Design & Access Statement

Document Name:	Design and Access Statement
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Project:	22216 Sparks Road
Client:	Mr Peter O'Kane
Address:	1 Sparks Road Oakes Huddersfield HD3 4BX

Introduction

Drawmyextension.co.uk have been appointed to submit a planning application for the construction of five new dwellings, located to Land at 1 and 1a Sparks Road, Huddersfield, HD3 4BX. Drawmyextension.co.uk were briefed by the client to prepare a sympathetic, high quality, sustainable development which efficiently optimizes the use of the site.

The Design and Access Statement has been prepared by Drawmyextension.co.uk, in conjunction with the client and our design team, in support of the application. It is proposed that the existing dwellings will be retained and 5no. new dwellings, set over three floors, will be constructed. The development aims to make full use of what is currently a vacant and overgrown site. The proposal is supported by having access to existing local amenities and is in a prime location for new housing.
The planning submission will seek to gain Full Planning Consent for the proposed 5no. Dwellings, including associated external and highway works that are required.

Existing Site

The existing site is 1746 sqm in area and currently comprises 2no. Semi-detached dwellings built in the early 1900's. The existing dwellings are just over 11m high from the finish floor level internally to the ridge and are constructed entirely of stone externally with stone tiles to the roof. The properties benefit from large gardens to the rear which due to the properties being vacant for a number of years it became overgrown and hard to maintain.

The properties known as 1 and 1a Sparks Road were converted into Houses in Multiple Occupation in 2019 and are occupied by nurses and Doctors from Huddersfield Hospital.

The properties do not Have the benefit of off-road parking and it has never been required as all occupants of 1 and 1a walk and use public transport. However, there has always been a right of access to a driveway located to the rear. Although access has been maintained by the current owner, whose parents were the owners of the building since 1948, the access is shared with the haulage yard adjacent and is not considered a good access for normal cars as it hasn't been resurfaced for many years.

The building wasn't used as dwellings from 2004 until 2019 and the building was vacant for that entire time. The garden became an eyesore and has been very difficult to maintain.

Due to the use as an HMO, the property was refurbished throughout, from the basements to the lofts, bringing the properties in line with current building regulations, fire standards and due to the size, the rooms are extremely comfortable, ensuring occupants have a good standard of living. There has been no expense spared on 1 and 1a and any inspection will show that works are continuing on

paving and garden works as well as amenity improvements inside the properties, all at the cost of the current owner.

There are a number of trees and hedges on the site, two of which have Tree Preservation Orders on them, these are to remain and the majority of the hedges to the boundaries will be kept to try and act as a screen for the development.

The building was previously separated into 12 number self-contained flats with communal kitchens and bathrooms serving a maximum of 4 flats. This was prior to 2004.
Bins were always collected from the front of the building on New Hey Road where the refuse truck would have to stop to load the bins.

Crime Prevention

We as the design team have looked at the principals involved with "Secured by design" accreditation. The design team feel that the arrangement proposed would encourage an element of "natural surveillance" from residents within the new buildings and also from neighbours from no. 7 Oakes Road South. The curtilage of the development has been designed with defensible space in mind, fostering a sense of ownership of the local environment, without the creation of any 'hiding spaces'.

Environmental Sustainability

Minimisation of energy consumption by an increase in thermal insulation to the building envelope. Controlling and reducing the amount of heat loss from the building.

High efficiency heating systems will maximise and effectively convert the energy supplied to the building into tangible heat. Construction will use high quality materials and bonding in areas that are typically susceptible to cold bridging, thus increasing the thermal performance of the structure and reducing energy wastage. It is the opinion of the Design Team that any other variations of sustainable energy systems are not cost effective and would have an adverse aesthetic impact on the context of the area and, therefore, be inappropriate. The properties and amenity space have been designed to ensure space will be available for future technologies such as Air Sourced Heat Pumps

Design

The design of the proposed development seeks to adopt similar design principles to that of the host dwellings, 1 and 1a Spark Road but, with a slight variation so as to ensure the proposed dwellings, which will also benefit from modern living standards, will not look out of keeping with the other buildings in the immediate and wider area.

The layout pf the homes have been determined to maximise the use of the site, but to also ensure the footprint is kept to a minimum to allow for private parking and ample gardens. Each individual home benefits from a large amount of natural light to ensure a comfortable home, whilst ensuring energy consumption is kept to a minimum by keeping the proportion of glazing to insulated walls at a minimum.

Although there are large mills located just 39m away from the proposed development, we have tried to keep the height of the building to a minimum by incorporating dormer windows for the 2no. properties located to the south of the site. These will be clad in Rosemary Tiles with the colour to match that of the roof tiles to be installed, ensuring the dormers impact is kept to a minimum.

The main bulk of the elevations are broken up with double glazed windows and doors with stone detailing surrounding each fenestration. The windows and doors are proposed in a light grey to tie the Dormers and grey roof tiles together harmoniously. There are various examples available showing how stone and a more modern colour of grey for the window and door frames enhances the building as a whole, aesthetically. It is proposed that all elevations will benefit from stone detailing and all elevation treated as a principal elevation.

Layout & Amount

The layout as proposed seeks to create a community area to the front of the properties, where parking and access to the home will also be located. There is ample space in each garden, to accommodate purpose-built bin stores, as shown on the plans. The layout of the access road ensures a suitable turning head for refuse vehicles and large delivery vehicles alike.

The layout of each of the Townhouses have a garage with internal access, W.C. and Kitchen diner with access to the rear garden. To the first floor is the living room, bedroom and a further W.C. To the second floor are 2no. bedrooms and the house bathroom. All rooms exceed current space standards.

The layout of the Dormer Type Homes is set over three floors, with a 'room in the roof' type construction, and each home has a total floor area of 102sqm.

Use

The 5no. new homes will be put on the open market for sale prior to completion.

Scale

The existing properties, 1 and 1a are large Victorian Semi-detached properties. The ridge height of number 1 is 11.19m and the ridge height for number 1a is 10.03m above their respective ground levels. The eaves are of each property are 8.6m and 7.08m respectively.

The proposed townhouses have a ridge height totalling 10.89m and eaves height of 7.52m.

The proposed dormer type homes have a ridge height of 8.79m and eaves height of 5.67m

The heights of the proposed buildings will be considerably lower than that of number 1 and 1a.

The depth and width of the buildings will also be smaller in scale than that of the host dwellings.

Landscaping

The existing landscape: currently the rear garden of 1 and 1a Sparks Road is overgrown and far too large the associated dwellings.
The proposal seeks to utilise existing boundaries treatments such as the dry stone wall to the West and south of the site and install new fencing to form boundaries of the new dwellings. There will be a new access road with open driveways, giving a sense of openness within the development.
The large trees will remain untouched and ownership of one of the trees protected by a TPO will be transferred to a new owner. The gardens of each property will have some form of hard, porous surface laid to form a footpath and patio to each property. The remaining areas will be lawned.

Access, Vehicular and Transport Links

New Hey Road is sited on a major bus route and the existing infrastructure in place will adequately deal with the small increase in demand this development would pose. Located just two miles away

from the town centre the development has great access to transport to other towns and cities by way of bus, rail, cycle and car.

The proposed entrance to the development will be located as existing, off New Hey Road and a new access road with markings, footpath, tactile paving etc will be constructed, as shown on the proposed site plans, all in accordance with highways legislation. This access is a shared access with the Haulage Yard who own the land, but there has always been a right of access across it. The owners have agreed to the proposed development and works to form the new access road to the site.

Access to the site, due to existing traffic calming measures with the island located on New Hey Road will be simply 'left in' and left out' meaning there will never be any holding up of the traffic which would be unacceptable on New Hey Road. The access will be 6m wide ensuring vehicles can still turn in to the site when someone is leaving.

Some road markings may need to be amended for the proposal to go ahead and this will be paid for by the applicant and approved in writing prior to any works starting. All to be discussed with highways.

As mentioned previously, the dwellings were separated into a total of 12no. self-contained flats, therefore the proposal is only for 2no. extra dwellings albeit of increased occupancy. The existing refuse collection is made by the refuse truck stopping on New Hey Road to collect all the waste. We will be ensuring there is a turning head located within the development to allow an 11.6m refuse truck to manoeuvre to ensure it is forward facing when egressing the site.

We have allowed for 2no. external parking spaces for each of the proposed dwellings. The Townhouse types also have internal parking within garages, totalling 3no. parking spaces for each Townhouse. The existing property doesn't really have allocated parking, as mentioned previously, access is poor, however from a plan view, there is currently spaces for at least 3no. vehicles.
Parking is also possible and occurs to the parcel of land directly adjacent number 1a sparks road and between the access into the haulage yard. This space will be resurfaced and allocated as parking for visitors of the development and the haulage yard.

The total number of parking spaces allocated to the development will be 15no. and 2no. to remain for the HMO's. Evidence can be provided to show that parking is currently bot required by the occupiers who are all long-term occupiers, as long as they are employed by the NHS. There is also the 'overspill' parking to the West of access from New Hey Road, providing space for a minimum of 5no. vehicles.

Access

Access provision for disabled persons has been considered, these include flush thresholds at the front doors, wheelchair width doors and passageway, wheelchair accessible ground floor toilet located within the entrance to comply with Building Regulations M4. The maximum slope of the land to the front door of each dwelling will be no more than a 1:21 gradient.

Flood Risk

The site is not within an area at risk of flooding as defined by the Environmental Agency's map showing flood zones 2 and 3. Generally this means that the chance of flooding each year from rivers or sea is 0.1% (1 in 1000) or less. The site is not within 20 metres of a watercourse.

Planning History

- 2015/62/92557/W - Erection of 14 no. apartments and demolition of 1 & 1a Sparks Road Withdrawn – This was withdrawn and the fee was refunded due to an error by Kirklees Planning at Pre-App Stage. The Pre-app fee was also refunded. The general position of the council was that 10no. new apartments would be accepted and not 14no and for that reason the application was withdrawn.
- 2016/60/93628/W - Outline application for demolition of 2 dwellings and erection of residential development – Granted. Due to the issues faced with the previous application, this application was submitted to ensure that a housing development could go ahead with the demolition of the buildings. However, as mentioned, it was possible, through great expense, to bring the existing buildings back to life and preserve them for hopefully another 100 years.

Relevant Planning Policy

Housebuilders Design Guide SPD

Principle 1 – The applicant has appointed Drawmyextension.co.uk to design the development and used previous Pre-Application advice and concerns to ensure the proposal is in line with Kirklees expectations for new homes. The design and access statement is detailed and includes all the information relate to the proposed development.
Support will be obtained from Landscape Architects for the design of the gardens of each property, making use of the existing stone walling, trees and other features that will be exposed during the works.
The previous applications have not received a single objection during their time of public consultation and for that reason we have not involved the local community in the consultations when making our proposal. We feel that due to the lack of objections one can surmise that the site is of little concern to local residents. In addition to no objection being received, the applicant, as mentioned, has a relationship with each of the immediate residents are they are usually kept informed of his intentions. This application is no different.
The design of the development, floor areas etc exceed national minimum standards.

Principle 2 – The new development will respect and enhance the local character of the area by adopting similar design principles and materials to match that of the host dwelling and wider area. All in accordance with the design guide.

Principle 3 – The design and access statement are in line with this policy and headings are shown to match that shown in the design guide.

Principle 4 – Density. The density preferred is 35 dwellings per hectare. The site as a whole has a total area of 1746sqm which is 0.1746 hectares. Therefore, the minimum number of dwellings should be 6.13 dwellings. The whole site has a total of 7no. dwellings. Which is more than the minimum required. The density of the development would be 40.09 dwellings per hectare, showing that it also isn't over development either.

Principle 5 – Building Line – The site and its orientation do not follow a specific building line but the new homes to try to stay in line with adjacent properties and forms a building line to Sparks Road. Important views are maintained and there will be minimal impact on the main road and residential amenity of adjacent occupiers. The development will create a sense of space to a lost part of the landscape, hidden behind large properties, set back from new hey road. The existing boundary treatments already create that sense of private space that is obviously separate from public land.

The proposal complies with Principle 5 of the design guide.

Principle 6 – Maintaining standards of residential amenity – the properties protect the residential amenity of the existing neighbours by way of positioning the new dwellings at the appropriate distances set out in National Planning Policy and Design Guide.

Principle 7 – Green Infrastructure. The site has two very large trees that span a good portion of the back garden of the Townhouses and are visible from all properties on the site. We believe this will be ample greenery in the development. However, as previously mentioned, there will be further landscaping to gardens to the front and rear amenity and parking areas, to be designed by an appropriate Landscape Architect. Please bear in mind the applicant will retain ownership of the original dwellings and the access and will ensure that the front areas are well maintained.

Principle 8 – This item is covered by Principle 7. We believe the proposal is not appropriate in its size to warrant a separate communal area other than the small area near to the bin store, as shown. When considering Principle 8, the location within an area with Tree Preservation Orders, the proposal does comply.

Principle 9 – Biodiversity. The proposal seeks to retain the large trees and position the development as far away from the trees as possible. This will allow existing habitats to be retained and should be largely unaffected by the development.

Principle 10 – Walking, cycling and road connections. This has been covered previously in this document and the proposal complies with the principle 10 of the design guide with additional evidence showing the transport methods of the current occupiers of 1 and 1a Sparks Road.

Principle 11 – Street Design – this item has been covered previously in this document and the proposed development does comply with Principle 11 in the design guide.

Principle 12 – Parking – this item has been covered previously in this document and the proposed development does comply with Principle 12 in the design guide.

Principle 13 – Architectural Details – this item has been covered previously in this document and the proposed development does comply with Principle 13 in the design guide.

Principle 14 – Windows and Doors – this item has been covered previously in this document and the proposed development does comply with Principle 14 in the design guide.

Principle 15 – Roof Lines– this item has been covered previously in this document and the proposed development does comply with Principle 15 in the design guide.
Principle 16 – Internal Space Standards – this item has been covered previously in this document and the proposed development does comply with Principle 16 in the design guide.

Principle 17 – Internal Space Standards – this item has been covered previously in this document and the proposed development does comply with Principle 17 in the design guide.

Principle 18 –Energy Efficiency – this item has been covered previously in this document and the proposed development does comply with Principle 18 in the design guide. Building control will also

ensure that the development will meet current standards for energy efficiency and future technologies can be easily adopted when the better, more efficient technology becomes available. The property will benefit from Heat recovery technology that will allow for redistribution of heat from the 2nd floor of the properties that benefit from higher levels of solar gain and also from cooking and wet rooms where the heat from the steam can be recirculated to colder parts of the property. Modern applications will help the occupiers monitor and control the energy usage and high efficiency heating systems will be installed to all properties.

Principle 19 – Waste. The proposed development has a timber bin store that will house a green and black wheelie bin, 2no. for each property. Not only will the shared bin store make it much easier and simpler on bin collection day but, it will ensure the streets are kept free of wheelie, which can be out for a number of days either side of a collection. There will be a hard surface to the bin store and its immediate perimeter to allow for ease of moving the wheelie bins.
Brown bins, which usually have a much less frequency for collection, and not something that is issued by Kirklees as standard, can be kept within the rear gardens of each dwelling. The access to the site off New Hey Road is currently access by large vehicles including lorries and the improved junction access proposed will ensure the bin collection is improved considerably over that of the previous collection methods.

Kirklees Local Plan
Meeting Housing Requirements – The proposal seeks to add additional housing to the Kirklees Housing stock, utilising a garden site in a well-served area of Huddersfield.

Kirklees Local Plan LP24 – Design
The details stated in this policy have been previously discussed in this document and the proposal is deemed to comply with all relevant parts of Policy LP24 of the Kirklees Local Plan.

Conclusion
For the reasons detailed in the preceding paragraphs, it is considered that the proposal as submitted is consistent with National and Regional Planning Policy and Kirklees Local Planning RUDP. The scheme as submitted will not, it is contended, result in the new dwellings having a materially greater impact on the residential area than exists at present. The developed scheme will give purpose to what is at present a vacant parcel of land. For these reasons, it is considered that Planning Permission should not be unduly withheld.