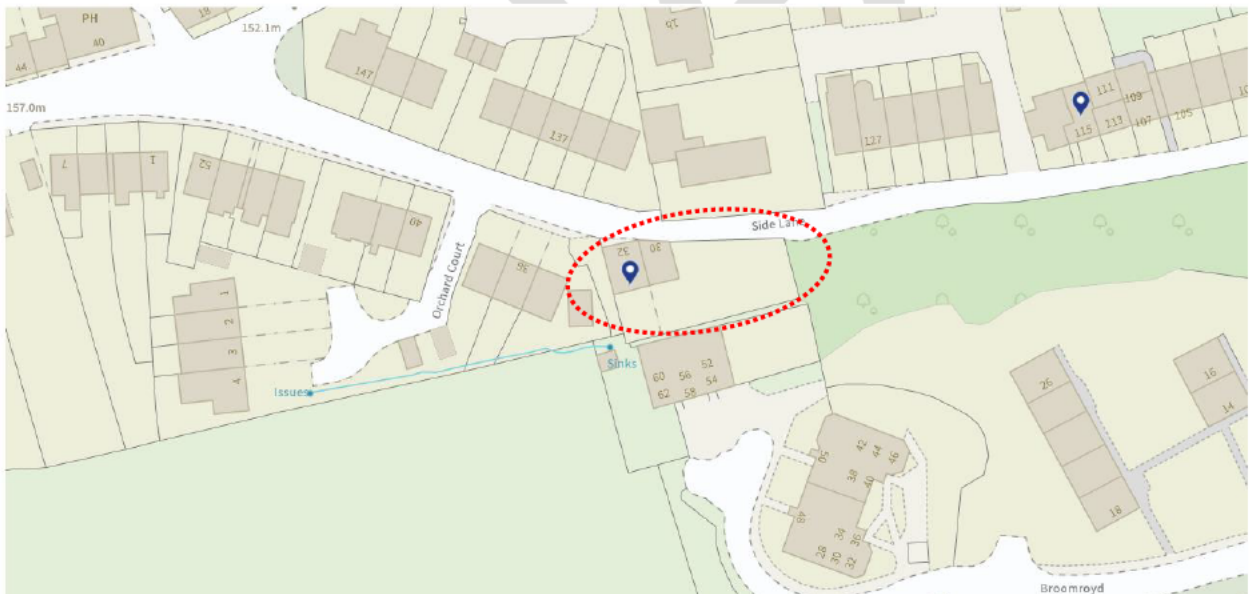


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Job reference: 2022 enquiry 75
Address: No30 and 32 Side Lane,
Longwood,
Huddersfield
Date: 9-3-2023
Extra notes: Design and access report with planning statement
To regularise the joining of the 2no properties at
No30 and 32 Side Lane, Longwood, Huddersfield

Design statement

The design statement is prepared in accordance with the CABE's publication 'design and access statements – how to write, read and use them' (2006) headings.



Introduction

This design and access report is to be read in conjunction with the separate heritage report.

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Assessment

The following matters are considered in the assessment below –

- 1) Principle of development
- 2) Impact on visual amenity
- 3) Impact on residential amenity
- 4) Impact on highway safety
- 5) Other matters
- 6) Conclusion

1 – Principle of development Sustainable Development

NPPF chapter 2 Paragraph 7-14 and LP1 outlined a presumption in favour of sustainable development. NPPF Chapter 2, Paragraph 7 identifies the dimensions of sustainable development as economic, social and environmental (which includes design considerations). It states that these facets are mutually dependent and should not be undertaken in isolation, ie NPPF Chapter 2, Paragraph 8. The dimensions of sustainable development will be considered throughout the proposal.

2 – Impact on visual amenity

The linking of the 2 properties into a detached home does not affect the properties visually as the massing remains the same and there is no visual harm to itself or the surrounding neighbours.

The principle of creating a detached dwelling on this large generous garden plot is considered acceptable and would not have any significant harm being caused to the visual amenity of the area. The proposal would therefore meet with policy LP24 and NPPF Chapter 12 paragraphs 124-132.

3 – Impact on residential amenity

The proposal does not cause any material harm to the amenity of nearby dwellings, including the original host property and is considered to be in compliance with Policy LP24 and NPPF Chapter 11, Paragraph 117.

4 – Impact on highway safety

To combine as a detached dwelling will need 2no car parking spaces. The site can accommodate 3no car parking space or more at the front and side of the existing dwelling. The existing parking arrangement is not affected and also do not cause any highways impact as cars are able to turn around within their own site demise and exit in a forward driving gear. The proposal is concluded not to be detrimental to

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highway safety or efficiency, and is deemed to comply with Policy LP21 and NPPF chapter 9, paragraphs 102 and 103.

5 – Other matters

This application is just to regularise the listing issue since the properties had already been joined together back in 2005 and have not caused any harm to the exterior or interior of both properties. We believe that since it has been joined, the listing should now be for both properties, ie no30 and 32 Side Lane and you may need to update the listing?

Planning statement

The proposal now being a detached property assist to complete as a new home to meet with the following **Kirklees Local Plan Policies**

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 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 the combination of the 2 properties is considered acceptable and therefore should be seen as being a sustainable approach in creating a detached home and should be supported positively since it was already been done back in 2005. Those were the only data we have available, and it may have been joined together much earlier?

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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;*
- 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 proposal does not cause any highway issues as at least 3no cars or more can be parked on site driveway and forecourt and can exit in a forward driving gear and still leaves adequate garden amenity left for enjoyment.



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;*

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- 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;*
- 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 form, scale, layout, details have not been affected. Therefore it accords with policy LP24(a)

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The National Planning Policy Framework:

The National Planning Policy Framework is now a material planning consideration on any development proposal.

NPPF Chapter 2- Achieving sustainable development

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;

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;

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.

This linking of both properties into a detached property has created a HOME and had promoted all the 3 roles as described above.

Site area

The site area overall is **circa 467sqm.**

Ground floor	32 sqm nett
first floor	32 sqm nett
Total	64 sqm nett Internal

However, based on the above calculations, 64sqm extra extension of accommodation have been achieved. This size of new accommodation is considered to be appropriate for the size of the generous plot.

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).

Access

On entering the plot is the same as before and the site vehicular access into the driveway forecourt width and size have not been affected. The ground floor access

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into no32 Side Lane is via a step externally onto the main entrance and similarly access into no30 Side Lane. The ground floor is level across no32 Side Lane but a step down into no30 Side Lane. The access to the first floor is via an existing stair.

CONCLUSION

The proposal is to regularise the listing issue does not cause any visual harm to itself or to the immediate neighbours. The proposal is sustainable with good design and accords with the Kirklees Local Development Plan Policies and the National Planning Policy Framework which should be approved without delay.

However, should additional information or justification are required, than allow the opportunity for our clients or Jade3 to supply them. Our clients are keen to progress with either an extension or a separate detached bungalow for their senior age parents as a new **HOME** adjacent to them so that they can look after and cater for their immediate family needs.

Yours faithfully

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

for and on behalf of Jade3 Architecture Limited