

PLANNING APPLICATION  
FOR  
ERECTION OF SEVEN DWELLINGS  
WITH ASSOCIATED PARKING  
AT  
107 UPPER BROW ROAD  
PADDOCK  
HUDDERSFIELD HD1 4UP  
FOR  
CREATIVE DEVELOPMENTS (HUDDERSFIELD) LTD

APRIL 2021

REVISED NOVEMBER 2021

NORTHERN DESIGN PARTNERSHIP  
THE CHAPEL MILLMOOR ROAD  
MELTHAM, HOLMFIRTH HD9 5JU

## **1.0 - PLANNING HISTORY**

1.01 - The two most recent applications on this site , 2017/90169 and 2017/92229, were approved for three and four dwellings respectively.

## **2.00 - CURRENT PROPOSALS**

2.01 - This current application combines the two application sites with a layout very much based on the previous approvals.

2.02 - Plots 1-3 of the current application are on the site which formed part of application 2017/90169. The previous approval was for 3 large linked dwellings, with single and 2 storeys to Upper Brow Road, and 3 storeys to Johnny Moores Hill Road. The current proposals follow a similar pattern, but the houses are reduced in footprint to detach the properties. This has the benefit of reducing the overall massing and bulk from Upper Brow Road, offering views between the houses across the valley.

2.03 - Plots 1-3 have been designed to provide simple window patterns (as is typical along Upper Brow Road), with the front elevations enhanced by way of contemporary features and a combination of complimentary materials.

2.04 - The rear elevations of Plots 1-3 are again very similar to the approach of the previous application. The properties will have extensive views across the valley, and these will be exploited by way of good sized window areas and ordered fenestration. Again the bulk and massing has been reduced from the approved scheme with the detached designs.

2.05 - With regard to Plots 4 to 7, these are on the section of site covered by 2017/92229. Again the layout is comparable to that previously approved, with 4 detached dwellings. The current layout re-orientates Plots 4 and 5 to reduce excessive underbuild where the land falls away.

2.06 - Plot 7 takes advantage of the larger plot, with an additional single storey element to the rear. Plots 4-6 have timber terraces that project over the falling land to provide valuable external amenity.

2.07 - Plots 4-7 are again designed with simple forms and window patterns. All 7 plots exhibit a blend of traditional and contemporary complimentary details and materials, ensuring a uniform approach across the site.

### **3.00 - HIGHWAYS**

3.01 - As part of Application 2017/92229 a highways scheme was designed and approved. This included a turning facility on the lower section of the site (Plots 4-7). This exact turning facility has been maintained with the current layout.

3.02 - The current layout offers 2 parking spaces for the properties under 140sqm, with Plot Seven having 3 spaces as the floor area is slightly over. Parking is also indicated to the existing property, with an additional visitor parking space included.

3.03 - Parking to Plots 1-3 will be direct onto Upper Brow Road. Upper Brow Road is a dead end, and this layout, due to the very low speeds will not be detrimental to highway safety.

3.04 - Each property will have a electric vehicle recharging point.

## **4.00 - DRAINAGE**

4.01 - There is drainage to the existing property. Due to levels there will be no issues with foul drainage for all 7 properties.

4.02 - The applicant are happy for a condition, as per previous approvals, requesting a full drainage design for both foul and surface water.

## **5.00 - CONTAMINATION**

5.01 - As part of Application (2017/92229), a Phase 2 Intrusive Investigation was carried out and reported on by RGS. The site has remained unaltered since the previous application, therefore the findings are relevant.

## **6.00 - WILDLIFE**

6.01 - As part of Application (2017/92229), a habitat report was submitted. This has been updated and included with this application.

## **7.00 - CLIMATE CHANGE CONSIDERATION**

7.01 - Firstly, the site is in a sustainable location. The range of shopping facilities and general amenities are a short walk over the railway bridge. This proximity of Paddock centre also ensures a safe route for cycle users.

7.02 - The Paddock area is also well supported by public transport links to Huddersfield.

7.03 - The houses will all incorporate charging facilities for electric vehicles.

7.04 - The properties will be highly insulated in excess of SAP and EPC minimums.

7.05 - The developers have a team of local builders who all live in the district of Huddersfield, reducing travel to and from the site during construction.

7.06 - The site has been designed with the majority of hard standing areas being permeable. Larger areas of soft landscaping will assist with maintaining the biodiversity of the site. Indeed the intention is to maintain the banking of trees to add to this approach.

7.07 - The site layout maximises the site creating a high density grouping. The houses still maintain the space about dwelling guidelines.

## **8.00 - RESIDENTIAL AMENITY**

8.01 - As mentioned the layout meets the recommended separation distances set out in Section 7 of the recently adopted SPD.

8.02 - The houses are orientated to create an interesting angled layout and to avoid overlooking. This enables windows to be offset and avoid direct viewing into neighbouring windows.

## **9.00 - OUTDOOR SPACE**

9.01 - Although the site layout promotes a high density layout, each dwelling has a range of garden areas. These areas include cantilevered terraces, lawns and flagged patios.

9.02 - Plots 1-3 have usable garden areas to the front and rear. The rear gardens are South West facing and will provide a pleasant light space.

9.03 - Plots 4-7 provide varied garden layouts, which will provide options for potential purchasers. Each house will also own a section of the banking, with a range of trees. Although challenging this provides residents with additional private space. These areas also add to the biodiversity of each garden promoting habitats and vegetation.

## **10.00 - CONCLUSION**

10.01 - This application seeks to vary the house types on the site. The number will remain the same and the designs / layouts improved, but with no major changes. The majority of other factors e.g highways, environmental remain unchanged.

10.02 - The design maximises the site potential providing a high density layout, whilst maintaining space about dwellings guidelines. The site is ultimately sustainable.

10.03 - Based on this information, we trust that Kirklees MC will support this application.