

Jade3 Architecture Ltd

Job reference: 2019 enquiry 29
Address: **single storey rear extension and mezzanine within roof space to 51 St Johns Road with rear and side extensions to 53 St John's Road, Huddersfield**
Date: 5-11-2019
Extra notes: **design and access statement with planning statement**

Introduction

Jade3 Architecture have been appointed by Mr Sewa Singh Khela to advise on a Full planning application for single storey rear extension and mezzanine within roof space to no51 St Johns Road and a single storey rear and side extensions to no53 St John's Road, Huddersfield

This is following the withdrawal of a previous application for first floor and 2 storey rear extensions to 51 St Johns Road and first floor extension to 53 St John's Road with semi-detached garage which the planner felt that the massing would have a visual impact to the adjacent St John's Church. These new updated proposals have been established following a meeting with the planners on 11-9-2019 and subsequently to planners comprehensive response dated 4-11-2019.

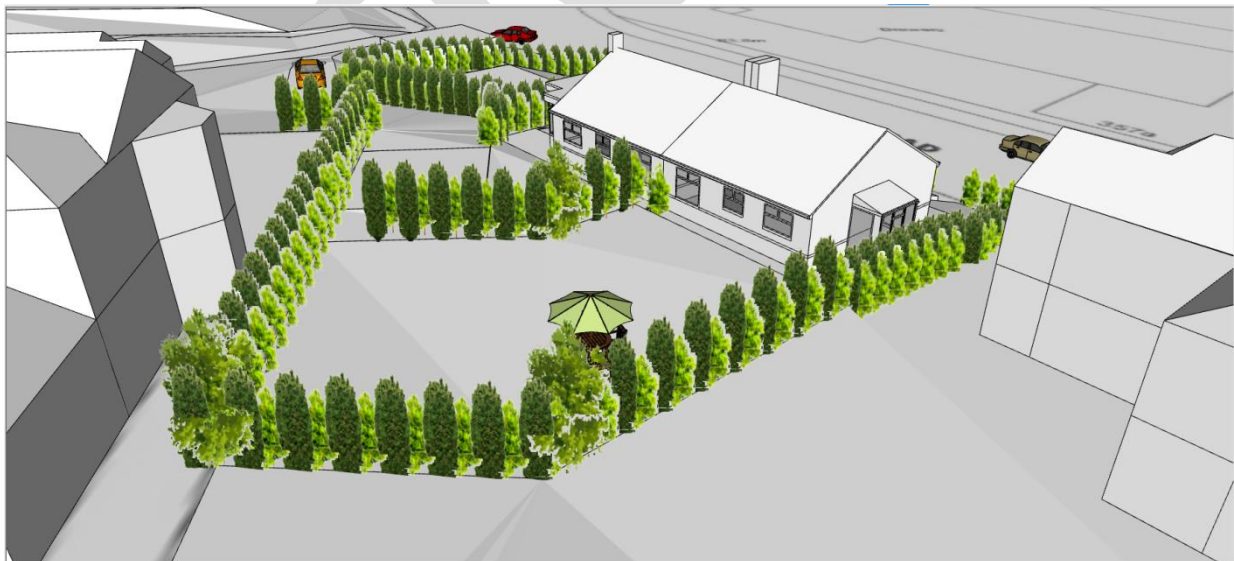
There are some dilapidated 2 storey massing mills along St Johns Road and some are being converted to apartments. They are sited directly onto the footpath street frontage. There are 2no 2 storey semi-detached properties and situated up onto of the moundings similar to no 51, no53 and the adjacent land. Due to the huge steep slope gradient, these properties are set back on top of the moundings. At the rear is a large 2 storey Victorian detached house which has been converted to apartments.

Both the properties are small as you can see from the existing floor plans. The properties are ideally situated in close walking distance into the town centre and they all loved the area. Therefore in order to cater for all the families to be living together, they have proposed the extensions to suit the family needs

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 **HOME**, especially for their family to be all living in close proximity to each other.

Jade3 Architecture Ltd

This regeneration will assist with short term employment during the construction phase and also assist to boost the local economy by way of purchasing building materials from builder's merchants. The homes will provide a physical contribution back to the local area and creates a social vibrancy but most importantly will enhance the St Johns Road frontage visually and assist with the local economy boost. Therefore the proposal also meets with the government's and local council's housing target needs. Therefore, on behalf of our clients, we seek Kirklees Metropolitan Borough Council planners for a positive full planning outcome.



Jade3 Architecture Ltd

Planning history and policies statement

There are no previous planning history found on these properties.

Applications reference no 2019/92115 and 2019/92116 was withdrawn

Planning statement

The proposal for the new special detached home meet with the following

Kirklees Local Plan Policies

- **LP 1** – Presumption in favour of sustainable development
- **LP 2** – Place shaping
- **LP 3** – Location of new development
- **LP 21** – Highway safety and access
- **LP 22** – Parking
- **LP 23** - Core walking and cycling network
- **LP 24** – Design
- **LP26** - Renewable and low carbon energy
- **LP27**- Flood risk
- **LP28**- Drainage
- **LP 30** – Biodiversity and geodiversity
- **LP32**- Landscape
- **LP 35** – Historic environment
- **LP 51** – Protection and improvement of local air quality

Policy LP1

Presumption in favour of sustainable development

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 council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Proposals that accord with the policies in the Kirklees Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or relevant policies are out of date at the time of making the decision

Jade3 Architecture Ltd

then the council will grant permission unless material considerations indicate otherwise – taking into account whether:

a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

b. specific policies in that Framework indicate that development should be restricted.

Noted. We believe that this updated rear and side extensions are considered good design to cater for our clients needs and therefore should be seen as being a sustainable redevelopment and should be supported.

Policy LP2

Place shaping

All development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local Plan, in order to protect and enhance the qualities which contribute to the character of these places, as set out in the four sub-area statement boxes below:

Statement Place Shaping - Huddersfield Strengths/opportunities for growth

Frequent rail services to major cities across the north of England from Huddersfield station, as well as services to other towns in Kirklees and West Yorkshire. Good access to the M62, particularly from the north. Frequent bus network connecting Huddersfield town centre to outlying areas of the town and to other areas in Kirklees and elsewhere in West Yorkshire. Priority in Kirklees Economic Strategy to revitalise Huddersfield town centre

The University of Huddersfield and Kirklees College potentially attracting investment. The town centre is a focus for shopping and leisure and there are opportunities to enhance this provision; including through enhanced independent retail.

Attractive buildings and spaces of historic and architectural interest in the town centre. The town centre is the district's main cultural and leisure hub with opportunities to enhance this provision, along with links to the Stadium and proposed HD One development. Many areas of the town have good access to green spaces and the surrounding countryside for leisure opportunities.

Greenways present opportunities for walking and cycling, including proposed enhancements to the cycle network to Golcar and connections to the Calder Valley. Strong and innovative manufacturing sector linked to educational establishments.

Jade3 Architecture Ltd

RIBA 
Chartered Practice



The River Holme, River Colne, Huddersfield Narrow Canal and Huddersfield Broad canal, with the Aspley Marina and Waterfront Quarter can provide attractive settings for development and attract investment.

Green Flag parks at Beaumont Park and Greenhead Park are leisure and recreation assets.

Economic opportunities in the creative sector linked to the University, Kirklees College and media centre. Mixed use development in sites around the town centre such as the Waterfront Quarter, former Sports Centre and Technical College site. Strong housing market in the north of Huddersfield. District centres at Almondbury, Lindley, Marsh and Moldgreen meeting a range of everyday shopping and service needs, along with other local centres throughout Huddersfield.

Challenges to growth

Traffic congestion and poor access to M1 from across Huddersfield and poor access to M62 from the south. Maximising the potential of the relatively flatter and accessible potential development locations. Flatter areas at low levels tend to be at risk of flooding. Poor air quality in some areas. Pockets of high unemployment, deprivation and poor health.

The housing market is weak in some areas, which may be a barrier to development of brownfield sites. Some historic buildings are in poor condition, with the Conservation Areas at Birkby and Edgerton on the Heritage at Risk register Shortfall of Grade A office accommodation and private sector service employers relative to other large towns. Traffic detracting from environmental quality around Huddersfield town centre on the ring road and also Marsh and Moldgreen centres which are located on arterial roads.

The land is unallocated. The proposal is considered to provide a good design and contribution towards the place shaping and enhance the visual qualities of the area and providing additional accommodation for our client's immediate families to use.

Policy LP3

Location of new development

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 means:

1) Development should reflect:

a. the settlement's size and function; and

b. place shaping strengths, opportunities and challenges for growth; and

Jade3 Architecture Ltd

- c. spatial priorities for urban renaissance and regeneration; and*
- d. the need to provide for new homes and jobs;*

2) Development will be permitted where it supports the delivery of housing and employment growth in a sustainable way, taking account of the following criteria:

- a. delivering the housing and job requirements set out in the Local Plan;*
- b. the need to maintain a supply of specific deliverable sites, in accordance with national policy and enabling the delivery of allocations set out in the Local Plan or in Neighbourhood Plans;*
- c. ensuring that opportunities for development on brownfield (previously developed) sites are realised early in the plan, subject to maintaining a five year supply of housing land and to delivering the overall housing and jobs requirements;*
- d. ensuring delivery of housing and jobs in smaller settlements to meet local housing and employment needs;*
- e. ensuring that proposals have regard to connecting links to existing green and blue infrastructure networks;*
- f. co-ordinating housing and employment land delivery with the provision of new infrastructure.*
- g. providing access to a range of transport choices and access to local services.*

All noted.

Policy LP21

Highways and access

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*

Jade3 Architecture Ltd

- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- f. take into account access for emergency, service and refuse collection vehicles;*
- g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.*

The car parking is not affected by these extensions.

Policy LP22

Parking

The provision of parking will be based on the following principles:

- a. in town, district and local centres, car parks close to the main shopping area will be for short-stay use and peripheral car parks for long stay use;*
- b. long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;*
- c. provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;*
- d. provision of residential parking schemes within town centres for private vehicles/motorcycles/and cycles will be permitted; where appropriate and where schemes can be shown to enhance residential developments in the town centre;*
- e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;*
- 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;*
- g. provision will be made to meet the needs of cyclists for cycling parking in new developments;*
- h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.*

Jade3 Architecture Ltd

All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.

These properties are situated in a very sustainable location and with 5 minutes walk to town centre. There are adequate permit holder parking for these 2 properties along St John's Road.

Policy LP23

Core walking and cycling network

The core walking and cycling network as shown on the Policies Map will provide an integrated system of cycle routes, public footpaths and bridleways that provide opportunity for alternative sustainable means of travel throughout the district and provide efficient links to urban centres and sites allocated for development in the Local Plan.

The core cycling and walking network will be safeguarded and extended to provide opportunities to reduce the number of car journeys and to link settlements, employment sites and transport hubs. The safeguarding of the network will also provide further opportunities for leisure uses, cycling, walking and riding in the countryside by linking to existing bridleways and national trails where appropriate.

Disused railway lines and waterways throughout the district shall be protected from other forms of development to safeguard their potential to be reinstated to their former use for commercial or leisure purposes or to extend the cycling or footpath networks.

Proposals that may prejudice the function, continuity or implementation of the core walking and cycling network will not be permitted. Existing public rights of way that form part of the core walking and cycling network or elsewhere will be protected and enhanced.

Proposals shall seek to integrate into existing and proposed cycling and walking routes as identified in the core walking and cycling network by providing connecting links where appropriate; and regard shall also be had to linking to Strategic Green Infrastructure networks as identified on the Policies Map.

Where there is an identified need, extensions or enhancements to the existing network can be secured through scheme design, planning conditions and planning obligations if this does not prejudice the overall viability of the development.

Jade3 Architecture Ltd

Already explained, these properties are just outside of the ring road and very sustainable and within walking distance to town centre and shops.

Policy LP24

Design

Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Development briefs, design codes and masterplans should be used to secure high quality, green, accessible, inclusive and safe design, where applicable. Where appropriate and in agreement with the developer schemes will be submitted for design review. Proposals should promote good design by ensuring:

- a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;*
- b. they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;*
- c. extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers;*
- d. high levels of sustainability, to a degree proportionate to the proposal, through:*
 - i. The re-use and adaptation of existing buildings, where practicable;*
 - ii. design that promotes behavioural change, promoting walkable neighbourhoods and making walking and cycling more attractive;*
 - iii. considering the use of innovative construction materials and techniques, including reclaimed and recycled materials;*
 - iv. where practicable, minimising resource use in the building by orientating buildings to utilise passive solar design. This includes encouraging the incorporation of vegetation and tree planting to assist heating and cooling and considering the use of renewable energy;*
 - v. providing charging points to encourage the use of electric and low emission vehicles;*
 - vi. incorporating adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste;*
 - vii. designing buildings that are resilient and resistant to flood risk, where such buildings are acceptable in accordance with flood risk policies and through incorporation of multi-functional green infrastructure where appropriate;*

Jade3 Architecture Ltd

viii. designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.

e. the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;

f. the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;

g. any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks;

h. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;

i. the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits; and

j. the provision of public art where appropriate

The existing floor plates of the semi-detached bungalows are very small and to propose a stair access to upper floors would make an efficient layout. Therefore a spiral stair is located centrally.

The existing building materials are red brick plinth with pebbled dash render above for the existing semi-detached bungalow. The rear and side extensions are to follow and blend in with the existing architecture.

The extensions would still retain a lot of garden left for amenity facilities for the respective families to enjoy. The rear Victorian house is orientated at an angle and therefore the windows do not allow direct over-looking. The angle glass will create a refraction and therefore the privacy distances has been respected. There were some existing overgrown trees at the rear site boundary and was untidy and our clients have them removed a while ago. However, the rear site boundary would be replanted with conifer trees as they are fast growing and evergreen.

Since the opposite side of St John's Road are industrial buildings but are sunkened down with high perimeter stone walls and are not imposing to the dwellings. As a result, the views are uninterrupted.

Electric charging points would be provided. The ordnance survey plan showed that there was a double garage at the rear but was removed and is being confirmed by

Jade3 Architecture Ltd

our clients. However, it is not intended to reinstate the double garage as it would limit the developable opportunity of no53 St Johns Road rear extension.

The plots are elevated and there are no issues with flooding. There are already permit holder car parking on the St John's Road frontage and the rear lane accesses to the semi-detached garage and do not cause any highways issues. There are no awkward places where burglars can hide and the extensions have taken secured by design and assist to reduce potential crime. The extension is necessary for our client's needs and therefore seeks your support. The character of the area is still being preserved despite these rear and side extensions and accords with policies PLP24.

Policy LP26

Renewable and low carbon energy

Renewable and low carbon energy proposals (excluding wind) will be supported and planning permission granted where the following criteria are met:

a. the proposal would not have an unacceptable impact on landscape character and visual

appearance of the local area, including the urban environment;

b. the proposal would not have either individually or cumulatively an unacceptable impact on protected species, designated sites of importance for biodiversity or heritage assets;

c. the statutory protection of any area would not be compromised by the development;

d. any noise, odour, traffic or other impact of development is mitigated so as not to cause

unacceptable detriment to local amenity;

e. any significant adverse effects of the proposal are mitigated by wider environmental, social and economic benefits.

Where the above criteria are met, the council encourages dialogue with local community groups promoting community renewable and low carbon energy schemes. The creation of district heat networks is encouraged across Kirklees. Heat networks can be developed at different scales and all new developments should consider their potential. Proposals requiring a master plan should explore the potential of developing a heat network, or connecting to an existing network.

Locally sourced building materials are to be specified. Local skilled builders are to be used to build these extensions. Photovoltaics solar panels are proposed. Electric charging points are to be provided to encourage occupiers to use hybrid or electric cars where possible.

Policy LP27

Flood risk

Proposals for development which require a Sequential Test in accordance with national planning guidance will need to demonstrate that development has been directed to areas at the lowest probability of flooding, following a sequential risk based approach. The whole Kirklees district should be the starting point for the sequential test with applicants required to provide justification where a smaller area of search is proposed. If following application of the sequential test, there are no reasonably available sites which could accommodate the development in zones with a lower probability of flooding, it should also be demonstrated that a sequential approach has been applied within sites. This is to ensure that highly vulnerable and more vulnerable uses are directed towards the areas of lowest flood risk within the site. Proposals will also need to demonstrate that the exception test is passed, where applicable, as set out in national planning policy.

Proposals within flood zone 3ai will be assessed in accordance with national policies relating to flood zone 3a but with all of the following additional restrictions:

- a. no new highly vulnerable or more vulnerable uses will be permitted;*
- b. less vulnerable uses may only be permitted provided that the sequential test has been passed and;*
 - i. where extensions are linked operationally to an existing business or,*
 - ii. where redevelopment of a site provides buildings with the same or a smaller footprint;*
- c. all proposals will be expected to include flood mitigation measures such as compensatory storage which should be identified and considered through a site specific Flood Risk Assessment;*
- d. development will not be permitted on any part of the site identified through a site specific Flood Risk*

Assessment as performing a functional floodplain role.

Proposals must be supported by an appropriate site specific Flood Risk Assessment in line with national planning policy. This must take account of all sources of flooding set out in the Strategic Flood Risk Assessment and demonstrate that the proposal will be safe throughout the lifetime of the development (taking account of climate change). The proposal must also not increase flood risk elsewhere and where possible should reduce flood risk. Mitigation measures, where necessary, should be proposed.

Proposals involving building over existing culverts or the culverting or canalisation of water courses will not be permitted unless it can be demonstrated to be in the

Jade3 Architecture Ltd

interests of public safety or to provide essential infrastructure and that there will be no detrimental effect on flood risk and biodiversity. Where feasible, development proposals should incorporate re-opening of culverts, modification of canalised water courses and consideration of mitigation measures to achieve a more natural and maintainable state.

Proposals for natural management such as targeted vegetation planting in upper catchments and along river banks will be supported in appropriate locations where consistent with national and local plan policies and relevant water catchment management plans to reduce flood risk and improve water quality.

Noted. The properties are situated on top of the moundings and no risk of flooding.

Policy LP28

Drainage

The presumption is that Sustainable Drainage Systems (SuDS) will be used to assist in achieving the following on each site:

- a. for proposals on greenfield sites, typical greenfield run-off rates should not be exceeded;*
- b. for proposals on brownfield sites there should be a minimum 30% reduction in surface water run-off where previous positive surface water connections from the site can be proven. New connections will be subject to at least greenfield restrictions;*
- c. No negative impact on local water quality and improvements in water quality where practicable;*
- d. Consider whether proposed open spaces and green infrastructure within sites can contribute to the sustainable drainage of the site.*

Local conditions including the existence of critical drainage areas may require a lower run-off rate to be agreed to reflect volume control, local surface water risks, water course capacity and flood risk further downstream. There will be a general presumption against pumping surface water. It must also be demonstrated that the surface water management solution is designed to meet requirements over the lifetime of the development including evidence that management and maintenance arrangements have been secured to cover that period. This includes ensuring proposals to store water meet national standards and latest best practice.

Flow paths accommodating water from outside the site or due to an exceedance event should be designed to avoid buildings and curtilages. Development will only be permitted if it can be demonstrated that the water supply and waste water

Jade3 Architecture Ltd

infrastructure required is available or can be co-ordinated to meet the demand generated by the new development.

All new drainage are to be connected back to the existing drainage systems.

Policy PLP 30

Biodiversity & Geodiversity

The council will seek to protect and enhance the biodiversity and geodiversity of Kirklees, including the range of international, national and locally designated wildlife and geological sites, Habitats and Species of Principal Importance and the Kirklees Wildlife Habitat Network.

There are no need for any biodiversity report to be carried out.

Policy LP32

Landscape

Proposals should be designed to take into account and seek to enhance the landscape character of the area considering in particular:

- a. the need to protect the setting and special qualities of the Peak District National park, views in and out of the park and views from surrounding viewpoints;*
- b. the setting of settlements and buildings within the landscape;*
- c. the patterns of woodland, trees and field boundaries;*
- d. the appearance of rivers, canals, reservoirs and other water features within the landscape.*

Additional conifer trees are to be planted along the perimeter rear site boundary to provide more visual screening from the rear neighbours.

Policy PLP 35

Historic environment

- 1. Development proposals affecting a designated heritage asset (or an archaeological site of national importance) should conserve those elements which contribute to its significance. Harm to such elements will be permitted only where this is outweighed by the public benefits of the proposal. Substantial harm or total loss to the significance of a designated heritage asset (or an archaeological site of national importance) will be permitted only in exceptional circumstances.*
- 2. Development proposals affecting archaeological sites of less than national importance should conserve those elements which contribute to their significance in line with the importance of the remains. In those cases where development affecting*

such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development. Proposals which would remove, harm or undermine the significance of a non-designated heritage asset, or its contribution to the character of a place are permitted only where the public benefits of the development would outweigh their harm.

3. Proposals should retain those elements of the historic environment which contribute to the distinct identity of the Kirklees area and ensure they are appropriately conserved, to the extent warranted by their significance, also having regard to the wider benefits of development. Consideration should be given to the need to:

a. ensure that proposals maintain and reinforce local distinctiveness and conserve the significance of designated and non-designated heritage assets;

b. ensure that proposals within Conservation Areas conserve those elements which have been identified as contributing to their significance in the relevant Conservation Area Appraisals;

As can be seen, the design has now respected the adjacent St John's Church and has been explained in detailed in the separate heritage report. Therefore the distinctiveness character and setting with views of the adjacent St Johns Church has been preserved.

c. secure a sustainable future for heritage assets at risk and those associated with the local textile industry, historic farm buildings, places of worship and civic and institutional buildings constructed on the back of the wealth created by the textile industry as expressions of local civic pride and identity;

The massing of the rear and side extensions are meticulously positioned so that little visual harm are caused to the adjacent St Johns Church.

d. identify opportunities, including use of new technologies, to mitigate, and adapt to, the effects of climate change in ways that do not harm the significance of heritage assets and, where conflict is unavoidable, to balance the public benefit of climate change mitigation measures with the harm caused to the heritage assets' significance;

e. accommodate innovative design where this does not prejudice the significance of heritage assets;

f. preserve the setting of Castle Hill where appropriate and proposals which detrimentally impact on the setting of Castle Hill will not be permitted

Jade3 Architecture Ltd

National Planning Policy Framework

- **Chapter 2** – Achieving sustainable development
- **Chapter 4** – Decision-making
- **Chapter 5** – Delivering a sufficient supply of homes
- **Chapter 11** – Making effective use of land
- **Chapter 12** – Achieving well-designed places
- **Chapter 15** – Conserving and enhancing the natural environment
- **Chapter 16** – Conserving and enhancing the historic environment

The National Planning Policy Framework:

The National Planning Policy Framework is now a material planning consideration on any development proposal. The Framework highlights the fact that the purpose of the planning system is to contribute to the achievement of sustainable development and that there is a presumption in favour of sustainable development which can deliver:-

i) Planning for prosperity (an economic role) - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;

As explained earlier, the existing host property is too small for the family and also the land at the rear is inefficiently utilised for no51 and no53. Therefore it is essential that these rear and side extensions are supported in order to safeguard the character and visual setting of its surrounding area. This will continue to allow growth and innovation and also assist its neighbourhood to be tidy. These rear and side extensions are necessary for our clients immediate families with fast growing grandchildren which would need these additional accommodation which would promote the economic role.

ii) Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;

When these rear and side extensions are being established, it will assist to promote a strong, vibrant and healthy local community as promoted by the social role since the original host bungalows do not provide adequate accommodation for the family. These rear and side extensions would be visually linked to the adjacent buildings and hence promoting the social role.

iii) Planning for places (an environmental role) - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low carbon economy.

Jade3 Architecture Ltd

To do nothing then the family would be living in cramped spaces. . To bring in these rear and side extensions in today's uncertainty of Brexit and challenging economic climate are a bold approach as investments are needed to be pumped into the redevelopment and through occupation will ensure that the longevity of these bungalow buildings and plot will be maintained.

Therefore it will protect and enhance its natural, built environment adapting to green sustainability design and energy approach. The building materials will be sourced locally where possible. Using local skilled labours will also allow to develop continued skills otherwise might be lost.

The building merchants will also benefit and boost economy from this development. Photovoltaics solar and thermal panels can be introduced (or retrospectively) in promoting green sustainable design approach. As such the NPPF suggests local planning authorities should approve (re)development proposals that accord with statutory plans without delay. We believe that this fresh proposals now accord with the aspirations of the NPPF and therefore we seek your considerations and support. These rear and side extensions will promote the environmental role.

3. Plan-making

15. The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

As you can see, there is an immediate need for these rear and side extensions for the families. Its location is ideal since it is near town centre, shops and schools.

16. Plans should:

- a) be prepared with the objective of contributing to the achievement of sustainable development¹⁰;*
- b) be prepared positively, in a way that is aspirational but deliverable;*
- c) be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;*
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;*
- e) be accessible through the use of digital tools to assist public involvement and policy presentation; and*
- f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to*

Jade3 Architecture Ltd

a particular area (including policies in this Framework, where relevant).

We believe that the rear and side extension design is aspirational, practical and deliverable and plan making compliance.

4. Decision-making

38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

We believe the design accords with the local plan and therefore the local authority should approach decision making in a positive and creative manner and support our client's extension proposal.

5. Delivering a sufficient supply of homes

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

60. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for.

61. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers²⁵, people who rent their homes and people wishing to commission or build their own homes²⁶).

62. Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required²⁷, and expect it to be met on-site unless:

- a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and
- b) the agreed approach contributes to the objective of creating mixed and balanced communities.

63. Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer). To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount²⁸.

64. Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership²⁹, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:

- a) provides solely for Build to Rent homes;
- b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
- c) is proposed to be developed by people who wish to build or commission their own homes; or
- d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.

65. Strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations³⁰. Once the strategic policies have been adopted, these figures should not need retesting at the neighbourhood plan examination, unless there has been a significant change in circumstances that affects the requirement.

66. Where it is not possible to provide a requirement figure for a neighbourhood area³¹, the local planning authority should provide an indicative figure, if requested to

Jade3 Architecture Ltd

do so by the neighbourhood planning body. This figure should take into account factors such as the latest evidence of local housing need, the population of the neighbourhood area

The rear and side extensions would make these small 2 beds semi-detached bungalows into executive semi-detached homes and adding to the supply of decent homes that are lacking within the area.

9. Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

These rear and side extensions do not affect the existing highways as there are adequate car parking available for these existing properties already along St Johns Road frontage as part of the permit holder scheme.

11. Making effective use of land

117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a

way that makes as much use as possible of previously-developed or 'brownfield' land⁴⁴.

118. Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;*
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;*
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;*
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)⁴⁵; and*
- e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.*

119. Local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes.

120. Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:

- a) they should, as part of plan updates, reallocate the land for a more deliverable*

use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and
b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

121. Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:

- a) use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework; and*
- b) make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space.*

These rear and side extensions are making effective use of the respective plots

Achieving appropriate densities

122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*
- b) local market conditions and viability;*
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*
- e) the importance of securing well-designed, attractive and healthy places.*

123. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

- a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by*

Jade3 Architecture Ltd

public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;
b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and

c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

These rear and side extensions are making effective use of the land and achieving appropriate densities. The existing footplate has been retained but modified to achieve the rear and side extensions and internal layout as required by the families.

Site area

No 51	393sqm
No 53	325sqm
Land adjacent to no 53	215sqm

Existing internal floor areas

No 51 Ground floor	54sqm nett
No 53 Ground floor	67sqm nett

Proposed extensions

No 51 Ground floor	75sqm nett
No 51 first floor	51sqm nett
Total	126sqm nett internal area
Therefore 72sqm extra floor area	

Proposed extensions

No 53 Ground floor	120sqm nett
No 53 first floor	83sqm nett
Total	203sqm nett Internal extra area
Therefore 136sqm extra floor area	

Jade3 Architecture Ltd

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 is elevated and properties are set on top of the moundings. There are at least 2 no permit holder car parking spaces on St John's Road frontage for both properties and are not affected by the rear and side extensions. The cars parked on St John's Road and a flight of stair is already exist at the front garden where access from the footpath up to the front entrance. There are about 4 further steps up onto the existing properties' main entrance. A new spiral stair is proposed for access onto the upper floors for each bungalow.

The existing vehicular site access is to be retained for these properties via the rear lane. The rear access is via one step into the property. Once within the respective property, a level ground floor throughout.



CONCLUSION

Basically the proposed rear and side extensions improved the surrounding area visually and providing executive homes for our families. The granting of positive full planning consent will of course also help to generate local short and long term employment of builders as well as assisting the business of builders' merchants and other building material suppliers which can only be beneficial to the local economy boost. It also reassured that the existing character and setting of area especially respecting the adjacent St Johns Church. It also provides rural living additional accommodation for our client's family and helps to revitalise the properties and add to the local authority's and government's housing targets.

The proposal meets with local planning policies and the NPPF as well. However, should additional information or justification are required, then allow the opportunity for our clients or Jade3 to supply them as a positive outcome is necessary to ascertain the longevity of the bungalow buildings through being in occupation.

We believe that the information provided and clarifications has justified that little visual harm have been caused as a result of these rear and side extensions. Our clients are keen to progress with the building works so that they have new **HOMES** adjacent to each other for the extended family which is part of the Asian culture living together.

Yours faithfully

Michael Chow BA Arch, Dip Arch, RIBA, ARB
Managing and Concept Director
Chartered Architect and Urban Masterplanner

for and on behalf of Jade3 Architecture Limited