

PROPOSED ERECTION OF  
ONE DETACHED DWELLING ON LAND BEHIND  
CROSSWAYS, NIELDS ROAD,  
SLAITHWAITE, HUDDERSFIELD

**DESIGN & ACCESS STATEMENT**

Job Ref: 2191



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## 1.0 INTRODUCTION

1.1 This Design and Access Statement is submitted in support of a full planning application for erection of one detached dwelling with integral garage. The site lies 390 metres to the south-west of Slaithwaite centre and 4.5 miles west of Huddersfield town centre.

1.2 The site is rectangular in shape with the north-east corner onto the end of Spring Street. The area to the west of the site is a building plot having approval 2011/62/91714/W for one dwelling. The north boundary is bounded by the rear garden to 'Crossways' Nields Road. The site area is 0.14 hectares and is currently a vacant building plot. One dwelling is to be erected with integral garage and external parking and turning.

1.3 The NPPF stipulates that UDP plan policies are valid until such time as a replacement plan comes into force therefore permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits. There are no specific policies in the NPPF which would indicate that this particular development proposal should be restricted.

1.4 Paragraph 47 of the NPPF aims to 'boost significantly the supply of housing' by a number of measures including a five year housing supply of specific deliverable sites with an additional buffer of 5%. Kirklees does not have a plan in place to deliver this and this site would as a deliverable site contribute to the five year housing supply.

## 1.5 APPRAISING THE CONTEXT & LAYOUT

1.6 The aim is to create a modern, high quality residential development that is complimentary to the local fabric as well as neighbouring properties and respecting the existing established dwelling.

1.7 The proposed development lies to the west of Huddersfield in terms of location within a residential area and will ensure that social characteristics prevail as the development will contribute to the local economy.

1.8 The topography of the site lends itself to the proposed development in terms of massing and positioning. The proposed development is justified in terms of how the design will relate to the site from both physical and social aspects. Careful consideration has been given to the massing of the development taking into account the context of the site, being respectful of both neighbouring properties and the surrounding vegetation. Our proposal is situated within an existing residential area and on an existing residential site.

#### 1.9 THE EXISTING SITUATION

1.10 The site is that of land behind 'Crossways', Nields Road and lies wholly within its curtilage. The existing site is adjacent to land with approval 2011/62/91714/W for one dwelling and is crossed by the access to the approved dwelling.

1.11 The site is nearly 18 metres from the rear of 'Crossways' and has become detached as garden land from the dwelling by the previously approved dwelling and its access. The proposed dwelling will face the rear of 'The Beaches' but is 40 meters from it.

#### 1.12 DESIGN PRINCIPLES – Appearance, Amount & Scale

1.13 The surrounding area comprises a mix of traditional stone built, pitched roof dwellings with newer two storey dwellings with pitched roofs, as such we consider the proposed dwellings are respectful in scale to those neighbouring and will compliment and fit in with the existing visual characteristics of the area whilst simultaneously complementing the existing street scene.

1.14 The physical appearance of the proposed dwelling will contribute to the street scene. Traditional materials will compliment the character of the surrounding area and create a more positive effect on the built form. The proposed dwelling being built from natural stone with tiled pitched roofs will be in keeping with the site and surrounding area.

1.15 The proposed dwelling is appropriate in relation to the surrounding site as it is not deemed to be overbearing in terms of mass. The scale of the proposed development is respectful to other properties within its vicinity in terms of mass and aesthetic appearance. The design has been carefully considered as not to detract from neighbouring properties and comply within the council's space standards, helping to create a more positive and social street scene.

1.16 A substantial amount of private green space for the dwelling is to be provided. The shared private drive to the proposed dwelling and the previously approved dwelling will be gated for security and space has been allowed for turning for each dwelling within the site.

1.17 The ground floor layout of each dwelling complies with building regulations part M allowing fully functional living for a disabled person, with access for a parking space to the front of the dwelling and secure internal parking.

1.18 LANDSCAPING

1.19 In respect of the boundary walls and fences, the existing are to be retained or replaced to match existing. Landscaping depicting site boundaries for the plot will be denoted via timber fencing. There will be an abundance of soft landscaping within the site. Garden areas will be fully turfed, incorporating the planting of additional vegetation around the site boundaries. Hard landscaped areas will include the driveways which will be permeable— this can be seen in drawing 2191-02. All landscaped areas within the site will be fully maintained by the owner.

1.20 Trees situated on the site are not subject to Tree Preservation Orders. Supplemental trees are to be planted of species to replace any lost and to improve the overall appearance of the site. The proposed additional planting of trees will be no less than Selected Standard (SS) or Heavy Standard (HS) native species such as *Fagus Sylvatica* (European Beech) or *Betula Pendula* (Silver Birch).

1.21 ACCESS

- 1.22 Proposed vehicular access to the new dwelling will be directly off Spring Street via a private drive. The previously approved dwelling will continue to have vehicular access which will be unaffected from the approved by these proposals.
- 1.23 Pedestrian access in to each dwelling will be accessed directly off Spring Street via the private drive. Private vehicles will be able to access the proposed property.
- 1.24 Several public bus services run along Manchester Road. The proposed development will not affect these existing transport routes and will benefit from them.
- 1.25 A service vehicle turning area has been incorporated outside the site entrance which will enable all residents along Spring Street to have easier manoeuvring of private vehicles as well as improving access for refuse vehicles.