Windows – RAL Jet Black 9005 – set back 50mm



Aluminium Garage Door
– RAL Jet Black 9005

4.0 Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27/02/2019).

Kirklees Local Plan

As set out above, the site is allocated for housing (ref: HS104) in the Kirklees Local Plan. The site allocation carries full weight and sets out an a proposal for 11 dwellings.

The relevant policies are as follows:

- LP1 – Presumption in favour of sustainable development
- LP2 – Place shaping
- LP3 – Location of new development
- LP7 – Efficient and effective use of land and buildings
- LP11 – Housing mix and affordable housing
- LP20 – Sustainable travel
- LP21 – Highways and access
- LP22 – Parking
- LP24 – Design
- LP26 – Renewable and low carbon energy
- LP28 – Drainage
- LP30 – Biodiversity and geodiversity
- LP32 – Landscape
- LP33 – Trees
- LP34 – Conserving and enhancing the water environment
- LP43 – Waste management hierarchy
- LP49 – Educational and health care needs
- LP51 – Protection and improvement of local air quality
- LP52 – Protection and improvement of environmental quality
- LP53 – Contaminated and unstable land
- LP63 – New open space
- LP65 – Housing allocations

The following are relevant Supplementary Planning Documents or other guidance documents published by, or with, Kirklees Council.

Supplementary Planning Documents:

- Housebuilders Design Guide SPD (2021)
- Highway Design Guide SPD (2019)
- Open Space SPD (2021)
- Affordable Housing and Housing Mix SPD (2023)

Other relevant local and regional guidance and documents include:

- Biodiversity Net Gain Technical Advice Note (2021)
- Planning Applications Climate Change Guidance (2021)
- West Yorkshire Low Emissions Strategy and Air Quality and Emissions Technical Planning Guidance (2016)
- Waste Management Design Guide for New Developments (2020)
- Green Streets Principles for the West Yorkshire Transport Fund
- Kirklees Interim Housing Position Statement to Boost Supply (2023)

The NPPF constitutes guidance for local planning authorities and is a material consideration in determining applications.

- Chapter 2 – Achieving sustainable development
- Chapter 4 – Decision-making
- Chapter 5 – Delivering a sufficient supply of homes
- Chapter 8 – Promoting healthy and safe communities
- Chapter 11 – Making effective use of land
- Chapter 12 – Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment

The National Planning Policy Framework (NPPF) can be viewed at:

https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF_December_2023.pdf

Other:

- DCLG: Technical Housing Standards – Nationally Described Space Standard (2015, updated 2016)
- MHCLG: National Design Guide (2021)

Policy Statement:

Policy LP1 states that the council, when considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The scheme will be subject to the building regulations Part L updates which ensure the sustainable design of each home.

Policy LP2 identifies proposals should seek to build on strengths and opportunities which help address challenges identified in the local plan. While policy LP3, location of new development, states development proposals will be required to reflect the Spatial Development Strategy, Policy LP1 Presumption in Favour of Sustainable Development and Policy LP2 Place & Shaping This site has already been selected by Kirklees council for potential development – this suggests that Kirklees are keen to see some form of development here.

Policy LP7 states developments should promote efficient and effective use of land. Again, due to the council allocating it for development, would suggest KC feel it is suitable. Allocation HS104 alludes that there should be 17 houses based on the site of the site – we assume that this is a generic calculation based on the area. Please see below indicative diagram on how we would indicatively anticipate the allocation being met if the full site became available in the future. This is not achievable at the moment due to the occupier of Warren Cottage, 916 Halifax Road wanting to retain their house and existing garden space.



LP11 housing mix and affordable housing states that proposals must contribute to creating mixed and balanced communities, as such, the development comprises of varying design that suit all target markets. Ranging from first time buyers, to families and elderly or disabled. The affordable housing provision will be met, along with providing house types for a range of different people.

Policy LP20 ensures sustainable travel is considered within new development design. EV charging points will be installed for each home and with the site being situated on Halifax Road, there are strong public transport links to local towns from Cleckheaton, Brighouse, Leeds and Huddersfield.

Policy LP21 Highways and Access has been considered – please refer to Advant engineers swept path analysis and site access layout drawings for reference. The road in to the development will be constructed to adoptable standards and would expect to be adopted in the future.

Each house meets parking provisions set out in LP22, as well as sufficient visitors parking provisions for the site. It has also been previously stated that each dwelling will have an EV charging point.

LP24 states that proposals should promote good design by ensuring the proposal respects and enhances the character of the townscape, provide high standards of amenity and high levels of sustainability. This has been achieved in the design where the dwellings are sympathetic to the site by not being too imposing on the surrounding houses, as well as sympathetic to the existing topography.

The use of natural stone and red brick provides a nod to the older, adjacent properties and each of the dwellings differ in design providing character which also aligns with Principle 2 in the Housebuilders Design Guide SPD.

In relation to LP28 Drainage, please see the supplementary proposed drainage layout and report where will look to implement Sustainable Drainage Systems (SuDS) where possible.

Please refer to the ecological appraisal and biodiversity assessments to ensure how LP30 will be met. In line with LP33, as many existing trees and shrubs of value, particularly round the perimeter of the site will be retained to maintain that natural boundary.

5.0 Conclusion

To conclude, the design is a well thought out scheme that meets the demands of the Kirklees Local Plan and relevant policies on a constrained site. The scheme will add value to a portion of land which has been selected by the LPA for potential development. The range of house types and varying designs will result in a characterful and diverse place to live.

