January 2022

PLANNING, STATEMENT

ERECTRION OF TEN DWELLINGS AT LAND AT REAR OF 1A ST JOHNS AVENUE, NEWSOME, HUDDERSFIELD, HD4 6JP.

Ref: 2749

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SECTION 1: INTRODUCTION

1.1 This Planning Policy Statement has been prepared to support a planning application for ten dwellings on land to the rear of 1A St Johns Avenue, Newsome, Huddersfield.

1.2 Outline planning consent for this site was granted in November 2017 (Ref: 2017/93638), and then full planning permission was granted for eight dwellings on this site in September 2021 (Ref: 2020/90535).

1.3 The purpose of the statement is to provide an evaluation of the site, together with a review of local and national planning policies before presenting a case in support of the application taking into account all material planning considerations.

1.4 This statement also ensures design is integral to the creation of the new development; this further reinforces guidance contained within the National Planning Policy Framework.

SECTION 2: LOCATION AND SITE DESCRIPTION

2.1 The application site covers an area of approximately 0.25 hectares of previously developed land to the rear of the former Newsome Working Men's Club.

2.2 The site, which is broadly rectangular in shape, is within the Huddersfield urban area in the location known as Newsome. This is identified in the Kirklees Local Plan as being within Newsome Local Centre but is otherwise unallocated. This site is approximately 2 miles to the south of Huddersfield Town Centre

2.3 The site is unused and has been cleared of all previous buildings. Access to the site is taken from St.Johns Avenue to the south. The access has previously been widened through the implementation of the planning permission to alter and convert the former working men's club to create 6no. self-contained dwellings (Ref: 2017/90375).

2.4 The site is surrounded by buildings on all sides, with residential buildings to the south, east and west. To the north of the site is a garage court, beyond which are more houses, and to the northeast of the site is a children's day care nursery.

Photo 1: Application Site



2.5 The site is easily accessible by public transport with bus stops located on Newsome Road, Newsome Road South, Church Lane and Towngate with bus stops within 100m walking distance of the proposed development providing links with Huddersfield Town Centre and the Holm Valley.

2.6 The site is accessible to a number of employment centres, primarily Huddersfield and the industrial and employment areas to the south in the Lockwood area. The cities of Manchester and Leeds can also be easily accessed by trains from Huddersfield railway station.

SECTION 3: THE PROPOSED DEVELOPMENT

3.1 The proposed development comprises the erection of 10 dwellings comprising a mix of 4no. three-bedroom semi-detached houses and 6no three-bedroom terraced houses. Each house will comprise a dining kitchen, lounge and w/c on the ground floor. The first floor will comprise two double bedrooms, one of which has an ensuite, a family bathroom and a home

working room/office. A third double bedroom with ensuite is to be located in the roof space.

3.2 Each house will have two off street parking spaces. Some houses have a garage and additional parking space, whilst others have two parking spaces.

3.3 This site comprises all two-storey dwellings whereas the previously approved scheme included four bungalows. In the officer's report for the previous application the Council were neither supportive nor against the principal of bungalows on the site, however the officer's report noted that bungalows require larger plot sizes compared to comparable two-storey dwellings. A scheme comprising all two-storey buildings with smaller plot sizes allows a more efficient use of the size, exceeding the Council's requirement of 35 dwellings per hectare whereas the previously approved scheme did not meet this requirement.

3.4 It is worth noting that in her assessment of the previous application, the Council's Conservation Officer noted that the buildings surrounding the former bowling green are typically two storey terraced houses, and noted that the proposed development was not typical of immediate vicinity of the site. The current proposal sees buildings that reflect the character of the surrounding area.

3.5 As with the previously approved scheme a central spine road would run through the site's centre, with a turning head large enough for the Council's refuse vehicle to turn in. The proposed layout provides the same specification road as the previously approved scheme, but with significant less road, further adding to the efficient use of the site.

SECTION 4: PLANNING POLICY CONTEXT

4.1 The statutory development plan comprises the Kirklees Local Plan that was adopted by Kirklees Council on 27th February 2019.

4.2 The statutory development plan is the starting point in the consideration of planning applications for the development of use of land unless material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004)

National Planning Policy Framework (NPPF)

4.3 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied. The National Planning Policy Framework must be taken into account in the

preparation of local and neighbourhood plans and is a material consideration in planning decisions.

4.4 The NPPF carries forward the Government's commitment to support sustainable economic growth and states that significant weight should be placed on the need to support economic recovery through the planning system, and this includes building houses.

4.5 More specifically the NPPF identifies a presumption in favour of sustainable development, which as set out in paragraph 11, means for decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.

4.6 The NPPF constitutes guidance for local planning authorities and is a material consideration in determining planning application.

4.7 The following Chapters of the NPPF are relevant to this planning application:

- Chapter 2 – Achieving Sustainable Development
- Chapter 4 – Decision Making
- Chapter 5 – Delivering a sufficient supply of homes
- Chapter 9 – Promoting sustainable transport
- Chapter 12 – Achieving well-designed places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment

Achieving Sustainable Development

4.8 Paragraphs 7, 8 and 11 of the NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development.

4.9 Paragraph 11 sets up the presumption in favour of sustainable development stating:

> For decision-taking this means:
>
> c) approving development proposals that accord with an up-to-date development plan without delay; or
>
> d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date , granting permission unless:

i the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed ; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. Delivering a sufficient supply of homes

4.10 Chapter 5 of the NPPF relates to the delivery of a sufficient supply of homes with Paragraph 69 confirming the role of smaller sites in meeting housing requirements of an area. Paragraph 69 makes reference to windfall sites and goes on to advise at criteria 'c' that:

> c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

4.11 Paragraphs 74-77 confirm the importance of maintaining a minimum 5-year supply of deliverable supply of housing sites. Where this 5-year supply is not maintained Local Plan policies can be considered out of date (as per Para 11 'd' of the NPPF).

Promoting Sustainable Transport

4.12 Chapter 9 of the NPPF refers to highways matters with para 111 advising that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.13 The proposed development of 10 dwellings will not give rise to any highway safety or capacity issues.

Design

4.14 Chapter 12 of the NPPF refers to Design and advises that good design is a key aspect of sustainable development.

4.15 Paragraph 130 sets out a number of design criteria to be considered in terms of design of development stating:

> Planning policies and decisions should ensure that developments:
>
> a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

4.16 The proposed development has been designed and laid out to ensure the character and appearance of the buildings are in-keeping with their surroundings. The proposal results in a well-designed scheme with benefits to visual amenity through high quality design.

Meeting the challenge of climate change, flooding and coastal change

4.17 Paragraph 159 of Chapter 14 confirms that development should be directed to areas with the lowest probability of flooding. The site lies within Flood Zone 1 and is therefore at low risk from flooding.

Conserving and enhancing the natural environment

4.18 Paragraph 175 of Chapter 15 advises that the planning system should contribute to and enhance the natural and local environment.

4.19 Paragraph 180 relates to ecology and biodiversity considerations when determining planning applications. There are no ecology designations on site. As such it is considered the site is of low wildlife value.

4.20 Paragraph 183 refers to ground conditions advising that when making decisions, consideration must be given to whether a site is suitable for its

proposed use taking account of ground conditions and any risks arising from land instability and contamination. The application is supported by a Ground Investigation Report and as such the site is therefore considered suitable for residential development

Kirklees Local Plan

4.8 The site is unallocated in the Local Plan. The following policies have been identified as being relevant to this application:

- LP1 – 'Presumption in favour of sustainable development' highlights that when considering development proposals, the council will take a positive approach in favour of sustainable development as contained in the NPPF. The policy goes on to encourage a pro-active relationship between the council and the applicant.

- LP3 – 'Location of new development' explains that development should reflect the Spatial Development Strategy, Policy LP1 (above) and LP2 Place Shaping. It sets out that development should reflect the settlement's size and function and other characteristics.

- LP4 – 'Providing Infrastructure' explains that the Council will work with partners to bring forward the necessary infrastructure in order to deliver the local plan's spatial strategy. It sets out that essential infrastructure that is required to make development acceptable in planning terms must be operational no later than the appropriate phase of development for which it is needed, this will be expected to be shown through phasing plans.

- LP11 – 'Housing Mix and affordability' explains that all proposals should contribute to creating mixed and balanced communities taking regard for the latest housing need evidence. As such all housing proposals must provide a broad mix of housing suitable for different household types, with specific reference to those schemes of more than 10 dwellings or those of 0.4 hectares or greater in size. Furthermore, it requires that for developments of more than 10 homes, the proportion of affordable homes should be 20% of the total units of market housing sites.

- LP20 – 'Sustainable Travel' sets out that new development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. It explains that proposals for new developments shall be designed to encourage sustainable modes of travel and will be required to facilitate the needs of the following user hierarchy:

a) Pedestrians
b) Cyclists
c) Public transport
d) Private vehicles

- LP21 – ‘Highways and access’ explains that proposals should accommodate sustainable modes of transport and be accessed effectively and safely by all users. It sets out that 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.

- LP22 – ‘Parking’ explains that 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 development, as well as meeting the needs of cyclists for cycle parking and accommodating the needs of disabled people for the parking of vehicles.

- LP24 – ‘Design’ sets out that 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
  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.

- LP27 – 'Flood Risk' explains that proposals for development will need to demonstrate that development has been directed to areas at the lowest probability of flooding.

- LP28 – 'Drainage' explains that the presumption is that Sustainable Drainage systems (SuDS) will be used to assist in achieving the following on each. The policy goes on to state that development will only be permitted where it can be demonstrated that the water supply and wastewater infrastructure required is available or can be co-ordinated to meet the demand generated by the new development

- LP63 – 'New Open Space' outlines that new housing developments will be required to provide or contribute towards new open space or the improvement of existing provision in the area, unless the developer clearly demonstrates that it is not financially viable for the development proposal.

SECTION 5: PLANNING POLICY ASSESSMENT

5.1 This section considers the proposed development against planning policy requirements.

Principle of Development

5.2 As set out above planning permission has previously been granted for residential development on this site (Ref: 2020/90536). Previous to that outline planning permission was granted for residential development on this site in November 2017 (Ref: 2015/91664).

5.3 The council's most recent published assessment of housing need is the Kirklees Strategic Housing Market Assessment (2016). This suggests that, across Kirklees, the greatest requirement within the private housing sector is for 3-bedroom houses. The tight nature of the site means that a range of house types on this site is not possible however they are 3-bedroom houses, helping to meet the identified shortfall of 3-bedroom houses across Kirklees.

5.4 The proposed development is within a predominantly residential area and the proposed development recognises and reflects the character of the surrounding area.

5.5 The drawings that accompany this planning application demonstrate the proposed dwellings can be accommodated on the site. The scale and density of the proposed development reflects the scale and the density of the surrounding dwellings. The infrastructure in the area is more than sufficient to accommodate the proposed development.

5.6 The new dwellings will be environmentally sustainable from the outset and the scheme will be constructed to Building Regulation standards ensuring a highly energy efficient scheme.

5.7 The properties will be all provided with private gardens and will also be provided, by design, with good natural daylight levels to ensure inhabitants' wellbeing and reduced reliance on artificial lighting.

5.8 It is not envisaged that the proposed development will impact on Highway Safety.

5.9 The proposed development will have no harmful impact on the existing or planned infrastructure.

Building a strong competitive economy

5.12 The NPPF indicates that "*significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development"* (paragraph 81). The proposed development will bring direct and indirect benefits to the local economy through construction employment and tax revenue and support local community facilities. As such it is wholly consistent with the NPPF guidance in promoting sustainable economic growth.

5.13 The development will provide economic sustainability benefits to the area through increased use of local shops, services and facilities and will provide a domino effect through provision of local jobs in the area. This will assist in building confidence for existing businesses within the area and attract new firms to move into the area, maintaining and enhancing the vitality of the local rural area, in accordance with paragraph 78 of the Framework.

5.14 The application proposals will generate a range of direct employment opportunities including construction jobs, jobs associated with the ongoing maintenance of the site and indirect jobs such as estate agents and solicitors. The proposals will therefore contribute to the local economy.

Promoting Sustainable Transport

5.15 The NPPF indicates that all development which will generate significant amounts of movement should take into consideration opportunities for promoting sustainable transport modes, make provision for safe and suitable site access and consider improvements to the transport network. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety or the residual cumulative impacts on the road network would be severe (paragraph 111).

5.16 As outlined above the site is easily accessible by public transport with bus stops located on Newsome Road, Newsome Road South, Church Lane and Towngate with bus stops within 100m walking distance of the proposed development providing links with Huddersfield Town Centre and the Holme Valley.

5.17 The application site is within Newsome Local Centre, which is well served with top-up shops and services, including two medium sized convenience stores, pharmacy, bakers, dental practice, hairdressers and a number of other small shops and services.

5.18 Hillside Primary School, Newsome Junior School, Castle Hill School and Newsome Academy are all within walking distance of the site.

5.19 The site is accessible to a number of employment centres, primarily Huddersfield and the industrial and employment areas to the south in the Lockwood area. The cities of Manchester and Leeds can also be easily accessed by trains from Huddersfield railway station.

5.20 The layout shows that there is ample space for off-street parking.

Delivering a wide choice of high-quality homes

5.21 Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Evidence produced in connection with the Local Plan, including the Strategic Housing Market Assessment, confirms the demand for open market and affordable housing within the area. In particular the Strategic Housing Market Assessment identifies a need for 3-bedroom houses. As such it is considered that the proposal is consistent with the current evidence base and will make a significant contribution to housing delivery and five-year land supply.

Achieving well-designed places

5.22 The scheme submitted as part of the planning submission shows how development can successfully be accommodated on the site.

5.23 In terms of the layout within the site, all of the houses have good sized rear gardens and parking spaces.

5.24 Overall the scheme provides active frontages created by the proposed dwellings. The layout also includes both public and private amenity space for residents, which is carefully balanced with the provision of parking for all users of the site. However, the layout ensures that the parking of cars will not be the dominant feature within the site.

5.25 The scheme demonstrates that the development complies with the NPPF Policies, and Policy LP 24 of the emerging Local Plan.

5.26 The NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps makes development acceptable to communities (paragraph 126). Paragraph 130 indicates that developments should, amongst other things:

- Function well and add to the overall quality of the area.
- Be visually attractive as a result of good architecture and appropriate landscaping.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting.
- Establish a strong sense of place;
- Optimise the potential of the site to accommodate and sustain an appropriate mix of development (including green and other public space) and support local facilities and transport networks;
- Create places that are safe, inclusive and accessible and which promote health and wellbeing with a high standard of amenity for existing and future users.

5.27 The development will seek to provide a high quality residential development with a clear character reflecting the site's location and inspired by its setting and attributes.

5.28 It is considered that the proposals respond positively to the site's landscape context and relationship to the existing urban form.

Meeting the Challenge of Climate Change, Flooding and Coastal Change

5.30 The Framework notes that the planning system should support the transition to a low carbon future in a changing climate, taking account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. (paragraph 152). It indicates that authorities should apply a sequential, risk based approach to the location of development so as to avoid, where possible, flood risk to people and property (paragraph 161).

5.31 The proposed development does not fall within an area subject to flood risk and as such would satisfy the sequential approach set out within the NPPF.

5.32 The applicant is looking at low carbon energy sources and is looking at the most suitable method to provide low carbon energy for this development.

Conserving and enhancing the historic environment

5.33 Nos. 27, 29 and 31 Towngate, to the north of the site, are Grade 2 Listed (a single entry). In considering whether to grant planning permission for development which affects a listed building or it's setting the LPA should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

5.34 When considering the previous planning application for residential development on this site the officer's report stated:
"Nos. 27, 29 and 31 Towngate's heritage significance is considered to be their architectural form, which is an example of early 19th century residential design. There would be no direct impact upon the fabric of the listed buildings, however the heritage asset's setting must be considered."
"Given the disassociation in setting and the good design, officers are satisfied that the proposal would not harm the setting of the listed buildings, having a neutral impact."

5.35 In concluding their assessment, officers considered the proposals complied with the aims of LP35 and chapter 16 of the NPPF. The proposed development would have a similar negligible impact on the listed buildings and should also be considered to comply LP35 and chapter 16 of the NPPF.

SECTION 6: CONCLUSION

6.1 The National Planning Policy Framework identifies a clear presumption in favour of sustainable development and requires that Local Planning Authorities should, where relevant grant planning permissions unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

6.2 The proposed development is wholly consistent with the presumption in favour of sustainable development set out in the National Planning Policy Framework and it positively addresses each of the Core Planning Principles.

6.3 The proposals are supported by the Government's commitment to ensuring the planning system does everything it can to support growth. The proposals provide a housing offer fit for the 21st century in the right place and will contribute to the Government's desire for economic competitiveness, which subsequently facilitates a mobile workforce and dynamic economy.