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OUTLINE PLANNING APPLICATION FOR RESIDENTIAL DEVELOPMENT OF 3 DWELLINGS

AT

MALLARD WAY
SLAITHWAITE
HUDDERSFIELD
HD7 5HQ

DESIGN AND ACCESS STATEMENT

1.0 Introduction

- 1.1 The proposal is for outline planning approval for residential development of 3 terraced dwellings on an area of unallocated land off Mallard Way, Slaithwaite.
- 1.2 The site is situated within the Slaithwaite Town Centre Conservation Area and therefore requires a Design and Access Statement.

2.0 Design

- 2.1 Mallard Way is an un-adopted road which currently serves 4 dwellings – a row of 3 terraced dwellings and a detached house belonging to the applicant at the head of the road.
- 2.2 The application site has remained vacant for a considerable while and the proposal seeks to emulate the adjacent block of dwellings by constructing a block of 3 dwellings.
- 2.3 The land slopes down from Mallard Way to level out towards the rear (northern) boundary wall.
- 2.4 As with the adjacent dwellings, the site levels will support a further storey below the entrance level on Mallard Way. In order to preclude having an overbearing effect on the adjacent dwellings, the proposed dwellings have rooms in the roof space with an eaves line raised approximately 1.2 metres above the height for a single storey dwelling. The height is therefore 1½ storeys at the front and 2½ storeys at the rear.
- 2.5 The position of the block is determined by the need to provide 2 no. parking spaces in front of the middle house with sufficient room to reverse out onto Mallard Way.
- 2.6 This recessed position has the benefit of still providing an open vista to the site elevation of the existing houses when approaching along Mallard Way.
- 2.7 The distance of the block away from the existing gable and the recessed position will therefore counteract any perception of overbearing due to the half storey height difference.
- 2.8 The dormer as shown on the roof plan will be taken up from the face of the front elevation with a pair of mullion windows inset rather than the dormer being set back up the roof slope as befits a building in the Conservation Area.
- 2.9 The block will be constructed in stone with a suitable roof finish, commensurate with the Conservation Area.

3.0 Context

- 3.1 When viewed from the Ordnance Survey plan, the immediate surroundings to the application site display houses in terraces and rows of shops and commercial properties extending into Slaithwaite centre along Britannia Road along the road frontages.
- 3.2 The existing row of 3 dwellings empathise with the linear configuration and the introduction of another 3 dwellings in the intervening space will further reinforce this characteristic and cement the physical relationship of the proposal within the immediate locality.

- 3.3 There will be a social gain from the development by providing new housing in the immediate vicinity of Slaithwaite centre, whereby the residents can support the facilities and amenities to be found in the centre.
- 3.4 The economic gain from the development will initially come from the local applicant using his local trades' connections to construct the development. Further gain will follow from the purchasers of the properties supporting the suppliers trading from Slaithwaite local centre.

4.0 Access

- 4.1 The site is approximately 40 metres from the start of Slaithwaite local centre, within the same distance to a bus stop and is therefore in a very sustainable location.
- 4.2 Mallard Way is set out at an acute angle to Ned Lane, which is the principle access into Slaithwaite Centre when approached from the west, but nevertheless can be accessed in both directions.
- 4.3 Mallard Way is un-adopted and should be at its limit to serve the usual 5 houses as approval has been granted for an un-built dwelling at the western limit of the road.
- 4.4 For this reason, it was initially proposed to place a new drive between the end of No. 3 Ned Lane and the start of Mallard Way to lead down into a parking area at the bottom of the site to serve all 3 houses.
- 4.5 This was eventually agreed with Mark Berry at Highways and was conditional upon achieving a maximum 1 in 8 gradient. When levels were taken in the site it became apparent that the 1 in 8 gradient would entail a degree of ground level raising of the car parking area which could be aesthetically problematical.
- 4.6 However, in the course of our discussions with Highways it was stated that if improvements could be made to Mallard Way, to benefit the existing dwellings, access could also be taken to serve the proposed dwellings.
- 4.7 Therefore to accommodate this requirement it is intended that the existing road in front of the site be widened and the length of road from its junction with Ned Lane to the first existing house be re-surfaced.
- 4.8 Junction improvements are also proposed with the removal and re-building of a section of wall to widen the entrance with a corresponding lengthening of the dropped crossing. A small section of wall on the opposite side of the junction with Ned Lane has already been removed to improve visibility when looking up Ned Lane.
- 4.9 In conclusion therefore, we would trust that the reasons to support development on this site as outlined above, are sufficient grounds for it to be granted approval.