

Design and Access Statement

Located at: Land behind 20-30 Radcliffe Road, Slaithwaite, Huddersfield, HD7
4EX

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1 Introduction

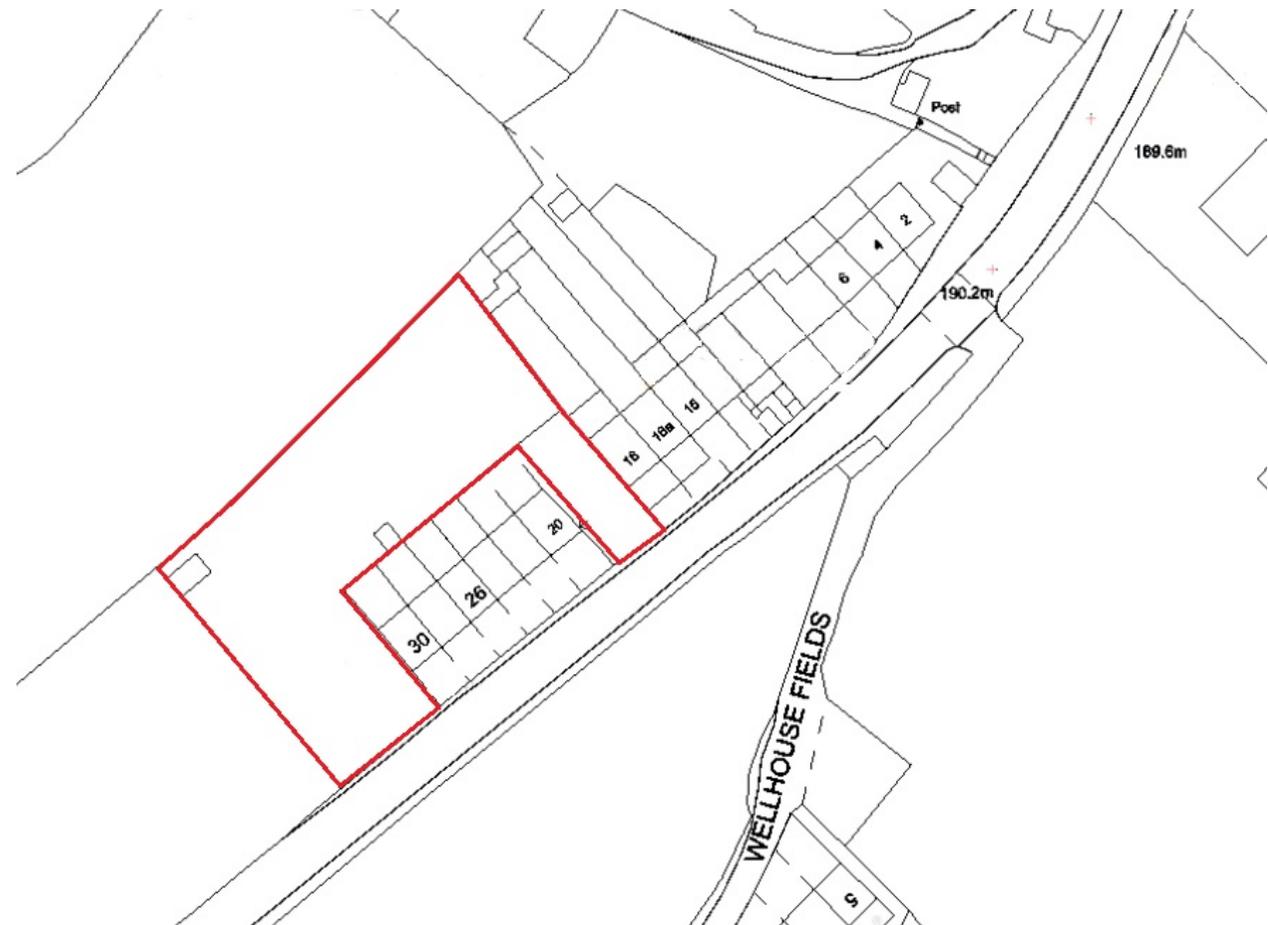
This Design and Access Statement has been prepared for our client in support of our Outline Planning Application for access only, for the erection of a residential development. Within the Outline planning application, we have produced existing and indicative proposed site layout plan, comprising of the following indicative accommodation:

1No 4Bed/7 Person (2 Storey)

This statement complies with Department of Communities and Local Government document 'Guidance on Information Requirements and Validation' (March 2010) 'Section 6 – Design and Access Statements'; and CABE's 'Design and Access Statements – How to Write, Read and Use them (2007).

The application relates to an existing parcel of land behind and adjacent to residential dwellings 20-30 Radcliffe Road, Wellhouse. The site is adjacent to an existing residential area of Wellhouse, between Slaithwaite and Golcar.

Access to the site will be gained via an existing access between No 16 & 20 Radcliffe Road, utilising the existing access and parking space which has been established over a number of years.



Utilising the existing access, and within the application site, the proposed driveway will be large enough for vehicles to turn around, and therefore leave the site in a forward gear. The proposed scheme also incorporates a turning head for a standard fire tender. Existing site lines will be maintained within the scheme, therefore should be to the satisfaction of the local highway officers' requirements. The proposed access has also been reviewed by a transport consultant (TPS Transport Consultants Ltd) and with the Outline planning application we have submitted a Technical Note for a more detailed information.

The existing site is an area of unallocated storage / agricultural land, currently used for animal grazing and storage, and has provided off-street parking for a number of years. The site is bound by agricultural land to the northwest and southwest and residential dwellings and Ratcliffe Road, to the northeast and southeast. The whole of the application site is under the applicant's control.

Directly to the North of the site is open fields with no overlooking issues created. There is no public right of way within the site however it is noted that residents to Radcliffe Road use some of the existing access to enter the rear gardens. Within the proposals, the new access road will have a 1200mm wide footway to one side, which the residents will still be able to use to gain access.

There are existing trees/hedging along the northwest boundary which will remain, and some minor hedging to the South boundary which will also remain, or be replaced to maintain any overlooking/privacy. A full tree survey and Arboriculture Impact Assessment would be carried within the Reserved Matters Application should the Outline Application be successful.

The enclosed drawings, figures and diagrams within this document are proposals and are not to scale. Distances and measurements should be sought on the accompanying planning drawings which have been provided as part of the application.

2 Context Assessment:

2.1 Physical Context

The image to the right shows the application site edged red and in its immediate context.

The Site Edged Red is predominantly adjacent to a row of two storey dwellings which front Radcliffe Road, and residential gardens to the East, with its access sat between two end terraced dwelling. The North and West boundaries are adjacent to agricultural land.

All the application site within the red line boundary is unallocated within the councils Local Plan and is approximately 0.18 ha in area.

The site has been used for grazing land and agricultural storage with access for deliveries, maintenance, and parking being accessed from the existing access.

Boundary treatments to the North and West of the site are made up of existing tree/hedges with a post & wire fence, with the South and East boundaries made up of hedging, retaining wall, and timber fence.

Some of the Southern boundary runs along Radcliffe Road, with a 1500mm high retaining wall, and is where the indicative dwelling will be positioned. The remaining Southern boundary runs along the rear gardens of Nos 20-30 Radcliffe Road, and will form a landscaped boundary, with the last Southern boundary forming the access off Radcliffe Road. The frontage of the Radcliffe Road will therefore remain as an attractive frontage and be more or less untouched.

The topography of the site slopes towards the North and therefore lends itself to a split-level dwelling, with Garaging/Utility to the upper level accessed off the private driveway behind the terraced houses. The site is u-shaped and wraps around the existing block of terraces

Being close to a variety of amenities, the application site is within a good sustainable location with Wellhouse Junior & Infant school within 200m of the site and Titanic Spa and Golcar Baptist Church within 500m of the site. The application site is also on a major bus route, with bus stops to the East & west being within 200m of the site that lead into Golcar and Slaithwaite.





Left:
Application Site behind 20-30 Radcliffe Road, showing
topography of the site, and agricultural storage units/sheds

Right:
Northwest corner of site, where indicative dwelling is positioned,
looking between the end terrace and West Boundary.





Left:
Existing Access looking from within the site showing both end gables.

Access to existing rear gardens will be maintained and made easier to access.

Right:
Existing Access from Radcliffe Road, showing previous parking and access to the site.



2.2 Social Context

The main issues that we believe will most affect local residents will be as follows:

- Traffic: there will be a slight increase in vehicle and pedestrian traffic using Radcliffe Road to access the development site. The scheme ensures that the existing access and footpaths are suitable and that parking provision for the new dwellings are in accordance with the Local Highway officers' requirements so as not to spill into Radcliffe Road affecting residents.
- Outlook: a few surrounding houses on Radcliffe Road are adjacent to the application site, however keeping the proposed development into the Northwest corner of the site and utilising the existing entrance will remove any overlooking issues. Although views are not protected by planning, our proposals do not create any amenity or privacy issues for existing residents and separating distances have been carefully incorporated.

2.3 Economic Context

The local economy will receive an initial boost as a result of construction work on the project, once complete there will also be a boost to local authority funds via Council Tax contributions. New residents in the area will also mean new customers for local businesses.

2.4 Involvement

Through our studies of the site, we have identified that the local residents will be most concerned with potential highways and traffic issues, along with concerns regarding the impact on their amenity and wider concerns regarding general sustainability and preservation of any wildlife habitat. With this in mind it is crucial that we review the proposals with specific advice to be obtained from:

- Highways and Planning officers,
- Arboricultural consultant
- Ecological Consultants
- Landscape Architects and Energy assessors would be looked at in more detail at the Reserved Matters Stage.

2.5 Evaluation

Following on from client's brief, it was discussed to use the existing entrance to the site and keep the proposed dwelling position the far end of the site, where the existing storage containers are placed, to reduce any impact on local residents.

The main aspect of the site would be its access; therefore we have engaged with a transport consultant who has provided the Technical Support report for consideration, together with Utility Searches.

Rather than submitting a full planning application for a Full Design of the proposed dwelling, it was consulted and decided to apply for an Outline Planning Application for Access only for one dwelling.

We have also looked at similar Outline Planning Applications for Access Only within Kirklees MBC and have produced and submitted the similar details of those within the applications (2020-60-93470-W)

The scheme was also reviewed and designed in terms of the following.

1. Design and Layout
2. Movement and Accessibility
3. Security

3 Design

3.1 Design

The final proposal layout has been designed to consider the site analysis work, context assessment of the surrounding area. A more detailed design will be assessed at Reserved Matters following a positive outcome of the Outline Application.

3.2 Amount

The scope of the application, the overall size, shape, and layout of the building have been carefully considered given the surrounding environment and constraints as have the design of the site layout itself. The proposed application is an Outline Planning Application, and therefore details of the proposed materials, appearance, layout, and hard and soft landscaping are not detailed within the proposed drawings.

Also, within the proposed site layout plan we have looked at the amenity impact on the surrounding neighbours and maintained suitable separation standards.

The indicative proposals of the Outline Concept Scheme can be broken down into the following figures:

Units	Use Class	Bedrooms	Accommodation	Height
1 no	C3	4	4B – 7 person	2-storey (split level)
<u>Total = 1 No Units</u>				

The concept scheme has been designed so as not to disrupt the existing street scene and has been designed to not affect the surrounding properties and also to keep as much of the existing soft landscaping as possible.

Prior to production of the concept design for the proposed scheme a study of the existing built environment within the site’s immediate context was executed where it was discovered differing ridge heights to be a prevalent element within the area. The properties along Radcliffe Road are mainly traditional 2 storey

terraced houses, with three storey dwellings in and around Wellhouse; the detached and semi-detached properties tend to be topped with a mix of piked and hipped roofs while others have been constructed with gable ends set at one level.

The proposed scheme aims to continue the trend by striking a balance between the uniformity of the Street Scene

Car spaces will be provided to the proposed dwelling, with a minimum of 4 car spaces created, with adequate turning space. This proposal is in accordance with the highway design guide and would not incorporate pressure on any on street parking and not jeopardise the existing parking to surrounding highways.

The aspect of the proposed dwellings will be a high-quality family housing and be of a high-quality construction. The construction will meet/exceed thermal requirements of the Building Regulations.

A natural palette of materials will be proposed at Reserved Matters Stage, which will link in with the surrounding buildings and natural environment, and also give the proposed dwellings an element of high-quality architectural interest.

3.3 Layout

The layout of the scheme has been developed carefully over successive iterations with these final proposals considering all of our core design principles such as:

- Access
- Amenity
- Appearance/layout of the surrounding built environment
- Crime and security
- Enhancing a neighbourhood
- Light
- Privacy
- Space

The scheme utilises the main site whilst also ensures provisions are maintained for the existing access. The proposals reflect the surrounding built environment and ensure overshadowing and overlooking is restricted.

The residential unit would be provided with both internal and external car parking spaces which will be accessed off the existing highway. The off-street private parking is intended to decrease the impact of the proposed scheme on the surrounding roads from parked vehicles thus increasing security, access and visual impact as well as maintaining safety and visibility.

The proposed dwelling is set back from the proposed highway and separated from the public footpath via existing soft landscaping strip buffers. The proposed scheme aims to minimise physical boundary treatments above the external ground level along the frontages; the boundaries will be indicated and noted utilising the ground surface treatments and any associated edgings as much as practicable.

The proposed site plan incorporates efficient and practical external waste storage. There will be a designated external bin store area for the property, sufficient for the storage of 4 no. refuse bins containing non-recyclable and recyclable waste to be in accordance with Local Authority current refuse and recycling system and procedures. This will promote recycling whilst maintaining a neat and tidy streetscape.

Appropriate and attractive landscaping is indicated into the proposed scheme; this can discourage anti-social behaviour whilst providing an attractive frontage and streetscape. Security has been carefully considered within the proposals. The development seeks to create a safe and accessible environment where crime does not undermine the quality of life. Crime prevention measures have been considered, making use of 'active' windows to the fronts of the property, aiding natural surveillance, and maintaining a site layout that reduces/eliminates hidden corners and areas where people can gather together.

3.4 Scale

The initial design of the proposed dwelling is 2 storey split level detached, with two storeys to the rear and two storeys to the front, utilising the existing topography of the site as per the proposed site cross sections. However, this would be looked at in more detail within the Reserved Matters Application should the Outline Application be positive.

3.5 Landscaping

Within the submission of the Outline planning application, an indicative soft landscaping scheme has been produced. However, this would be looked at in more detail within the Reserved Matters Application should the Outline Application be positive.

3.6 Appearance

The design principles laid out the basic tenets from which to base decisions during design development. In terms of appearance the most notable principles were:

- Appearance/Layout of the surrounding built environment
- Enhancing the neighbourhood

Appearance of the proposed dwelling will however be looked at in more detail within the Reserved Matters Application should the Outline Application be positive.

3.7 Use

This planning application is for the erection of a residential development, planning use class C3. The application site is currently unallocated within the local plan, and has been used for agricultural land and storage, and therefore we could not see anything controversial in proposing a class C3 usage of the site. The proposals would be a social and public benefit to for a much-needed residential development.

As the application site lies within a predominantly residential area, we believe there is sufficient justification for our proposals to be considered as appropriate development and use.

3.8 Security Measures

Access and movement

- All routes have been well defined so as not to undermine private or defensible space.
- All proposed routes are safe to use at any time of the day or night.
- Routes have been designed to maximise the opportunity for natural surveillance.
- Routes are straight and wide without blind spots where potential offenders could be hidden.
- Street lighting is existing and to the locally adopted standard.
- All routes proposed are necessary and lead to places where people want to go.

Structure

- Vehicle parking is within the curtilage of the building it serves and be overlooked.
- Buildings have been orientated to maximise natural surveillance.

Surveillance

- Habitable rooms with an increased number of windows overlook the street.
- Lighting is used to ensure good natural surveillance is available during the hours of darkness.
- Elevations of the buildings benefit from the surveillance provided by onlookers.
- Buildings and spaces have been designed to allow for all round surveillance.
- Blank walls and recesses have been avoided.

Ownership

- All spaces have been clearly defined and adequately protected in terms of its use and ownership.

- Low fencing, hedges and bushes have been used as demarcation of space where ultimate security is not an aim.
- High fencing that actively impedes access has been introduced in most appropriate in places that are vulnerable to crime, such as the rear of dwellings.
- Sensitive placement and appropriate selection of physical barriers such as gates, fences, walls, and hedges, have been used to create safe places that are also attractive.
- Landscaping has been used to make places safer as well as more attractive provided it does not restrict natural surveillance.
- Various types of changes in paving, surface texture, materials, colour, and landscaping have been considered to help to differentiate between public and private space for the benefit of all users.

Physical protection

- Robust doors and windows have been considered as a means of defeating the criminal as effective security creates a delay to the intruder. All to conform to Part Q of the Building Regulations

Management and maintenance

- Anyone with 'ownership' of space will be made aware of their personal maintenance responsibilities.

Details of boundary treatments to the site perimeter and the individual plots, including gates to access rear gardens have been provided.

4 Access

4.1 Vehicular Access

The site is accessed from the existing adopted highway off Radcliffe Road. The proposal is to maintain and adapt the existing access/driveway. The existing access will be reconfigured if needed, and resurfaced, and will be designed to safe suitable standards, utilising turning heads for vehicles to leave in a forward gear.

Parking to the dwelling will be to local highway authority standards, with a minimum of 4No car spaces. The current access will incorporate the required sight lines as requested by the local highway officer, of which can be reviewed and assessed in more detail if necessary.

4.2 Pedestrian Access

Pedestrian access into the proposed dwelling would also come from Radcliffe Road, by use of the existing adopted footways, which will link into the residential site. The proposed dwellings will have level access to the principal entrance door.

The application site is on a major link road and is within walking distance to several amenities within 500m of the application site.