

Design and Access and Green Belt Statement Land at Manchester Road, Linthwaite, HD7 5QA

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1 Introduction

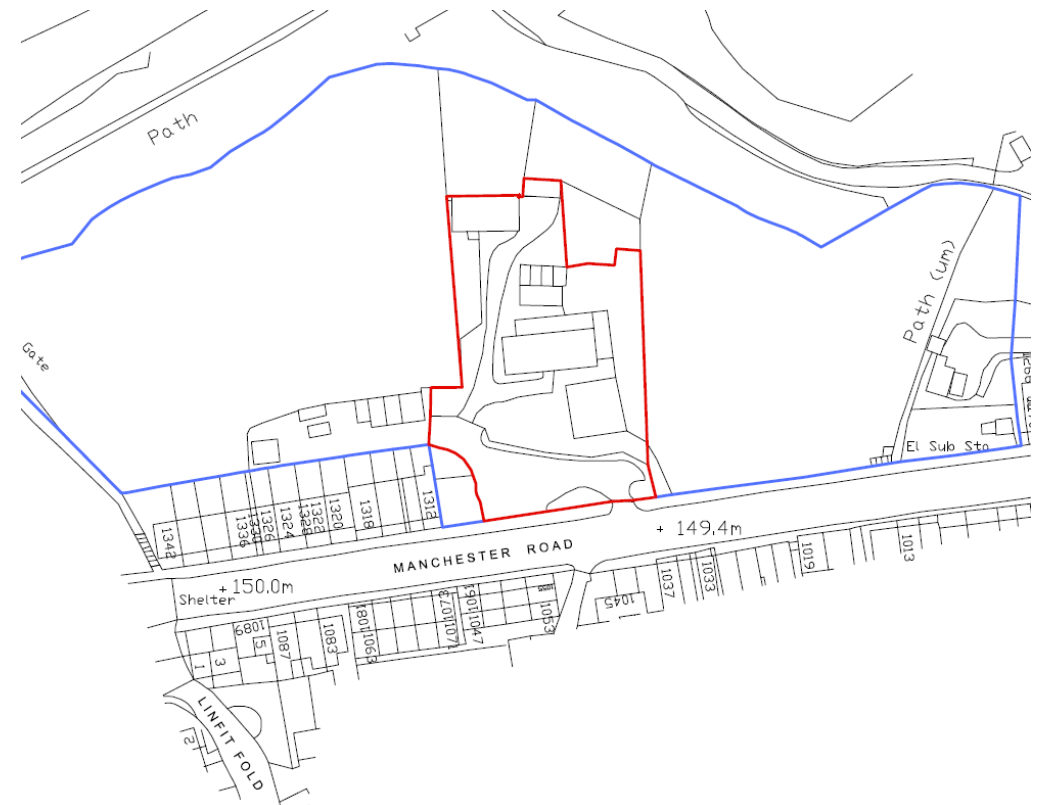
This Design and Access Statement has been prepared for our client in support of our full planning application for the demolition of existing buildings and erection of 5 no. dwellings. This statement complies with Department of Communities and Local Government document 'Guidance on Information Requirements and Validation' (March 2010) 'Section 6 – Design and Access Statements'; and CABI's 'Design and Access Statements – How to Write, Read and Use them (2007).

The site is located on land off Manchester Road adjacent to No. 1312 Manchester Road, situated between the villages of Linthwaite and Slawit within the Colne Valley of West Yorkshire (see Location Plan opposite). The site has been previously developed and currently plays host to a number of buildings which were all used in connection with the former livery that inhabited the site; these buildings are to be demolished to enable construction of the proposed dwellings to take place.

The site has a relevant planning history being the subject of application 2017/60/94326/W which sought and obtained outline planning permission for a similar residential development including the demolition of the existing buildings mentioned above and erection of 4 no. dwellings.

This application seeks full planning permission for a similar residential development comprising the demolition of the existing buildings and erection of 5 no. dwellings with a 'split-level' utilising the topography of the site incorporating materials that are in-keeping with the site's immediate surroundings to provide a more appropriate and sympathetic approach. The proposals are very similar to the development that obtained outline approval previously however an additional dwelling has been provided and integral garages removed in favour of car parking being provided elsewhere within the site; the proposed dwellings are of a similar height, format and footprint to those previously approved.

The enclosed drawings, figures and diagrams within this document are proposals and are not to scale. Distances and measurements should be sought on the accompanying planning drawings as part of the application.



2 Context

The image to the right shows the application site in red and its immediate context.

The site is situated on the outskirts of the village of Linthwaite, in between the village centres of Slawit to the west and Linthwaite to the east within the Colne Valley of West Yorkshire. The north boundary is shared with the A62 Manchester Road, a public highway. To the south are open fields with the River Colne and Huddersfield Narrow Canal beyond. To the west and east are open fields; left of the access from Manchester Road are a row of terraced houses (Nos. 1312-1342) which are of a split-level type being 2.5 storeys fronting onto the A62 and 3.5 storeys at the rear. The immediate area is predominantly residential with the odd shop, chippy etc scattered around; a 10 minute walk from the site is the village centre of Slawit boasting a diverse number of amenities including shops, Co-op and Aldi supermarkets, bars, cafes, chippies, train station, nursery, chemist and post office

Latitude and longitude for the site are 53° 37' 22" N, 1° 52' 21" W.

There is large variation in level over the site, with a steep slope running down from north (A62 Manchester Road) to south (towards the River Colne); The surrounding dwellings consist of 2-3 storey terraced and semi-detached houses, in a mixture of materials but mainly consisting of natural stone walls and blue/grey slate roofs - the typical West Yorkshire vernacular. South of the River Colne and on both sides of the Huddersfield Narrow Canal is a sizeable industrial area, apart from this the site sits within a predominantly residential area within an advantageous location being in close proximity to public transport routes, local shops, schools and large amounts of public open space.



3 Design

Amount

The scope of the application, the overall size, shape and layout of the proposed dwellings have been carefully considered given the surrounding environment and confined to the parameters of the outline scheme which has previously been approved; as have the design of the units themselves. We have endeavoured to be sympathetic to existing materials, appearance and hard and soft landscaping currently in use in the surrounding area.

The proposed layout provides 5 no. dwellings in a detached format which is in-keeping with the surrounding properties within an inclusive and sustainable development. The proposed plot has been based on accommodation, storey heights and total floor area driven by the size and topography of the site and the style and layout of the surrounding residential areas.

The site is approximately 0.28 hectares; we do not consider 'overdevelopment' to be an issue with this proposal.

The overall development fine-tunes the design previously approved to complement the surrounding area and street-scene in terms of scale and footprint, and incorporates level access and security principles.

Layout

The layout of the scheme has been developed carefully over successive iterations with these final proposals taking into account all of our core design principles such as:

- Access
- Amenity
- Appearance/layout of the surrounding built environment
- Crime and security
- Enhancing a neighbourhood
- Light
- Privacy
- Space

The scheme utilises site proposing that only five dwellings be erected on the whole of the site, in-keeping with the typical medium-large terraced residential formats prominent within the surrounding area. The unit consists of 3.5 storey construction, making effective use of the topography of the land as to appear 1.5 storeys on the Front Elevation (fronting onto Manchester Road) to complement the neighbouring properties and 2.5 storeys at the rear. The proposals reflect the surrounding built environment and ensure overshadowing and overlooking is restricted.

The units have been provided with 2 no. car parking spaces of which, along with parking for visitors, are accessed off a new access road which connects to the public highway (A62 Manchester Road). The off-street parking is intended to decrease the impact of the proposed scheme on Manchester Road from parked vehicles thus increasing security, access and visual impact as well as maintaining safety and visibility. Comparing the proposals to those previously approved, we have omitted the integral garages and reconfigured car parking so it is positioned in front of the proposed dwellings, this suggestion was described within the planning officer's report of the previously approved outline application and was considered to be acceptable. With exception of the omission of the integral garages, the parking and access arrangement is almost identical to that previously proposed which was considered to be adequate and would not create a negative impact upon highway safety.

The proposed site plan incorporates efficient and practical external waste storage and external landscaping/garden areas. The designated external bin store area indicated on the proposed site layout plan is sufficient for the storage of non-recyclable and recyclable waste; this is in accordance with Kirklees council's current refuse and recycling system and procedures. This will promote recycling whilst maintaining a neat and tidy streetscape.

Appropriate and attractive landscaping is incorporated into the proposed scheme; this can discourage anti-social behaviour whilst providing an attractive frontage and streetscape. Security has been carefully considered within the proposals. The development seeks to create a safe and accessible environment where crime does not undermine the quality of life. Crime prevention measures have been considered, making use of 'active' windows to the fronts of the property, aiding natural surveillance and maintaining a site layout that reduces/eliminates hidden corners and areas where people can gather together.

Scale

The built environment around the application site is predominantly residential set in a 2-3 storey construction, several with extensions/additions. Our proposals have been designed sympathetically with the surrounding residential style in order to reinforce the local character of the area. The heights, widths and lengths of the proposed units are similar to those of existing units in the area and confined within the parameters of the previously approved design.

Landscaping

Both hard and soft landscaping proposals have been included within the application.

Soft landscaping proposals focus on the front garden areas between the front face of the proposed dwellings and car parking areas, with the intention of creating an attractive street-scene and utilise soft landscaping to reinforce safety and security.

The hard landscaping proposals are intended to satisfy our core design principles and provide:

- Access to persons with disabilities
- Amenity improvements (via retaining walls/contour alterations)
- Attractive edges/defensible space

- Differentiation between vehicular/pedestrian/public/private areas
- Security to boundaries

The hard landscape proposals (see proposed site layout) provide stepped access to the principal entrances of the dwellings. Further, paving surfaces are designed to enable easy determination of public and private vehicular and pedestrian spaces. The proposed dwelling has external private space to the rear of the properties with a smaller area of defensible space to the front/side; this area allows for an attractive street frontage. The rear gardens and eastern and western boundaries are to be protected utilising timber fencing and soft landscaping. The rear gardens travel southward, ending at a timber post and wire fence and hedge, within the site, the previously developed area beyond is to be returned to open grassland incorporating native tree planting as part of the works.

Appearance

The design principles and previous approval laid out the basic tenets from which to base decisions during design development. In terms of appearance the most notable principles were:

- Appearance/Layout of the surrounding built environment
- Enhancing the neighbourhood

As such our design has produced a scheme that responds to the neighbouring dwellings and streets, producing a well-proportioned and responsive facade to those on Manchester Road and is sympathetic to the existing materials in use in the vicinity.

The neighbouring buildings have a basic and traditional palette of materials. The application site is off Manchester Road; the properties in the immediate area are mainly constructed of slate roofs and stone walls - a signature trait of the West Yorkshire vernacular; a mixture of timber and uPVC window frames is also prevalent. Our proposal includes for stone external walls with a blue/grey slate roof, matching that of the more traditional structures along Manchester Road and the wider area in both colour and appearance.

Existing boundary treatments in the area comprise stone walls and/or hard landscaping where boundaries front onto the public highway and timber fencing/stone walls to separate adjoining dwellings and gardens; dwellings along Manchester Road are positioned in a terraced format and either form the boundary or are set slightly back from the pavement edge, segregated by stone walls and hard landscaping. The proposed scheme follows the example set within the area and adopts a similar approach as the previously approved design where it is proposed to adopt a terraced format which is set back considerably from the public highway (A62 Manchester Road); setting the units away from and below the public highway protects the impact on residential amenity in accordance with the planning officer's report within the previously approved application.

It is our belief that the proposed landscaping and boundary treatments will provide clear determination of the spaces, enhancing the overall character of the street whilst providing the necessary enclosure. We have provided several drawings and plans, including site sections and hard and soft landscaping proposals, as part of this application to explain the intended appearance.

Appraising the Context

The application site is a brownfield site situated within an area where the built environment is predominantly residential. Access onto the site is off the northern boundary from Manchester Road; this is the only practicable access point due to the topography of the application site. Any development of the land, if it properly responds to its setting, is likely to border those edges immediately adjacent neighbouring residential properties (as in our proposal); in essence a residential proposal such as this is the most ideal design response for this site. As such we believe our proposal is clearly suited to the context of the site and the surrounding built environment.

The site is not known to lie within a conservation area.

Use

This full planning application is for the erection of 5 no. detached dwellings; planning use class C3. The application site currently sits vacated with the exception of the buildings left behind by the former livery that no longer occupies the site. As the application site lies within a residential area we believe there is sufficient justification for our proposals to be considered as appropriate development and use.

4 Access

Vehicular Access

The site is linked to the main road Oldham Road (A62), providing easy and convenient routes from the site via a private car or public transport and leads west to Oldham and the city of Manchester beyond and the town of Huddersfield to the east. The site is within a 20 minute drive of the M62 motorway which provides convenient access to the wider national motorway network.

Access to the site for vehicles is provided directly off Manchester Road. Car parking is provided within the scheme, with 2 no. off-street spaces and a designated turning area provided within the site reducing the impact of the scheme of the public highway.

We have provided each dwelling a convenient external space for the storage of refuse/recycling bins; a designated area of hard paving has been provided for the storage of bins on collection day located adjacent to the entrance to the site.

Pedestrian Access

Pedestrian access into the proposed dwellings also comes from Manchester Road. The proposed dwellings will have level access to the principle entrance doors however this will be required to be reached principally via a stepped approach due to the topography of the site.

The application site is a short walk away from the village centre of Slawit which contains an Aldi supermarket, local shops, a chemist, cafes, a post office and public houses. Manchester Road (A62) provides pedestrians major public transport links.

Cycle access is gained along the same routes as pedestrians and vehicles, whilst the rear garden is amply sized to accommodate sheds for secure bicycle storage even considering the topography of the site.

We have endeavoured to provide good overlooking and visibility of all spaces and footpaths to reduce/eliminate anti social behaviour.

5 Green Belt Statement

The site lies within the Green Belt, the appropriateness of its development was considered within the previous application (2017/60/94326/W) which resulted in the planning officer concluding that on balance the development is considered to be appropriate. The following is an extract of the planning officer's report for the previously approved scheme of which we believe is applicable to our proposals:

'NPPF chapter 9 policy advice is that the construction of new buildings is normally inappropriate in the Green Belt unless it is for a limited range of uses, including agriculture, forestry and outdoor recreation, or unless it constitutes "limited infilling in villages".'

'An exception to this is outlined in paragraph 89, which recognises the erection of a new building as appropriate in principle if the development would involve the redevelopment of a previously developed site, provided it would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.'

'The Glossary to the NPPF defines "previously developed land" as:

*"Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This **excludes**: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time".'*

'Livery stabling is not an agricultural use and the development area of the site can be regarded as being within the curtilage of the existing buildings. The buildings can be regarded as "permanent" from the point of view of the planning system as even though they are built largely in lightweight materials, they clearly have a degree of permanence in that they are not designed to be easily moved or disassembled, have concrete bases and are structurally sound. The land can therefore be deemed to be previously-developed.'

'In support of the proposal, the statement makes the following points:

- *The proposed dwellings would have a lower footprint than the cumulative footprint of the buildings proposed to be replaced (312 sq.m proposed vs 546 sq.m existing).*
- *The proposed scheme of 4 terraces would reduce what is currently quite a dispersed layout on the site, to a more compact layout.*
- *The proposals would replace a number of ageing buildings of varying materials with a row of 4 terraces.*
- *The proposed terraces would be more in keeping with the local area and improve the appearance of the built environment.*

- *The proposals would enable the land to be improved generally from a visual perspective, through the tidying up of the site and the removal of various paraphernalia associated with the current buildings. The area to the rear of the proposed development would be returned to grassland incorporating native tree planting.'*

'The proposed dwellings would be of greater height than any of the existing structures, even if limited to two storeys in height and with finished ground floor level lower than average ground level as existing, which is how they are shown on the indicative section. They would also inevitably be of more substantial construction, in that they would almost certainly be built in stone or some other type of masonry. They would however have a much more limited footprint than that of the existing structures on site and would provide a more compact layout. It is also noted that the area proposed to be developed (including for residential curtilages and for access purposes) would not encompass the entire site within the red line boundary – approximately a third of the site would be kept undeveloped and allowed to return to a semi-natural state.'

'Before assessing the application the case officer viewed the site from a number of viewpoints including from the south as well as from the north.'

'It is considered on balance that the development would in principle be appropriate in the light of NPPF paragraph 89 in that it would not have a greater impact on the openness of the Green Belt or the purpose of including land within it than the existing development.'

'This would however need to be subject to conditions that:

The shaded area on the proposed site plan is not incorporated into any residential curtilage and is allowed to return to grassland (subject to condition) [as proposed – refer to proposed site layout drawing].

'The dwellings are restricted to two storeys in height since an additional storey (even as an understorey) would be liable to result in an increased impact on the openness of the Green Belt and the cumulative effect might be to have a greater impact on the openness of the Green Belt than the existing development.'

'Permitted development rights are removed for extensions and outbuildings to prevent further development adversely affecting the openness of the Green Belt, given that the demolition of existing buildings is required in order for the current proposal to be considered acceptable.'

Given that our proposals are identical to the approved scheme in terms of footprint, format and height, we consider our proposals also to be considered as appropriate.