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Job reference: 2016 enquiry 20
Address: **demolition of existing house and erection of 2no detached house**
125, Slaithwaite Road, Meltham, Huddersfield
Date: 10-6-2016
Extra notes: **design and access statement**



Aerial view of proposals

Introduction

Jade3 Architecture have been appointed by Mr Michael Garrad to advise on an Full planning application for the demolition of the existing house and erection of 2no executive detached dwellings. The demolition is to regenerate the existing house land (plot 1) and the large vacant rear garden land (plot 2) at no125 Slaithwaite Road, Meltham,, Huddersfield. Our clients has now purchased the property and rear garden land from the original owners and wants to redevelop it.

Front house (plot 1)

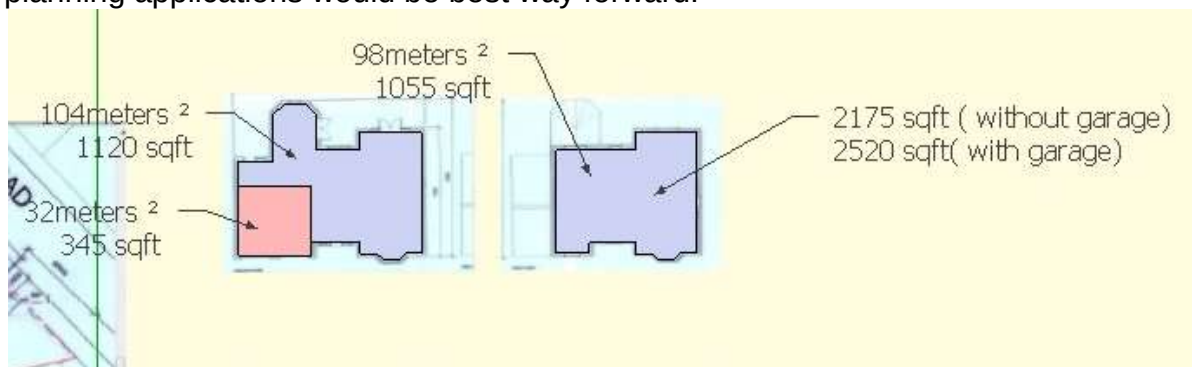
The original intent for the front house (plot 1) was to refurbish it. However, the front house (plot 1) has been vacant since 2000 and nothing has been done to it since. As a result, the front house (plot 1) is now fairly dilapidated and in a state of disrepair due to neglect. Therefore it is financially more viable to demolish the front house (plot 1) property than try and refurbish it. A new design would be more visually pleasing and more financially viable. The new design would allow a more

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sustainable design approach with specifying locally sourced building materials to the new property.

Rear garden land (plot 2)

The rear garden (plot 2) has a positive planning consent previously for a detached house, planning reference no **2007/62/92759/W3 granted on 17-9-2007**. The discharged of planning conditions nos.3,4,7,9 and 11 has also been granted on 7-10-2010 and as such the consent can be considered extant. Although the rear garden (plot 2) had planning consent and extant, the design layout and aesthetics do not meet with our client's requirements. The architecture of the previously approved design is also not financially viable or practical to build. Therefore having assessed the entire plots holistically, it is concluded that a fresh design approach and new planning applications would be best way forward.



Floor areas analysis of the former approval



Site plan of the entire site

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The host property site (plot 1) has a generous rear garden (plot 2). Generally, the surrounding areas are of several modern houses dated back in the 1980's and several new plots has also emerged recently of 2 storey modern houses. The opposite properties are part 2 storey and part bungalows with small garden. The Slaithwaite Road area has various architecture styles, mixed massing and the varied palette of building materials that have been used. The buildings are mainly pitched gabled roof configurations apart from the bungalows opposite which has hipped roof.



View of existing front house(plot 1) with existing vehicular access

The existing boundary walls along Slaithwaite Road frontage are less than 1000mm high and therefore adequate visibility splays can be achieved into the site. The existing vehicular site access is to be retained for the front house (plot 1). A new vehicular site access is to be proposed for the rear garden (plot 2). We believe that only 2000x45000 visibility splays can be achieved on both the vehicular site accesses.

It is an opportunity to break the mould and be market leaders for providing large executive and smart looking homes that people are proud to own and live rather than the norm small and cramped houses as offered by the volume house builders. Market researches has been carried out and there are in need for large executive homes in the area. Large executive homes are now very much in demand with

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spacious bedrooms and also attractive architecture. Our clients are keen to promote the **'less is more'** attitude. The building materials in the surrounding area are bricks and stone wallings with UPVC windows and doors, with feature stone sill's which have set the design precedent and inspiration for this redevelopment. For ease of perception, 3D modelling has been prepared with the surrounding neighbouring properties in simple grey colour to depict the massing whilst the proposals are all textured and coloured. These sketch 3D images give a flavour of how they look in context. Adequate landscape buffer zones has been provided along the perimeter for screening with privacy distances respected to the adjacent neighbours.



Rear aerial view of proposals

The precedent of 2 storey massing with architectural styles in stone have been used to inspire this redevelopment design. The new dwellings will create a fresh modern and contemporary aesthetic feel for this infilling site but still retaining the original character of the area. Rather than cramping and creating many small units on the front and rear garden land, it is a strategically an intension to be bold and building large executive homes so that it will assist to complement the Slaithwaite Road houses. Basically, this is to adhered to the former planning consent. To propose one executive dwelling on the rear garden land (plot 2) will also minimise the traffic generation onto Slaithwaite Road.

The proposals consists of one detached dwelling design type intended so that it will provide an easy mass reproducible building type. However, the design is handed but the rear garden (plot 2) is modified so that a double garage can be achieved and also a double height atria space is created to provide a different character and also provide individuality for owners. The internal layout of each dwellings has been designed to create a modern open planned kitchen and dining space, The living

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space can be linked into the dining (if required) with internal French doors as an option. Large sliding external doors have been proposed to take advantage of the breathtaking panoramic views at the rear. Four to five generously sized bedrooms and family bathroom are situated on the first floor. The master bedroom and rear bedroom also has large French doors to maximise views and take advantage of natural daylight. A juliet balcony and a proper balcony has also been proposed for the rear bedrooms for both properties.



Rear aerial view of proposals.

A double height space is to be created at the main entrance foyer for the rear property (plot 2) which it deserves. These new dwellings are also to accommodate photovoltaics solar and thermal panels to assist with sustainable energy approach (which can be implemented or retrofit) and keeping the daily running cost low. These building types has been designed to meet with 21st century rural living ethos. Our clients will provide the opportunity for an iconic redevelopment for large detached executive homes in today's challenging and dim economic climate should be applaudable. This regeneration by way of demolition of this dilapidated host front building(plot 1) with a vacant rear garden land (plot 2) will provide families to create a proper modern **HOMES** for themselves. Therefore, on behalf of our client and Jade3, we seek Kirklees Metropolitan Borough Council planners for a positive Full planning outcome.

Our clients are keen to start the building works for these detached executive dwellings as soon possible. Since they owned the land and do not need any bank loans, these dwellings will be built which will assist to contribute towards the government's and local housing targets. There are already a few keen interest on these initial proposals and our client do not want to miss this great opportunity.

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Design statement

The design statement is prepared in accordance with the CABE's publication 'design and access statements – how to write, read and use them' (2006) headings.

The proposals

The proposal is for a **Full planning application** for the demolition of the existing house and erection of 2no large executive detached dwellings with 4-5 bedrooms at no125 Slaithwaite Road, Meltham, Huddersfield. The existing vehicular site access is to be retained for the front house (plot 1) with new vehicular access off Slaithwaite Road for the rear house (plot 2).

The vehicular site access to the rear garden land (plot 2) was already previously approved. The building works had already been carried out on the new site vehicular access and hence the permission being extant. These new dwellings are aimed at the executive markets sector which is high in demand because there is not many available in the area. The site location is ideal for these large executive type dwellings with close motorways link and it also assist to bring fresh use to otherwise a dilapidated host building (plot 1) with a vacant large rear garden land (plot 2). The proposals help to regenerate the area and massively improves the Slaithwaite Road frontage visually as a whole and meeting the government's and local council's housing target needs.



Rear view of existing host building showing signs of dilapidation

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Chartered Practice



Existing kitchen is cluttered



The part landing is cluttered

Site and area assessment

Physical, social and economic characteristics

This is a thriving neighbourhood with close proximity to shops and schools with easy transportation access. The wide Slaithwaite Road itself has mainly 2 storey properties and the opposite bungalows. The proposal for large executive homes will help to complete the housing agenda. In this dim and challenging economic climate, it is applaudable for our clients to seek a grand vision and act upon it by making it a reality and hopefully providing a great executive **HOMES**. The new dwellings will provide a physical contribution back to the local area and creates a social vibrancy but most importantly will enhance the area visually and assist with the local economy boost.



Aerial view of existing.

Planning history and policies statement

A site assessment of the surrounding areas and neighbouring properties has been carried out and observations listed below. The area has generally 2 storey massing terraced, semi-detached, detached properties and bungalows and are built with mainly bricks and stone gabled end pitched roofs with slate or concrete tiles building materials. The bungalows has hipped roof configurations. Simple architecture form but varied in massing and aesthetics with traditional styles.

The following are extracts from Kirklees planning portal illustrating the planning history of the host property at Slaithwaite Road.

Application 2007/92759

ERECTION OF DETACHED DWELLING WITH INTEGRAL GARAGE

 125 SLAITHWAITE ROAD, MELTHAM, HOLMFIRTH, HD9 5PW

 Received on 20-Jun-2007

 Application approved, comment period has ended

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Planning statement

The proposal for the 2no new executive detached dwellings meet with the following
Kirklees Unitary Development Plan Policies

- BE1, BE2, BE11, BE12, BE13, BE14, BE23,
- D2
- EP10
- H1, H18,
- T1, T2, T10, T14, T16, T17, T19 and

National Planning Policies Framework

- section 1, (delivering sustainable development) and
- section 7 (requiring Good design).

BE1

ALL DEVELOPMENT SHOULD BE OF GOOD QUALITY DESIGN SUCH THAT IT CONTRIBUTES TO A BUILT ENVIRONMENT WHICH:

- i CREATES OR RETAINS A SENSE OF LOCAL IDENTITY;
- ii IS VISUALLY ATTRACTIVE;
- iii PROMOTES SAFETY, INCLUDING CRIME PREVENTION AND REDUCTION OF HAZARDS TO HIGHWAY USERS;
- iv PROMOTES A HEALTHY ENVIRONMENT, INCLUDING SPACE AND LANDSCAPING ABOUT BUILDINGS AND AVOIDANCE OF EXPOSURE TO EXCESSIVE NOISE OR POLLUTION;
- v IS ENERGY EFFICIENT IN TERMS OF BUILDING DESIGN AND ORIENTATION AND CONDUCIVE TO ENERGY EFFICIENT MODES OF TRAVEL, IN PARTICULAR WALKING, CYCLING AND USE OF PUBLIC TRANSPORT.

This is a good quality design and certainly contributes to the built environment and retaining a sense of local identity. Retaining the existing vehicle access for the front house (plot 1) with a new vehicular access for the rear garden (plot 2) assist to reduce highway issues and all meets with Policy BE1.

BE2

NEW DEVELOPMENT SHOULD BE DESIGNED SO THAT:

- i IT IS IN KEEPING WITH ANY SURROUNDING DEVELOPMENT IN RESPECT OF DESIGN, MATERIALS, SCALE, DENSITY, LAYOUT, BUILDING HEIGHT OR MASS;
- ii THE TOPOGRAPHY OF THE SITE (PARTICULARLY CHANGES IN LEVEL) IS TAKEN INTO ACCOUNT;
- iii SATISFACTORY ACCESS TO EXISTING HIGHWAYS CAN BE ACHIEVED; AND
- iv EXISTING AND PROPOSED LANDSCAPE FEATURES (INCLUDING TREES)

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ARE INCORPORATED AS AN INTEGRAL PART OF THE PROPOSAL.

The demolition of the existing house is to make way for a new redesign of the front house (plot 1) and new rear house design at the rear garden land (plot 2) are in keeping with respect of building materials and meets with Policy BE2.

BE11

NEW DEVELOPMENT SHOULD BE CONSTRUCTED IN NATURAL STONE OF A SIMILAR COLOUR AND TEXTURE TO THAT PREVAILING IN THE AREA WHERE THE PROPOSAL IS LOCATED:

- i IN AREAS WITHIN WHICH STONE HAS BEEN THE PREDOMINANT MATERIAL OF CONSTRUCTION;
- ii WITHIN CONSERVATION AREAS; AND
- iii WITHIN TOWN AND LOCAL CENTRES. OUTSIDE SUCH AREAS, PROPOSED MATERIALS OF CONSTRUCTION SHOULD REFLECT THE PREDOMINANT MATERIALS ADJACENT TO AND SURROUNDING THE SITE, PROVIDED THAT SUCH MATERIALS ARE NOT DETRIMENTAL TO VISUAL AMENITY.

There are quite a lot of properties in brick, however, both the new properties are to be built in stone walling in similar colour and texture as the surroundings and meets with Policy BE11.

BE12

NEW DWELLINGS SHOULD BE DESIGNED TO PROVIDE PRIVACY AND OPEN SPACE FOR THEIR OCCUPANTS, AND PHYSICAL SEPARATION FROM ADJACENT PROPERTY AND LAND. THE MINIMUM ACCEPTABLE DISTANCES WILL NORMALLY BE:

- i 21.0M BETWEEN A HABITABLE ROOM WINDOW OF A DWELLING AND A HABITABLE ROOM WINDOW OF A FACING DWELLING;
- ii 12.0M BETWEEN A HABITABLE ROOM WINDOW OF A DWELLING AND A BLANK WALL OR A WALL CONTAINING THE WINDOW OF A NON HABITABLE ROOM;
- iii 10.5M BETWEEN A HABITABLE ROOM WINDOW OF A DWELLING AND THE BOUNDARY OF ANY ADJACENT UNDEVELOPED LAND; AND
- iv 1.5M BETWEEN ANY WALL OF A NEW DWELLING AND THE BOUNDARY OF ANY ADJACENT LAND (OTHER THAN A HIGHWAY). DISTANCES LESS THAN THESE WILL BE ACCEPTABLE IF IT CAN BE SHOWN THAT, BY REASON OF PERMANENT SCREENING, CHANGES IN LEVEL, OR INNOVATIVE DESIGN, NO DETRIMENT WOULD BE CAUSED TO EXISTING OR FUTURE OCCUPIERS OF

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THE DWELLINGS OR ANY ADJACENT PREMISES OR POTENTIAL DEVELOPMENT LAND WHICH MAY BE AFFECTED.

Both the new properties are located in similar siting as the former host building site (plot 1) and the previously approved building (plot 2) and respect the privacy distances which meets with Policy BE12.

BE14

UNLESS THE PROPOSAL WOULD HAVE A DETRIMENTAL EFFECT ON VISUAL AMENITY, ADJOINING DWELLINGS OR ANY OCCUPIER OF ADJACENT LAND, EXTENSIONS TO TERRACED, SEMI-DETACHED OR CLOSELY SPACED DETACHED DWELLINGS WILL NORMALLY BE PERMITTED WHERE THE PROPOSAL:

- i IS TO THE FRONT OR MAIN ELEVATION OF THE PREMISES AND IS RELATIVELY SMALL IN SCALE;
- ii IS TO THE REAR AND DOES NOT EXCEED 3.0M IN OVERALL PROJECTION; OR
- iii DOES NOT RESULT IN AN UNDESIRABLE TERRACING EFFECT BEING ESTABLISHED IN RELATION TO ADJOINING DWELLINGS.

Both the new properties are strategically thought out with good quality design and meets with Policy BE14.

BE23

NEW DEVELOPMENT SHOULD INCORPORATE CRIME PREVENTION MEASURES TO ACHIEVE:

- i PEDESTRIAN SAFETY ON FOOTPATHS BY ENSURING THROUGH VISIBILITY FROM EXISTING HIGHWAYS;
- ii NATURAL SURVEILLANCE OF PUBLIC SPACES FROM EXISTING AND PROPOSED DEVELOPMENT; AND
- iii SECURE LOCATIONS FOR CAR PARKING AREAS.

These new dwelling layouts have been strategically designed with crime prevention measures in mind and no awkward spaces has been left out. Landscape screening and timber fencing around the perimeter has been proposed and all meet with Policy BE23.

D2

PLANNING PERMISSION FOR THE DEVELOPMENT (INCLUDING CHANGE OF USE) OF LAND AND BUILDINGS WITHOUT NOTATION ON THE PROPOSALS MAP, AND NOT SUBJECT TO SPECIFIC POLICIES IN THE PLAN, WILL BE GRANTED PROVIDED THAT PROPOSALS DO NOT PREJUDICE:

- i THE IMPLEMENTATION OF PROPOSALS IN THE PLAN;
- ii THE AVOIDANCE OF OVER-DEVELOPMENT;
- iii THE CONSERVATION OF ENERGY;
- iv HIGHWAY SAFETY;
- v RESIDENTIAL AMENITY;
- vi VISUAL AMENITY;
- vii THE CHARACTER OF THE SURROUNDINGS;
- viii WILDLIFE INTERESTS; AND
- ix THE EFFICIENT OPERATION OF EXISTING AND PLANNED INFRASTRUCTURE.

Since it's the same quantity of units proposed to the original scheme, there is no over development or visual harm by the proposals and all meet with Policy D2.

EP10

IN CONSIDERING PLANNING APPLICATIONS, ACCOUNT WILL BE TAKEN OF THE EXTENT TO WHICH MEASURES HAVE BEEN INCORPORATED TO:

- i MAXIMISE OPPORTUNITIES FOR SOLAR HEATING; AND
- ii MINIMISE EXPOSURE, TO WIND CHILL.

The rear single storey extension for the semi-detached is within the permitted development criteria for larger extension guidelines as per the 30-5-2013 to 30-5-2016 criteria. The rear extends outwards at 4300 wide. The eaves is circa 2400 high and the mono-pitched ridge is circa 3900 high. Therefore the rear single storey extension is well within the larger extension guidelines.

Both properties has photovoltaics solar and thermal panels proposed and meets with Policy EP10.

H1

THE HOUSING NEEDS OF THE DISTRICT WILL BE MET BY:

- i IMPROVING EXISTING HOUSING PARTICULARLY THROUGH THE DESIGNATION OF RENEWAL AREAS AND AREAS FOR HOUSING IMPROVEMENT;

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- ii PROVIDING LAND TO MEET THE REQUIREMENT FOR A RANGE OF HOUSE TYPES BY ALLOCATING SITES OF VARIOUS SIZES AND IN DIFFERENT TYPES OF LOCATIONS HAVING REGARD TO LOCAL PATTERNS OF DEMAND;
- iii THE PROVISION OF HOUSES AFFORDABLE TO THOSE LEAST ABLE TO COMPETE IN THE HOUSING MARKET; AND
- iv APPLYING APPROPRIATE PLANNING STANDARDS FOR HOUSES IN MULTI-OCCUPATION AND RESIDENTIAL HOMES FOR THE ELDERLY.

Both these dwellings have been designed to achieve various sizes to meet the demand and variety needed for the area. Large executive dwellings has been provided and affordable housing threshold numbers has not been exceeded. Therefore no provision of affordable housing needed and the proposals meet with Policy H1.

H18

PROPOSALS FOR HOUSING DEVELOPMENT ON SITES OF MORE THAN 0.4 HECTARES WILL NORMALLY BE REQUIRED TO INCLUDE MEASURES WITHIN THE SITE FOR THE PROVISION OF PUBLIC OPEN SPACE AT A MINIMUM RATE OF 30 SQ.M. PER DWELLING. THE PRECISE LOCATION, NATURE AND EXTENT OF THIS PROVISION WILL BE DETERMINED BY REFERENCE TO:

- i THE SIZE OF THE SITE AND NUMBER AND TYPE OF DWELLINGS PROPOSED;
- ii THE PHYSICAL CHARACTERISTICS OF THE SITE AND THE REQUIREMENTS FOR ACCESS AND DRAINAGE.

OFF-SITE PROVISION TO THE SAME MINIMUM STANDARD OR IMPROVEMENTS TO ESTABLISHED PUBLIC OPEN SPACE WILL BE ACCEPTABLE AS AN ALTERNATIVE WHERE THERE IS LAND WITH POTENTIAL AS PUBLIC OPEN SPACE OR ESTABLISHED PUBLIC OPEN SPACE READILY ACCESSIBLE TO THE SITE.

As you can see from the site plan, site area is circa 0.35 acres (0.14 hectares) and is smaller than the 0.4 hectares threshold target and as such no provision for public open space requirements is needed. As such the proposals meet with Policy H18.

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T1

PRIORITY WILL BE GIVEN TO:

- i SATISFYING THE NEEDS OF ALL SECTIONS OF THE COMMUNITY THROUGH AN EFFECTIVELY INTEGRATED TRANSPORT SYSTEM WITH EMPHASIS ON IMPROVING PUBLIC TRANSPORT AND ENCOURAGING A MODAL SHIFT AWAY FROM TRAVEL BY PRIVATE CAR;
- ii PROMOTING A TRANSPORT NETWORK ON WHICH IT IS SAFE TO TRAVEL AND WHICH CAUSES MINIMAL DISTURBANCE THROUGH DANGER, NOISE AND AIR POLLUTION; AND
- iii CO-ORDINATING LAND USE CHANGE WITH TRANSPORT PROVISION SO AS TO MINIMISE THE NEED TO TRAVEL AND LOCATING NEW DEVELOPMENT WHERE IT CAN BEST BE SERVED BY PUBLIC TRANSPORT AND WHERE IT MINIMISES THE NEED FOR EXPANSION OF THE HIGHWAY NETWORK.

As you can see, Slaithwaite Road is already served by bus routes and has good public transportation. Slaithwaite Road leads directly to Meltham town centre and a large Morrisons superstore is also situated nearby and is within walking distance, making it a sustainable location. Therefore new residents have a choice to take the public transport, promote walking as its good healthy exercise or use their own private cars into Meltham town centre. As such the proposals meet with Policy T1.

T2

HIGHWAY IMPROVEMENTS WILL BE DIRECTED TOWARDS:

- i IMPROVING THE WORST PROBLEMS OF PERSONAL ACCESSIBILITY WITH SPECIAL EMPHASIS ON IMPROVEMENTS WHICH ASSIST PUBLIC TRANSPORT PEDESTRIANS AND CYCLISTS;
- ii MEETING THE REQUIREMENTS OF INDUSTRY AND BUSINESS AND IMPROVING THE QUALITY OF THE STRATEGIC NETWORK DEFINED IN POLICY T6;
- iii IMPROVING ROAD SAFETY FOR ALL USERS; AND
- iv IMPROVING ENVIRONMENTAL CONDITIONS.

As you can see from the proposals, there is no need for highway's improvements since there are public transportation modes available and is within walking distance into Meltham town centre. As such the proposals meet with Policy T2.

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T10

NEW DEVELOPMENT WILL NOT NORMALLY BE PERMITTED IF IT WILL CREATE OR MATERIALLY ADD TO HIGHWAY SAFETY OR ENVIRONMENTAL PROBLEMS OR, IN THE CASE OF DEVELOPMENT WHICH WILL ATTRACT OR GENERATE A SIGNIFICANT NUMBER OF JOURNEYS, IF IT CANNOT BE SERVED ADEQUATELY BY THE EXISTING HIGHWAY NETWORK AND BY PUBLIC TRANSPORT. PROPOSALS WILL BE EXPECTED TO INCORPORATE APPROPRIATE HIGHWAY INFRASTRUCTURE DESIGNED TO MEET RELEVANT SAFETY STANDARDS AND TO COMPLEMENT THE APPEARANCE OF THE DEVELOPMENT.

Only a 2no large executive dwellings are to be proposed and the same as the original approvals. Therefore the proposals will not cause or materially add any additional traffic to the area. As such the proposals meet with Policy T10.

T14

THE SAFETY, CONVENIENCE AND ATTRACTIVENESS OF PEDESTRIAN ROUTES WILL BE IMPROVED AND NEW ROUTES CREATED. PRIORITY WILL BE GIVEN TO LINKED URBAN SCHEMES WHICH IMPROVE ACCESSIBILITY TO COMMUNITY FACILITIES AND PUBLIC TRANSPORT.

Slaithwaite Road has footpath on either side of the carriageways, therefore already provides safe pedestrian access and meets with Policy T14.

T16

NEW DEVELOPMENT SHOULD MAKE PROVISION FOR SAFE, CONVENIENT AND PLEASANT PEDESTRIAN ROUTES, CONSISTENT WITH CRIME PREVENTION MEASURES OUTLINED IN POLICY BE23 AND WITH THE AIM OF PROVIDING ATTRACTIVE LINKS BETWEEN HOMES, PLACES OF EMPLOYMENT, COMMUNITY FACILITIES AND PUBLIC TRANSPORT. THE LINE OF EXISTING PUBLIC RIGHTS OF WAY WILL BE SAFEGUARDED EITHER BY INTEGRATION INTO THE OVERALL SCHEME OR BY DIVERSION WHERE AN ALTERNATIVE ROUTE WHICH MAINTAINS THE CHARACTER AND FUNCTION OF THE RIGHT OF WAY IS AVAILABLE.

Slaithwaite Road has footpath on either side of the carriageways, therefore already provides safe pedestrian access and also previously stated, met with Policy BE23 and now also meets with Policy T16.

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T17

NEW DEVELOPMENT SCHEMES AND HIGHWAY IMPROVEMENTS SHOULD HAVE REGARD TO THE NEEDS OF CYCLISTS THROUGH THE PROVISION OF CYCLE TRACKS, CYCLE

As you can see from the site plan, footpath already existed on both sides of Slaithwaite Road, as such can double up for cycle use. The redevelopment is small for 2no detached homes for private use and the vehicular access to not need the provisions of footpath carried through into the development. As such the proposals meet with Policy T14.

T19

THE PROVISION OF OFF-STREET PARKING WILL BE REQUIRED IN NEW DEVELOPMENTS IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 2. WHERE PARKING IS PROVIDED IN CONNECTION WITH NEW DEVELOPMENTS IN TOWN CENTRES ARRANGEMENTS SHOULD BE MADE TO ENSURE THAT IT IS AVAILABLE TO SERVE THE CENTRE AS A WHOLE AND MANAGED IN ACCORDANCE WITH POLICY T20. PROPOSALS FOR DEVELOPMENT WHICH WILL ATTRACT OR GENERATE A SIGNIFICANT NUMBER OF JOURNEYS AND WHICH ARE TO BE LOCATED WHERE ACCESSIBILITY TO PUBLIC TRANSPORT IS POOR SHOULD INCLUDE ARRANGEMENTS FOR THE IMPROVEMENT OF PUBLIC TRANSPORT PROVISION, IN ADDITION TO MEETING THE PARKING STANDARDS

Extracts from Appendix 2

USE CLASS C3: RESIDENTIAL		
1 Resident parking	spaces per unit:	
Houses <140 sq. m.	2	Conversions in town centres, e.g. above shops, should provide parking at the operational minimum level.
Houses >140 sq. m.	3	
Affordable housing		
Houses <110 sq. m.	1	
Houses >110 sq. m.	2	Development served by informal roads should include 1 space for visitor parking per 4 units.
Flats		
Bedsits	0.5	
1 bedroom	1	
2 bedroom or > 70 sq. m.	1.5	
Sheltered housing	0.25 plus 1 per resident staff	
2 Cycle parking	spaces per unit:	
	1	

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As you can see these large executive homes are proposed to be more than 140sqm. As such 3 car spaces are required per dwelling in accordance with the Appendix 2 table. There are integral single garage (plot 1) and a double garage (plot 2) and also a driveway court in front of each dwelling which can accommodate 3 car spaces or more. There are also adequate space for storage of 1 cycle parking per dwelling. The highways department had previously accepted the car parking provisions in principles and also the vehicular site access. Therefore the proposals meet with Policy T19.

National Planning Policies Framework

Section 1, (delivering sustainable development) and Section 7 (requiring good design).

The proposals are of good design quality with sustainability design approach and hopefully using locally sourced building materials and using local skilled labours will all meet the NPPF policies section 1 and 7 respectively.



Excerpts of previously approved proposals.



Excerpts of previously approved proposals.

The Proposals

It is proposed that the whole site is to be cleared and make space with the erection of 2no large executive detached dwellings. A grand open planned modern kitchen/dining/living room with w.c and garage is situated on ground floor and 4-5 bedrooms with family bathroom on first floor.

The new dwellings will holistically match with surrounding buildings. New windows, doors, external walls and roofing building materials will be provided to match with the existing surrounding properties. A sustainable design approach is to be adopted with the use of photovoltaic solar and thermal panels which will assist to reduce the daily running costs of the new dwellings.

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Evaluation

The proposed redevelopment which had already previously been approved is now modified and will not have any adverse visual impact on it or the surrounding area. More likely, the new proposal will enhance and liven up the area and assist in regeneration as well. These building works will bring fresh effective use of otherwise a dilapidated host front building (plot 1) with vacant large garden land (plot 2) and will complements the surrounding areas.



Aerial views of the proposals

Amount

The existing site area for the whole site, ie existing front house (plot 1) and rear garden land (plot 2) together is approximately 1443 sq.m gross(0.35 acres). The existing vacant front house(plot 1) is dilapidated and will be demolished and proposed a new house on it. The rear garden land (plot 2) will be cleared and built upon creating a nice iconic dwelling. Both these dwellings will still have a good sized front and rear gardens are still large enough and available for families to enjoy.

Internal floor areas

Plot 1

New front house including the garage circa 2520 sqft

The former front house (to be demolished) circa 1560 sqft

Therefore the original host dwelling is too small for the area and not financially viable for refurbishment or extensions and hence a demolition and new build is required. The floor area is 960 sqft smaller as comparing against the existing host dwelling and the new build.



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areas or pavings to the rear can be introduced so the rear garden can be fully enjoyed in the summer time. All landscaping will be done to complement the new properties.



View of new front house from Slaithwaite Road



Aerial view site plan of proposals

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Access statement

This access statement has been produced following the guidance provided in CABE's publication 'Design and Access Statements –how to write, read and use them' (2006) headings

Access

The whole site, ie front house (plot 1) and the rear vacant garden land(plot 2) site is virtually flat. The existing vehicular site access is to be retained for the new front house(plot 1) . A new vehicular access and egress similar to the previous approval can be gained onto the site via from Slaithwaite Road into the new spine road in the rear garden land(plot 2). 2000x45000 visibility splays can be achieved on both vehicular site accesses from Slaithwaite Road since the boundary walls are less than 1000mm high. The visibility splays has been previously accepted in principles by the highways department. The existing footpath on Slaithwaite Road will be modified to have a dropped kerb for the new vehicular access into plot 2. Due to the large executive nature of the dwellings, under the Kirklees UDP in Appendix 2, each dwelling is dedicated with 3 car parking spaces. The car spaces can be within the integral garage or directly outside a driveway court.



Floating feature stair

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It is intended to propose one type of dwellings but handed to create interests to the development. However, the rear plot 2 is slightly modified to have a double garage and double height atria entrance space. Access into both the properties are via steps on the front elevation or steps at the rear elevation. On entering the properties via the main entrance on the front, or from the rear level entrance via the rear door. Once inside the properties, access to first floor is via a feature floating stair to gain access to the respective bedrooms, family bathroom and master bedroom with en-suite of the new properties to suit. The feature stair is to be designed to suit DDA requirements and comply to Part M of the Building Control Requirements.

Layout

A few alternative site layout design options with different types of dwellings have been investigated, however, this has led to the final design option that has informed the latest proposals that met with the client's aspirations. The internal layout has been designed efficiently and practically now they match the aspirations of our clients.



Rear view of the front house

Driveways and integral garages

The development access driveways and parking are to be laid out with a hardened and drained surface in accordance with the Communities and Local Government; and Environment Agency's 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or any successor guidance; Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any Order

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revoking or re-enacting that Order) this shall be so retained, free of obstructions and available for the use(s) specified on the submitted/listed plan(s) for the lifetime of the development. Notwithstanding the provisions of section 55(2)(a)(i) of the Town and Country Planning Act 1990 (or any re-enactment with or without modification) the integral garages shall be used for the garaging of motor vehicles only and no other purposes.



View of Plot 2 showing double garage and a fully glazed double height atria

Construction plan

The development will be provided with construction plan to comply with planning requirements later during the construction stage (if required) as follows

- a) Hours of construction work, including the works of demolition
- b) Hours of delivery of materials
- c) Location of site management offices
- d) Location of materials storage compound including loading/unloading areas
- e) Car parking areas for construction workers
- f) Wheel cleaning facility or other comparable measures to prevent site vehicles bringing mud, debris or dirt on to the Slaithwaite Road highway
- g) Temporary warning and direction signing on the approaches to the site

The construction plan shall be agreed in principles with the planners before it is implemented and shall be kept in place, operated and adhered to at all times until the development is completed.

Plot 2

The site

Plot 1

existing house to be demolished

Westbourne Road

North

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For Planning
 Description of existing building and location of proposed new building

Scale 1:500	Scale 1:1000	Scale 1:2000
Scale 1:500	Scale 1:1000	Scale 1:2000
Scale 1:500	Scale 1:1000	Scale 1:2000

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The floor plan shows a house with the following layout:

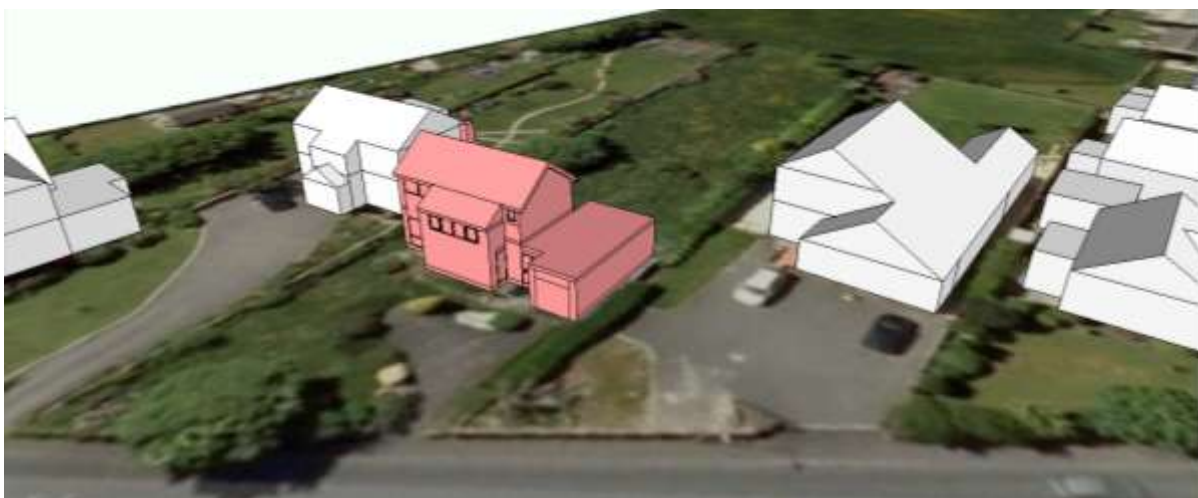
- Rooms:** lounge, dining, kitchen, hall, store (top right), lobby, garage, main entrance, side entrance, and stairs.
- Entrances:** A side entrance leads into the lounge. A main entrance leads into the lobby.
- Connections:** The lounge connects to the dining area. The dining area connects to the kitchen and the hall. The kitchen connects to the lobby. The hall contains a staircase and connects to the lounge, dining, and kitchen.
- Storage:** There is a store room accessible from the kitchen area and another store room located above the lobby.
- Other Features:** A garage is attached to the side of the house, accessible from the lobby area.

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Existing front house elevations



Aerial view of the existing front house

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RIBA 
Chartered Practice



Aerial view of the existing front house



Aerial view of the existing front house

Plot 1 home

Ground floor

The ground floor will comprise of the following

- integral single garage
- Main entrance
- WC
- open planned kitchen/dining and lounge
- Feature stair

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First floor

The first floor will comprise of the following

- 5 bedrooms (some with ensuites)
- Family bathroom
- balcony



Ground floor plan plot 1



first floor plan plot 1

Plot 2 home

Ground floor

The ground floor will comprise of the following

- Integral double garage
- Entrance lobby foyer double height space
- Main entrance
- WC
- open planned kitchen/dining and lounge
- Utility and Snug
- Feature stair

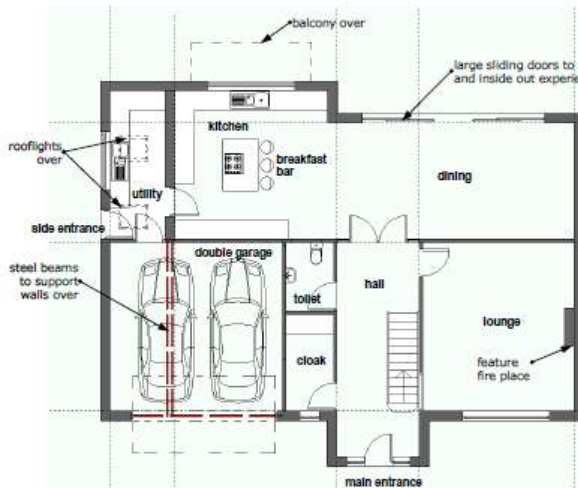
First floor

The first floor will comprise of the following

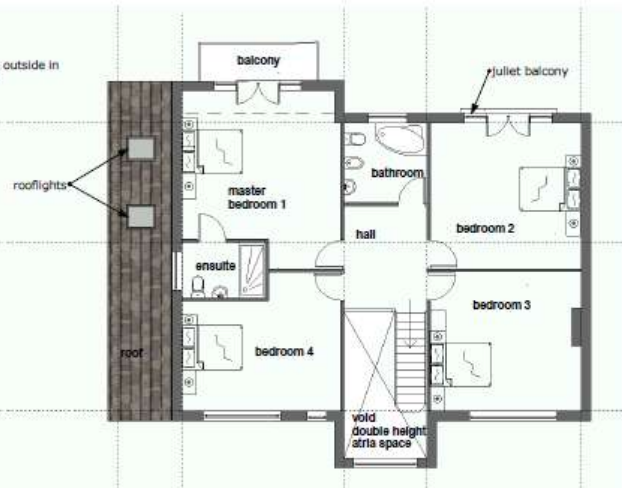
- 4-5 bedrooms (some with ensuites)
- Family bathroom
- balcony

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All first floor bedrooms have windows that can be doubled up as emergency escape that complies with building control requirements but also respects the privacy distances to the surrounding neighbours and between the 2 dwellings as they are over the 21m privacy distances. The first floor windows for bathroom and ensuite at the rear and side are proposed with frosted glass to respect the privacy distance. The architectural aesthetic complements that of the existing neighbours and the surroundings. The style and colour of the proposed glazing on all façades are to reflect the style of existing. Locally sourced building materials will be specified wherever possible with local tradesmen and builders to be employed so that the construction approach is sustainable.



Ground floor plan plot 2



first floor plan plot 2



Rear view of plot 2 showing balconies and large sliding door

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Sustainable design approach

Photovoltaic solar and thermal panels are to be provided on the south facing aspects. It helps to harness solar and thermal energy for electricity and space heating so that it assists with reducing the daily running costs. It is also a more sustainable method of preserving and using natural resources where possible and are to be sourced locally where possible.

Climate Change

Climate change is also throwing the seasons out of sync, causing either drought or floods in certain areas. Climate change mitigation would be required in reducing greenhouse gas and carbon emissions into the atmosphere and designers have an important part to play to assist in achieving these reductions.

Climate change causes unpredictable and extreme weather patterns, which are having a devastating impact on some of the communities. Designers need to predict what adverse weather may be coming next and how to mitigate them in advance of happening.

Here is a list of some smart examples but not all of how new developments can be designed and what could be done to help people adapt to climate change, reducing its impact on their lives and properties. None of these examples on its own is enough to mitigate climate change but several together would make a huge difference. But each one of these examples can help a development to be successfully delivered and thrived in spite of a changing climate. If these examples can set an exemplar for others to follow, then it will make a significant impact in reducing the climate change.

1. Design teams

When extreme weather means the worst happens to people and their properties and the support of professionals like the design team that comprised of architects, engineers, clients and developers can help reduce the climate change by smart design solutions on the outset for new developments.

2. Raising development sites

In areas where floods are getting higher, lasting longer and threatening more human lives and properties, the designers have already been working with local authorities and environmental agencies to raise development sites above the 1 in 100 year worst flood level to mitigate issues that has been experienced over last year in 2015. The new front house (plot 1) and vacant rear garden land (plot 2) is not near any rivers so the redevelopment will not be affected by potential flood.

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3. Weather forecasts

With state of the arts computer technology, cellphone apps and weather forecasting systems, they ensure local communities can access these weather information easily so that they need to stay on top of their weather prediction work – radios, televisions, telephones, internets to access Metrological office information, and training on how to interpret short- and long-term weather forecasts and climate change reports.

4. Rainwater harvesting

When rainy seasons are unpredictable and uncertain, every drop of rainwater is precious. Harvesting grey rainwater to irrigate gardens, while rooftop collections go towards household sanitary needs would be a good start in reducing water usage. Although it's a good idea for rainwater harvesting, it will be reassessed in detail later at the construction stage.

5. Surface Water Drainage

The designers ensure that the surface water drainage design takes into account the sustainable design approach such as swales or balancing ponds can be created to assist with rainfall but also as design features for a development. This redevelopment is small in comparison and as such swales or balancing ponds are not viable. Permeable pavements are to be used for the long driveways for the plot 2 house and the falls are towards the grassed verges. Either tarmac or permeable pavements are to be proposed to the front house (plot 1) and similarly the falls are towards the grassed verges. All surface water runoffs are to be contained within each respective dwelling. The surface water is to be drained naturally in accordance with PPS 25 and to '**Guidance to Permeable surfacing of front gardens by communities and local government and to the environment agencies**'. The proposed surface water drains will connect to the existing mains drains.

6. Natural flood barriers

Frontline protection against floods and storm surges would be useful with new developments near rivers and canals. This site is not near any rivers and therefore no flood barriers are needed.

7. Sustainable green architecture

Sustainable green architecture design approach have been encouraged to reduce the carbon footprint such as using Photovoltaics solar and thermal panels, underground heat source pumps, mini wind turbines, bio mass.....etc. Although the governments have reduced the feed in tariffs for the solar panels, it is still proven to be a viable sustainable design approach during the long term.

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The harnessing of natural sunshine using solar photovoltaics panels and thermal photovoltaics panels are good ways to achieving a sustainable design approach and the solar panels (can be retrofitted) has been proposed on the redevelopment. The orientation of buildings are dependent on the site configuration but can also be an important part to take advantage of the solar gains where possible. Luckily the Slaithwaite Road site is orientated such that it maximise the roof areas being south facing aspect to take advantage of the sun. Photovoltaics solar and thermal panels are to be incorporated into the redevelopment .

8. Mini wind turbines

The harnessing of wind using mini-wind turbines on roofs are another good way to achieving sustainable design approach. This is not proposed for the redevelopment.

9. Specification of materials and finishes

Specifying materials that can be sourced locally is another good way to achieving sustainable design approach to minimise transportation journeys and will be promoted by this application.

10. Others

Underground heat source pumps, bio mass boilers are a few other alternative options that can assist in achieving a sustainable design approach. No doubt the initial capital costs maybe high but over a long term period it can be gained back but at least these sustainable design approach would assist in reducing the carbon emissions into the atmosphere and assist in protecting our depleting planet. Specifying high specification glass for windows would assist in retaining thermal insulation within a property. The glazing are to be at least 6mm thick Pilkingtons 'K' glass with inert argon gas filled cavity to be specified. Any sustainable design solutions can be adapted and develop in detailed at the construction stage.

Summary

The new large executive dwellings will tidy up the area but most importantly provides generous size bedrooms as a '**new modern home**' for families equipped with good internet access. The proposals are sensitively designed to blend in holistically and sympathetically with the surroundings.

The 2no new dwellings do not construe to being over development nor over bearing. The 2no new dwellings will also provide short term employment during the

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construction stages. As listed planning policies above and below, the 2no new dwellings has complied with the following planning policies (good design practice planning policies).

The proposal meets with the following Kirklees Unitary Development Plan Policies for the new executive detached dwellings

Kirklees Unitary Development Plan Policies

- BE1, BE2, BE11, BE12, BE13, BE14, BE23,
- D2
- EP10
- H1,H18,
- T1,T2,T10,T14,T16,T17,T19 and

National Planning Policies Framework

- section 1, (delivering sustainable development) and
- section 7(requiring Good design).

The 2no new dwellings are to be sensitively and holistically proposed and meets the aspirations of all parties. Therefore, our clients seek Kirklees Metropolitan Borough Council's support and look forward to a positive full planning consent so that these 2no new large executive dwellings will completes as modern and contemporary **HOMES**.

Since the whole plot of land is privately owned, our clients do not need to rely on bank loans either, this site can become a reality and be on site as soon as a positive consent is granted unlike the original scheme that has consent but becomes sterile which maybe due to financial pressures. It will certainly assist to meet with government's and local council's housing targets and leading the field with regards to executive homes albeit only 2no dwellings. Our client is keen to progress the building construction works as soon as possible.

Prepared by



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Managing and Concept Director
Chartered Architect and Urban Masterplanner

for and on behalf of Jade3 Architecture Limited