



# Design and Access Statement

296-298 Whitechapel Road, Cleckheaton

GFWR-XX-XX-RP-A-0001\_S2\_P2



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ARCHITECTURAL

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Revision	Status	Prepared By	Approved By	Issue Date	Comments
P1	S2	JW	MW(J)	27/01/2022	First Issue
P2	S2	IM	JW	30/03/2022	Added Coloured Site Plan

# I.0 Introduction

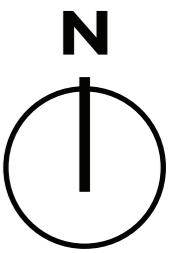
This Design and Access Statement accompanies a detailed planning application for the demolition of outbuildings and the construction of 9 No. dwellings at 296-298 Whitechapel Road, Cleckheaton.

This statement is within accordance of the requirements of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006: and Town and Country Planning (General Development Procedure) Order 1995 Article 4C.

This document describes the key issues taken into consideration in the design of the scheme and sets out the key principles that have been applied to the layout and design of the development.



Location Plan  
(Not to scale)



# 2.0 Context

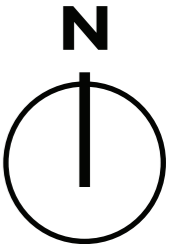
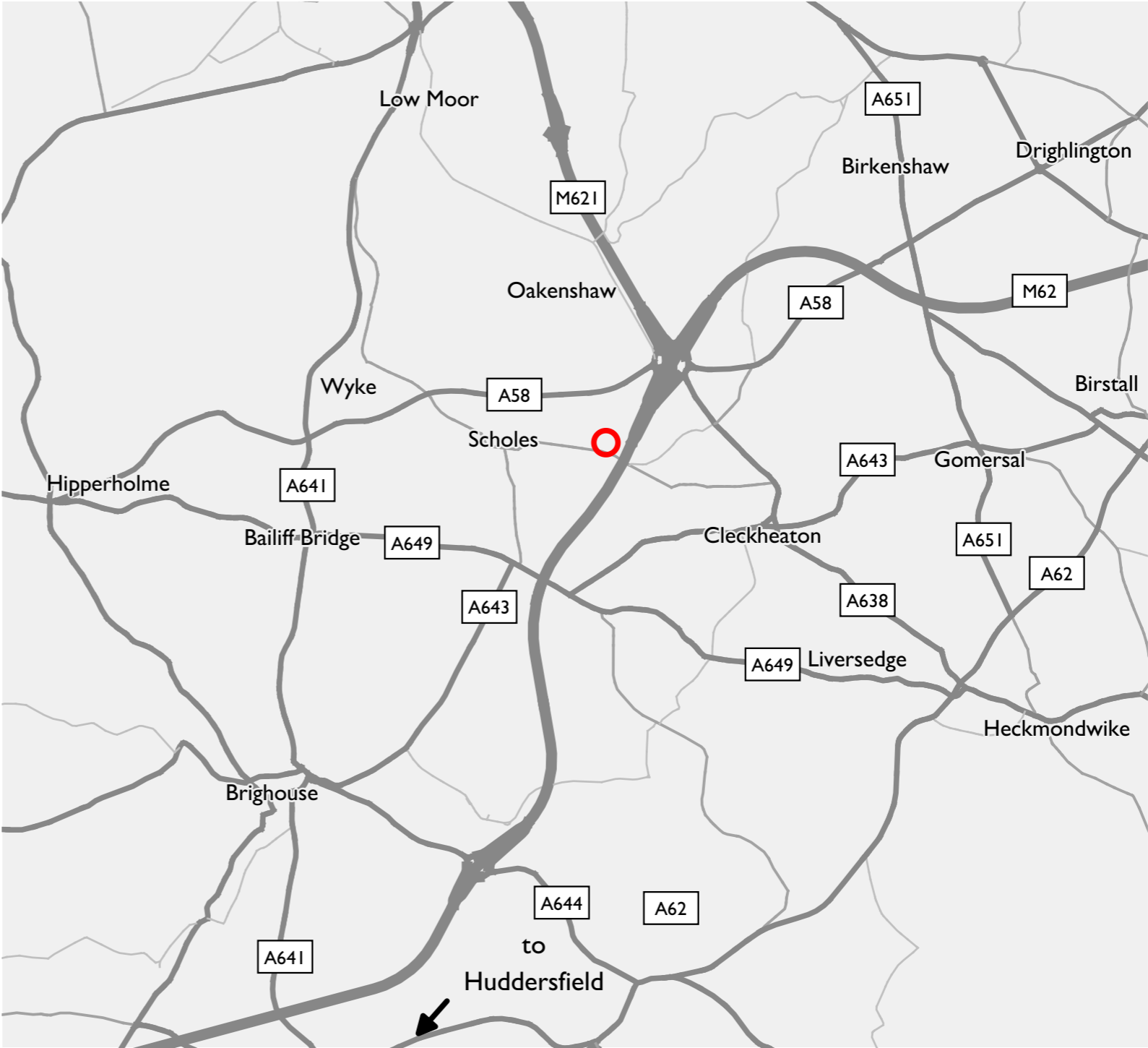
The site is situated off Whitechapel Road (B6120) in Cleckheaton. The B6120 is a local access road between Cleckheaton & Scholes. After it crosses over the M62 to the east it branches through a residential area and then forms a junction with Bradford Road (A638).

The site lies about 700m to the centre of Scholes, 4.5km to Brighouse, 7km to Batley, 8km to Dewsbury, 7km to Bradford and 15km to Leeds.

The site is currently surrounded by fields and residential dwellings on the opposite side of Whitechapel Road.

The site amounts to an area of approximately 0.9 acres/0.365 hectares if you include No. 296 and 298.

On the Kirklees Local Plan the site is allocated as development land.



Site Photographs

The following photographs show the existing site, including the existing buildings and boundary treatments.

The numbered red arrows represent the photograph view points.





Figure 1 – Existing dwellings as viewed from Whitechapel Road



Figure 2 – Side elevation of existing dwelling No. 298



Figure 3 – Rear of existing dwelling No. 296 & 298



Figure 4 – Existing garage block



Figure 5 – Existing brick outbuilding to be demolished

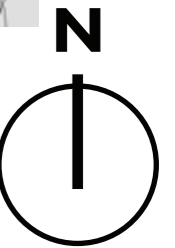


Figure 6 – Existing outbuilding on neighbouring land

**Topographical Analysis**

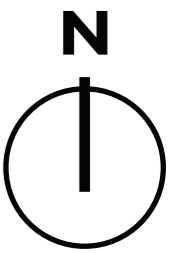
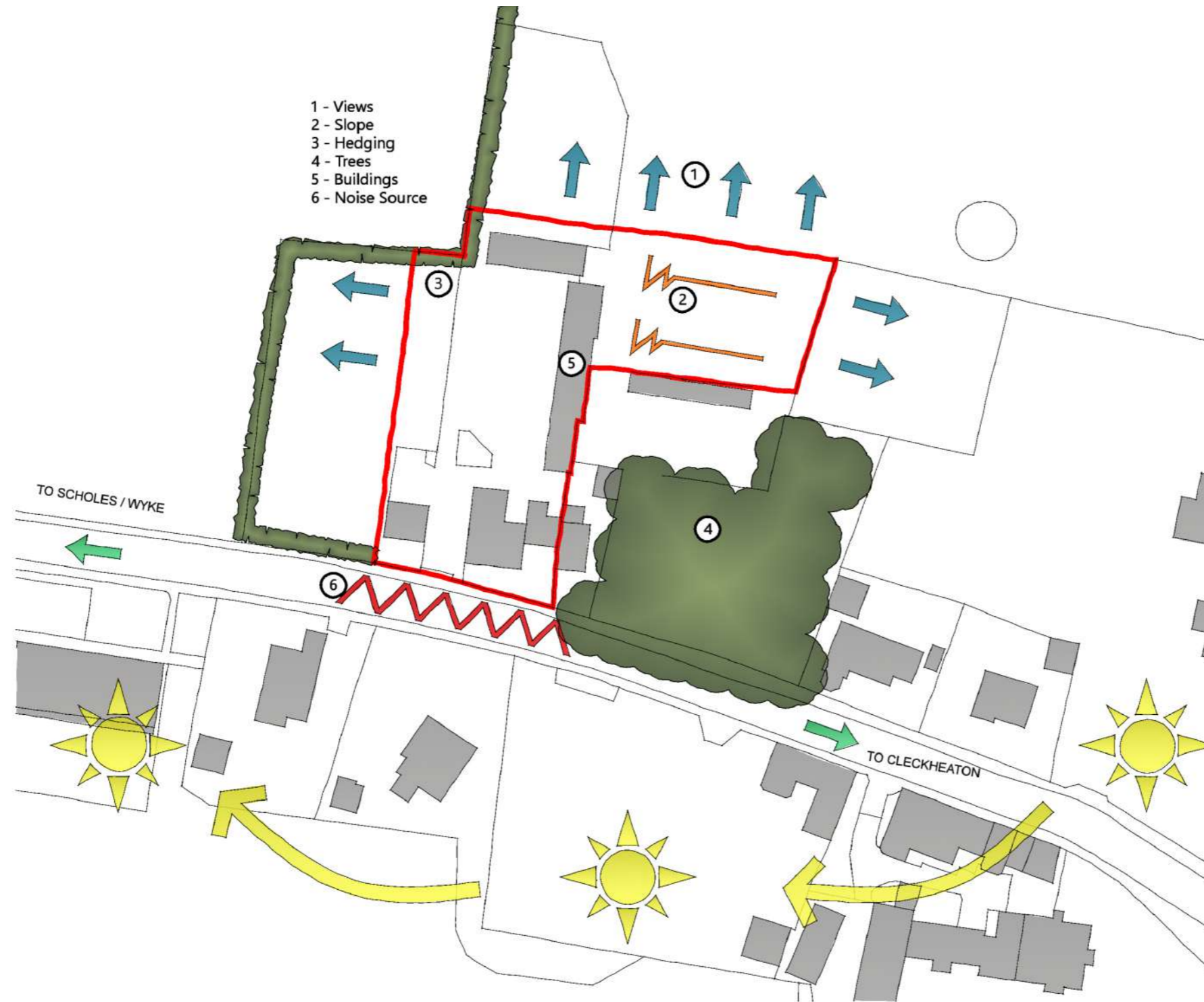
The land from the main road (+140.12) to the southern boundary is relatively level (+139.91).

The land falls sharply from west (+140.12) to the eastern boundary (+136.94)



### Opportunities and Constraints

This plan indicates the key constraints and opportunities of the site and reflects the visual context, landscape character and landscape features.



### 3.0 Identity



#### Local Architecture

Images of No. 296 / 298 / 294 plus dwellings along Whitechapel Road



**Proposed Materials**

The above and below precedent images show the intended material palette. The materials are attractive but simple, practical and durable.



Picked stone walling



Slate roof



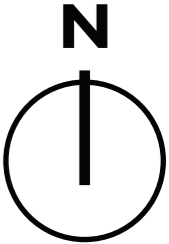
Garden Fencing

# 4.0 Built Form

## Existing Roads and Structures

Existing Roads and Structures  
The adjacent diagram illustrates the existing roads, paths and structures

- Key**
- Structures
  - Roads/ Paths



**Proposed Layout**

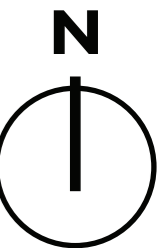
The scheme proposes the erection of 9 No. dwellings which have been carefully structured around the existing site features and topography. The built form is determined by combining layout, form and scale in a way that responds positively to the existing context.

The proposal reflects key local characteristics which include semi-detached / terraced properties and predominate gable roof forms.

Existing dwellings numbers 296 and 298 Whitechapel Road are to remain. Parking provision has been include for these two houses with the proposed layout.

**Amount**

The proposal provides a range of housing sizes between two to four bedrooms in order to meet the needs of the community.

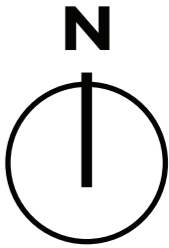


**Scale and Massing**

The proposed dwellings have been considered in context with the surrounding built form. This has been taken into account when considering storey heights of the new buildings.

The diagram illustrates the building heights of the proposed development.

- Key**
- 2 Storey
  - 1 Storey



## 5.0 Movement

### External Access

The site is safe and accessible for all (cars, bikes and pedestrians). Access to the site is gained from the existing entrance from Whitechapel Road. Each house has been allocated designated parking spaces and three visitor parking bays.

Electric charging points will be provided to each dwelling (Mode 3 / Type 2 plug / 16 amp continuous).

Each dwelling also has integrated cycle stores.

### Internal Access

Martin Walsh Architectural (MWA) operates with the belief that the needs of people with disabilities, the elderly and carers of young children should be considered as an integral part of the design process.

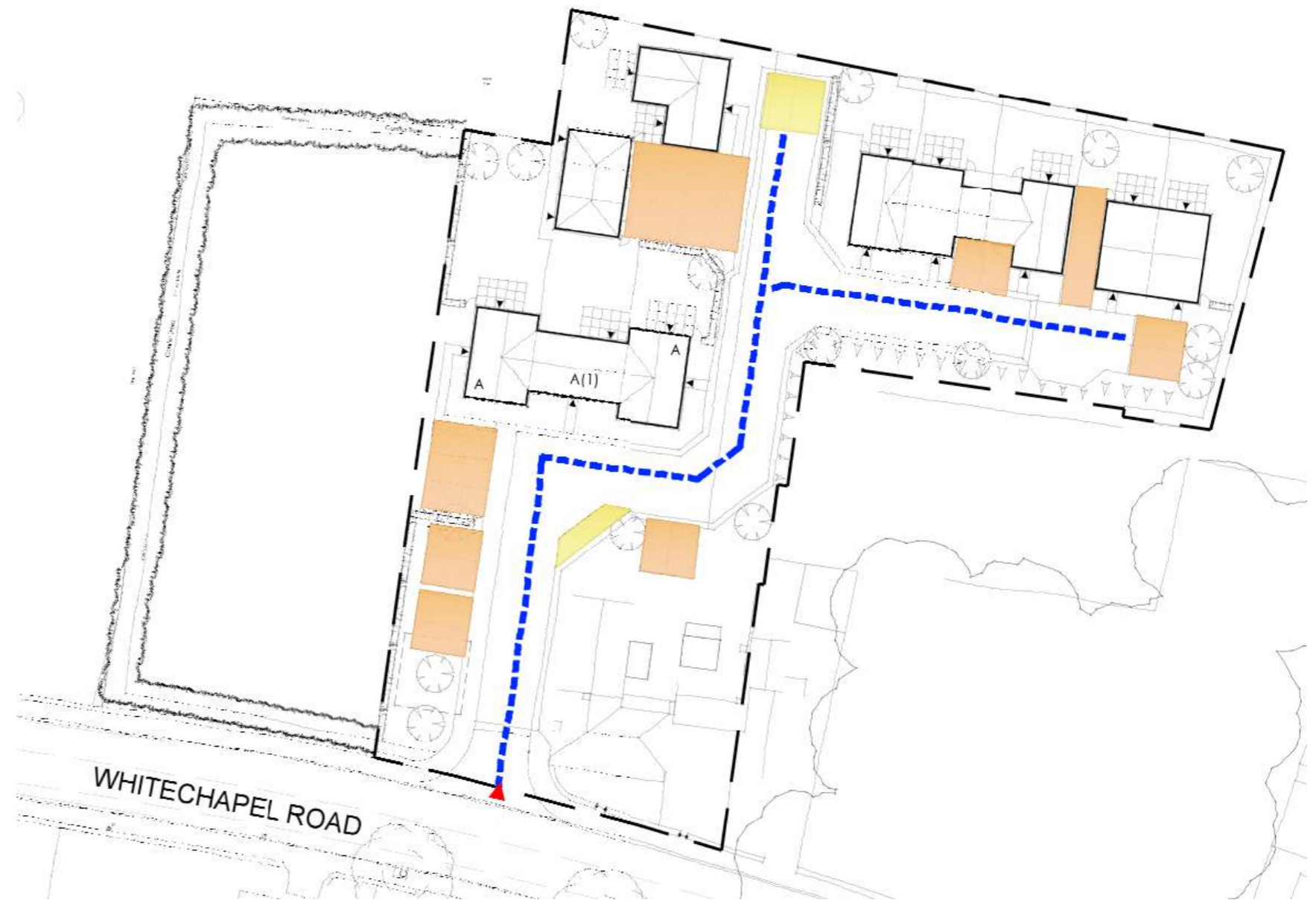
Meeting these needs provides buildings that perform better for all users.

We shall endeavour to design buildings wherever possible to be accessible to a wide range of users including people with mobility or sensory impairments. It is our aim to design buildings for optimum ease of use by their occupants and visitors.




MWA is fully aware of the requirements under Approved Document M (AD-M) of the building regulations and as such, all designs shall conform to the requirements of AD-M, where the requirement exists.

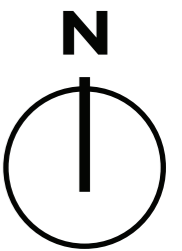
It is in our professional opinion that the nature of the layout provides practical access to and throughout the development.

With each dwelling having its own parking spaces in close proximity, we have ensured that those with disabilities and mobility difficulties are able to access and make use of the site.



#### Key

-  Primary site access
-  Private driveways
-  Visitor parking



# 6.0 Nature

The proposal aims to enhance the semi-rural setting of the site and an accompanying ecological report has been prepared by Brooks Ecology which identifies the ecological constraints and recommendations for the development.

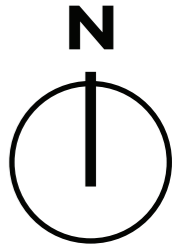
Soft landscape features will include tree planting, hedging, shrub beds and lawned gardens.

Hard landscaping features will include the adoptable road, private road, driveways and parking bays.

Installation of roosting and nesting features for fauna within the proposed dwellings will enhance the environment for wildlife within the site.



Habitats and Ecological Features Plan by Brooks Ecological- Not to scale  
Ref:



## 7.0 Homes & Buildings

The dwellings are well-designed homes that are functional, accessible and sustainable.

The dwellings meet the requirements in the 'Technical Housing Standards – nationally described space standard'.

The proposed development considers comfort and living areas link directly to external amenity space.

Bins will be located in the gardens as to not be visible from the roadside. The homes will be built to 'Secure by Design Standards'.

### Secured by Design

Secured by Design is a police initiative, which encourages the building industry to adopt minimum standards in designing safe and secure developments. This gives equal weight to the importance of environmental design and physical security. Research proves that schemes that meet Secured by Design standards are significantly less likely to suffer from vandalism or criminal attacks.

In achieving Secured by Design, the following principles should be considered and addressed:

- Environmental quality and sense of ownership: Provision of high quality landscape settings for new development to help create a sense of place and strengthen community identity. These spaces tend to be well used and offer fewer opportunities for crime.
- Natural surveillance: Public and semi-private areas should be visible from nearby buildings or from well-used rights of way. Natural surveillance is to be strongly encouraged, but care is needed particularly in residential development to ensure that privacy is not infringed.
- Access and footpaths: Secluded access points and routes should be avoided; roads to groups of buildings should promote a sense of identity and ownership; location of planting should avoid the creation of hiding places; good visibility should be maintained along footpaths and routes.

Secured by Design



Official Police Security Initiative

## 8.0 Resources

Sustainability has been a key driver for this development. Consideration was given to the orientation of the houses, their location and placement of glazing and solar shading to maximise natural light but also minimise glare.

The houses rely on a fabric first approach combined with renewable energy.

Fabric First approach translates as passive solar design (harnessing the sun's energy), highly insulated walls and roofs using structural insulated panels (SIPS), high performance windows / doors and good overall air tightness, so no drafts can get in and no warm air can escape.

The building fabric will be combined with the following energy infrastructures:

- PV Solar Panels
- Air source heat pumps
- Mechanical Ventilation and Heat Recovery System (MVHR)

These elements coupled with energy efficient lighting will improve the buildings energy efficiency and also help reduce CO2 emissions. These measures mean the scheme performs well above Building Regulation requirements.



## 9.0 Summary

This statement has been prepared in support of a full planning application which seeks approval to demolish an outbuilding and the construction of 9No. houses and a garage block at 296-298 Whitechapel Road, Cleckheaton.

The proposal will develop an unutilised site and create a new community which will add value and enhance the setting.

The proposed development has been carefully structured around the existing dwellings, responding positively to the existing context.

The site occupies a sustainable location in Cleckheaton that has excellent public transport links, employment opportunities, open space and shopping facilities in close vicinity.

It is apparent that an opportunity exists to provide much needed housing of high quality, and to greatly improve upon the existing housing stock. The proposal to develop the site will provide extra housing to the area. The development will improve the site usage, complement its surroundings and improve the quality of the built environment.

We are hopeful that Kirklees Council will recognise that both MWA and our client are conscientious of developing the site in a sensitive manner.



