

June 2023

PLANNING
STATEMENT

RESIDENTIAL DEVELOPMENT AT LAND TO THE
REAR OF KINGSLEY AVENUE CROSLAND MOOR,
HUDDERSFIELD, HD1 3SR.

Ref: 2779

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CONTENTS

PAGE NO

CONTENTS		i
SECTION 1:	INTRODUCTION	1
SECTION 2:	LOCATION AND SITE DESCRIPTION	1
SECTION 3:	THE PROPOSED DEVELOPMENT	2
SECTION 4:	PLANNING POLICY CONTEXT	2
SECTION 5:	PLANNING POLICY ASSESSMENT	6
SECTION 6:	CONCLUSION	10

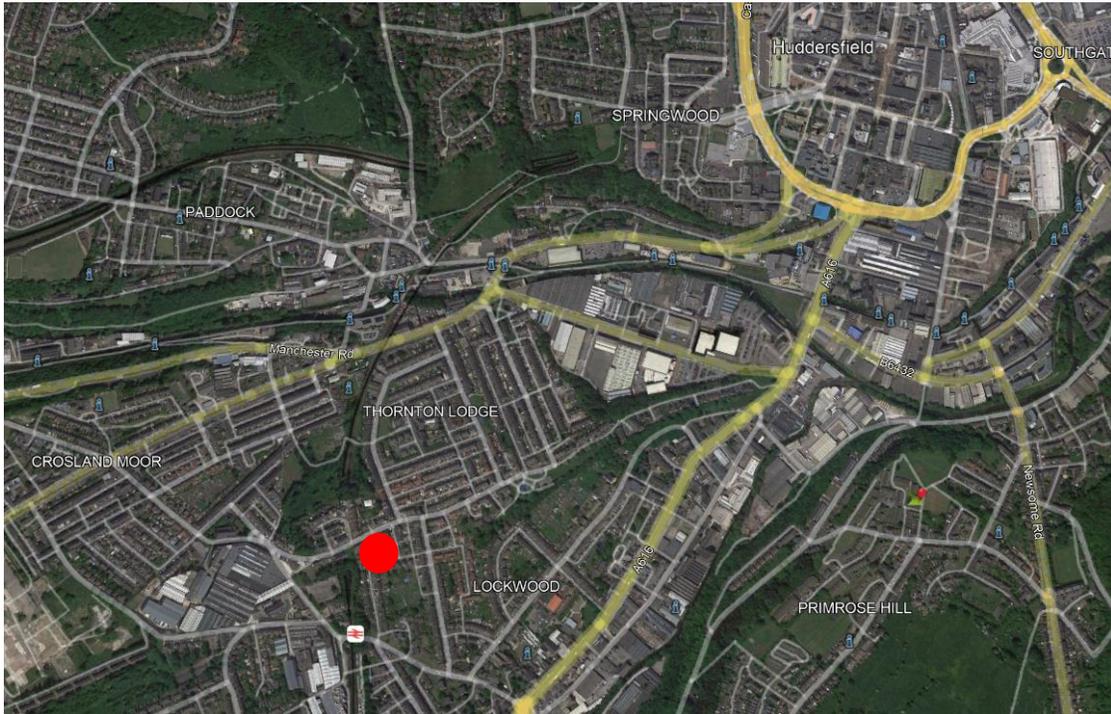
SECTION 1: INTRODUCTION

- 1.1 This Planning and Policy Statement has been prepared to support a planning application for the erection of 10 semi-detached dwellings on land to the rear of Kingsley Avenue, Crosland Moor, Huddersfield.
- 1.2 A pre-application enquiry (Ref: 2022/20699) was submitted for this site in May 2022, and this planning application responds to the recommendations of that pre-application enquiry.
- 1.3 This statement addresses the planning policy implications for the site,

SECTION 2: LOCATION AND SITE DESCRIPTION

- 2.1 The application site is located in the urban area of Longwood less than a mile to the south-west of Huddersfield Town Centre. The site comprises an informal area of open space.
- 2.2 To the south, east and west of the site are residential dwellings and to the north-west is a play area and recreation ground. To the east of the site is a railway line that runs between Huddersfield and Manchester. The site does not currently benefit from vehicle access, but this is to be created by demolishing no. 18 Kingsley Avenue.

Photo 1: Location of Application Site



SECTION 3: THE PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises the erection of 10 semi-detached dwellings. The proposed development includes the demolition of 18 Kingsley Avenue to create a new access road to serve the new dwellings.
- 3.2 As the site slopes steeply from north to south the fronts of the house appear to be two storeys, but from the back they are three storeys, with a partial sub-terranean ground floor, which incorporates a living room and a separate Dinning/Kitchen room, utility room and wc. The ground floor includes a master bedroom with ensuite and snug. Three further bedrooms, a family bathroom and a study are located on the first floor.
- 3.3 The houses will be served by an adoptable road, that leads to a shared private driveway that serves the last five houses within the development. There is a bin collection point towards the end of the shared private driveway for the houses on the private driveway. The other houses will be able to present the bins to the front of their houses for collection.
- 3.4 Each house will have two off-street parking spaces to the front of the house, with three additional visitor parking bays being located on the adoptable street.
- 3.5 Each house will have its own garden with relatively large private amenity space to the north of each house.
- 3.6 A full set of drawings accompany this planning application along with a Design and Access Statement that sets out the design considerations for the proposed development.

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 revised NPPF was published in 2021 and sets out the Government's proposed economic, environmental and planning policies for England.

- 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, 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 applications.
- 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.

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 mix of housing suitable for different household types which reflect the changes in household composition in Kirklees.
- 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 coordinated 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 A pre-application enquiry was submitted to the Council (Ref: 2022/20699). The Council's response concluded that the principle of development could potentially be considered to be acceptable in this location, but this is subject to an assessment of the proposal against all other relevant material planning considerations, including design, visual and residential amenity, as well as highway safety (amongst other matters).
- 5.3 Further to the pre-application response from the Council, the proposed scheme has been designed to reflect the character of the local area. The contours of the site is a key element in guiding the design of the houses, as the access road runs in an east-west direction along a contour with the site sloping away to the north. This means the development is of linear nature so the houses have been designed with split level ridge heights to split up the monotony and add interest to the development.
- 5.4 In terms of visual and residential amenity the proposed houses will sit further down the slope from the existing houses on Kingsley Avenue, which will minimise their visual impact. The fronts of the houses are more than 40m from the rear elevations of the houses on Kingsley Avenue.

Design

- 5.5 In terms of design matters the proposed development follows the principles within the Housebuilders' Design Guide SPD:

Principle 2 – As explained above the proposed development respects the character of the local area, with the proposed materials matching those used on the houses on Kingsley Avenue. The pitches of the roof also reflects those on Kingsley Avenue although the ridge heights change to add a level of interest.

Principle 5 – The proposed development does not sit on or near to an existing building, however the proposed development creates a new building line, with active fronts of buildings that face the street. Whilst reflecting the contours of the land a gradual curve in the street creates a softer streetscene.

Principle 8 – The proposed development sees partial development of a large infill site and does not comprise a site that is on the edge of the urban area, and therefore principle 8 does not apply.

Principle 12 – The pre-application response from the Council states that “*parking provision should not dominate street frontages... and should be accommodated at the side of buildings or to their rear*”. In this situation there are integral garages set to the side of the houses, which allows areas of lawn to the front of each house. Unfortunately the gradient of the site means that driveways to the side of the houses would not be possible, however the proposed development seeks to minimize the impact of parking to the front of the buildings by maximizing the lawned area to the front of the houses.

Principle 13 – The materials to be used reflect the materials in neighbouring houses on Kingsley Avenue and the surrounding area.

Principle 14 – The windows and doors relate to the wider area.

Principle 15 – As explained above the type of roof reflect the pitched roofs in the wider area. The ridge line has been broken up to break up the monotony of the design.

Building a strong competitive economy

- 5.6 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.
- 5.7 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. The increase of residents within an area will have an impact on existing services and businesses within the local area and wider area including increased demand for local services and increased expenditure within the local area. This will assist in building confidence for existing businesses within the area and attract new firms to move into the area.
- 5.8 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

- 5.9 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).
- 5.10 The site is easily accessible by public transport with bus stops located on Park Road which is less than 200m walk from the site.
- 5.11 Lockwood Local Centre which is less than 500 m walk from the site, provides a good range of shops and services.
- 5.12 The site layout that accompanies this planning application shows that there is ample space for off-street parking that complies with Kirklees parking standards.

Delivering a wide choice of high quality homes

- 5.13 The proposed development comprises relatively high-density 4-bedroom large houses. The area comprises a predominantly south Asian Community where there is a demand for larger houses to allow families to live together.

Achieving well-designed places

- 5.14 The scheme submitted as part of the planning submission demonstrates how development could successfully be accommodated on the site.
- 5.15 In terms of the layout within the site, all of the houses having large rear gardens and parking spaces.
- 5.16 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.
- 5.17 The scheme demonstrates that the development complies with the NPPF Policies, and Policy LP 24 of the emerging Local Plan.
- 5.18 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.

5.19 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.

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

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

Meeting the Challenge of Climate Change, Flooding and Coastal Change

5.22 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 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).

5.23 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.

Conserving and enhancing the natural environment

5.24 Paragraph 174 of the NPPF explains that development should minimise impacts on and provide net gain for bio-diversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

- 5.25 The proposed development seeks to retain buffer approximately 17m which will contribute towards the Biodiversity Net Gain for the site.

SECTION 6: CONCLUSION

- 6.1 The 2021 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 Technical reports accompanying the application are comprehensive in their coverage and where necessary provide appropriate and deliverable mitigation measures. The proposed development will not give rise to any adverse impacts that would significantly and demonstrably outweigh the benefits of the proposal.
- 6.4 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.