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Ref; 22/1281/303 – Addendum to Planning Statement

Addendum to Planning Statement

Erection of two detached dwellings and associated access, parking and landscaping to previously developed site at former Wicken Hall Mill, Smithy Green, Newhey.

Issued: 24th July 2023

Application reference (22/ 01611/FUL) for the erection of two dwellings to this site was validated on the 17th February 2023.

The LPA provided their assessment of the application in their email dated 26th April 2023. Application ref; 22/ 01611/FUL was subsequently withdrawn on the 30th May 2023 to allow consideration of the LPA comments and possible amendments to the proposal.

A further planning application is now submitted for the erection of two dwellings to this site and this addendum provides a summary of amendments to the proposed development and confirms the applicant's position in respect of points raised by the LPA.

Principle of development

The LPA set out their assessment that the principle of development is not acceptable. In the submitted Planning Statement the principle of development is assessed and justification provided that the proposed development is appropriate and in accordance with the NPPF.

In respect of exception policy 149(e) of the NPPF limited infilling in villages the application site is located directly opposite a substantial terrace of dwellings (1-6 Smithy Green), and the new build development adjacent (1-4 Carp View) that is part of the former Wicken Hall mill site of which the subject land was also a part of. The existing development cannot be described as scattered properties or farmsteads there is clearly substantial development to a long established settlement.

In respect of exception policy 149 (g) of the NPPF the LPA do not dispute that there has been development of this site. This is by virtue of the former mill use and ordnance survey mapping clearly demonstrates that the entirety of the site was covered by buildings, or built development associated with the mill use. As recently as December 2012 a brick building that was part of the mill development was taken down to slab level at the request of Local Authority building control as it was considered to be in a dangerous condition. Since the removal of the mill buildings the site has remained derelict with the rubble of the mill

buildings remaining in place and the site has never assimilated into the landscape. It has remained as a derelict site with a rough rubble surface, the remnants of the previous industrial buildings have remained and in planning terms the capability to utilise this site for an industrial use remains.

Design amendments

The LPA advised that had the application been acceptable in principle a slight amendment to the design would have been requested. This point was discussed with the case officer with guidance that consideration be given to a reduction in the number of roof pediments, reduction in the size of the first floor window to the galleried landing and removal of the flat roof to the entrance porch.

The design was influenced by both the traditional form of the terraced properties opposite and the newly built dwellings at the adjacent Carp View. This form of design was considered to be appropriate in the context of the surrounding development with reference to the traditional terrace opposite and the roof pediments and entrance canopies incorporated to the dwellings at Carp View.

Consideration has been given to the planning officer's comments and the front elevations have been amended to remove the central roof pediment, reduce the size of the window to the gallery at first floor level and to replace the flat roof to the entrance with a pitched roof canopy similar to the detail provided at Carp View. The small area of flat roof to the projection of the garage is retained. This is to be built with a parapet wall and stone coping and is considered to be an appropriate treatment utilising a tradition design and materials.

Access

The main concern referred to in the highways consultation response was the continuing increase in traffic along what the highways department refer to as a substandard residential access. There is comment that in considering previous applications for residential development along this access it was accepted that the number of vehicles generated at that time may be accommodated.

In respect of the concerns over intensification of the existing access the Highways Dept commented that these concerns would "...also apply to access for service vehicles into the development, however it would seem that the existing dwellings are already being serviced so this may not be an issue".

We can confirm that currently the residents of 1-6 Smithy Green and 1-4 Carp View make vehicular access to their properties either via Ogden Lane or via the top road that provides access to Huddersfield Road. This provides a satisfactory means of access for these residents and the same means of access would be available for the two dwellings that are proposed.

The increase in traffic generation from the two addition houses would be minimal, would not endanger the safety of the highway, and would be of such a small scale as to have no perceivable effect on the wider highways network.

The consultation response from the Fire Service is duly noted. The submitted floor plans have been updated to include a note that sprinkler systems are to be installed to the houses in accordance with the recommendation of the Fire Service. We understand that where a dwelling is fitted with an approved sprinkler system the Fire Service may consider a deviation away from the standard requirements for Fire Service Access.

The owner of the subject land undertook the development of the four houses at Carp View in 2013/14. These works also included the replacement of the culvert and resulted in a need for construction vehicles to make access to the site during the construction phase. This included construction and delivery vehicles of a greater size than a fire tender accessing the site from Ogden Lane.

It should be noted that the houses at 1-6 Smithy Green, 1-4 Carp View and the wider Wicken Hall settlement are all served by the Councils refuse vehicle that regularly makes access along Ogden Lane and these houses are adequately served by various other commercial delivery vehicles. It is clearly evident that both the former mill use and residential properties in this area have been satisfactorily served by commercial vehicles and this continues to be the case.

The LPA had previously assessed that the existing access is suitable to serve a more intensive residential use of the former Mill site to the south for nine apartments (ref: D46096). The addition of two dwellings will not result in a significant increase in traffic generation, and would still be a lesser number of dwellings than the LPA had assessed could be served by the existing access when granting approval for previous housing consents to the land directly to the south.

It is considered that the existing access is adequate to serve two additional dwellings. There would not be a significant rise in traffic as a result of the proposals and there would not be a significant effect on road safety.

We note that in determining the following applications for use of the proposed access (Ogden Lane) for residential development there was no objection from Local Authority Highways or the Fire Service.

Table 1 – Examples of assessment of access from Ogden Lane by the LHA

Application reference	Development/ location	Comments from Local Highways Authority
06/D46906	9 dwellings at site of former Wicken Hall mill opposite subject site.	No known objection from highways. No known objection from Fire Service.

Table 1 (continued) - Examples of assessment of access from Ogden Lane by the LHA

Application reference	Development/location	Comments from Local Highways Authority
13/00323	4 dwellings at site of former Wicken Hall mill opposite subject site.	No objection from Local Highways Authority (LHA), LHA assessed that; - the proposal would not give rise to a significant amount of additional traffic. - that there would be some extra traffic using the narrow stone-settled access road from Lane Bottom but the road surface and general characteristics of that road should act as an effective 'traffic calming' measure. - that there would be some extra traffic directly accessing the site to and from the A640 but this would not have a significant effect on road safety. No known objection from Fire Service.
20/01583	1 dwelling to land at Wicken Hall.	No objection from Local Highways Authority (LHA), LHA assessed that; • The development would not have a significant negative impact upon road safety. • The level of traffic the development would generate would not create a significant negative impact upon the existing local highway network. Therefore there would be no capacity issues resulting from the approval of this one residential dwelling; • the surrounding highway network would adequately accommodate vehicles from the proposed development. • The proposed new access to the highway that would be created by the development is acceptable in this quiet location. No concerns have been raised regarding refuse collection and the application would not impact upon the highways layout. • The proposal is therefore considered to meet the requirements of Policy T2 of the Core Strategy. • A number of objections have been received relating to construction traffic and how this would impact on amenity and traffic on this narrow lane. However, it should be noted that the construction phase would only be for a short period of time and traffic would return to lower levels once the dwelling construction is complete. No known objection from Fire Service.

The available access is unchanged since the time of these applications and for consistency of decision making we see no reason why the consideration of the suitability of the access for use by the future occupants, service vehicles or the Fire Service should be any different from the examples referred to above.

This is an application for a change of use of a former mill use to residential development. The existing access already serves existing residential development directly to the south (1-4 Carp View), directly to the west (1-6 Smithy Green), and other dwellings and farms to the wider Wicken Hall settlement (further south and more distant from the Lane Brow junction). A new access is not proposed and the existing access already adequately serves the existing residential properties and farms and is served by commercial vehicles including a regular service by the Council's refuse vehicles.

The LPA have granted approval for change of use for the southern section of Wicken Hall mill to 4 dwellings within the last 10 years that was assessed by the Local Highways Authority as being acceptable. There is not reasonable justification to prevent two additional dwellings being served by the same method of access.

Site Investigation

Environmental Health commented that the submitted land contamination assessment and recommendations were acceptable subject to conditions for further investigations being part of any planning consent granted. The suggested land contamination conditions were acceptable to the applicant.

Drainage and Flooding

A Flood Risk Assessment and Drainage Strategy were submitted with the previous application and are again provided with this latest application. To the previous consultation response a number of conditions were suggested to ensure suitable drainage provision and these were acceptable to the client.