

Architecture  
Planning  
Urban Design  
Landscape



**PROPOSED RESIDENTIAL DEVELOPMENT**

**Skelmanthorpe**

**Design and Access Statement**

V.01: April 2025



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## 1.1 Document Introduction

This Design Document has been prepared by John R Paley Associates in support of a Reserved Matters planning application pursuant to application 2023/60/92551/E:

*OUTLINE APPLICATION FOR ERECTION OF RESIDENTIAL DEVELOPMENT (WITHIN A CONSERVATION AREA).*

This application is in response to Condition 1 which seeks the approval of the details of appearance, scale and landscaping of the site.

## 1.2 Purpose

This Statement responds to the requirements of The Town and Country Planning (Development Management Procedure) (England) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The aims of the statement are to ensure design is integral to the creation of this development as far as possible at this detailed stage.

## 1.3 Content

The content of the design element of the statement aims to demonstrate how the physical characteristics of the scheme have been influenced by a thorough process. The process undertaken includes:

- Assessment
- Involvement
- Evaluation
- Design

The statement also seeks to address the following factors:

- Explain the design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been

taken of the outcome of any such consultation; and

- Explain how any specific issues which might affect access to the development have been addressed.

The access element of the statement also includes two aspects of access to the development:

### Vehicular and transport links

Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

### Inclusive access

How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

## 1.4 Brief

The following points summarise the brief at an early stage of the design process:

- Deliver a high quality design which is sympathetic to the existing context.
- Employ innovations which are a model for environmentally sensitive development
- Create a scheme which is viable, sustainable and maintainable

## 1.5 Aspirations

To achieve the brief through careful design and communication with the local authority without preconception of the possibilities for this site.



This section of the Design and Access Statement reviews both National and Local Planning policies in relation to the design aspects of the scheme.

While more recent changes to the planning system have confused certain areas of policy, Section 38(6) of the Planning and Compulsory Purchase Act (PCPA) 2004 remains and states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be in accordance with the plan unless material considerations indicate otherwise”.

### 2.1.1 National Planning Policy Statement

#### National Planning Policy Framework, 2024

The National Planning Policy Framework sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Paragraph 8 states the overarching objectives of the planning system is to achieve sustainable development. The objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open

spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

In achieving well-designed places the NPPF states:

Paragraph 132. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

Paragraph 133. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.

Paragraph 134. Design guides and codes can be prepared at an area-wide, neighbourhood or site specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

Paragraph 135. Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and

effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>52</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 136. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

Paragraph 137. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Paragraph 139. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Paragraph 140. Local planning authorities should also seek

to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme

#### Kirklees Local Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019).

Kirklees Local Plan (LP):

- LP1 – Achieving Sustainable Development
- LP2 – Place Shaping
- LP3 – Location of New Development
- LP7 – Efficient and Effective Use of Land and Buildings
- LP11 – Housing Mix and Affordable Housing
- LP20 – Sustainable Transport
- LP21 – Highways and Access
- LP22 – Parking
- LP24 – Design
- LP30 – Biodiversity & Geodiversity
- LP33 – Trees
- LP35 – Historic environment
- LP51 – Protection and Improvement of Local Air Quality
- LP52 – Protection and Improvement of Environmental Quality
- LP53 – Contaminated and Unstable Land
- LP61 – Urban Green Space

Other Guidance Documents:

- Housebuilders Design Guide SPD (2021)
- Kirklees Highway Design Guide (2019)
- Nationally Described Space Standards

### Site Location

The application site is a plot of land to the south of Commercial Road in Skelmanthorpe. It comprises the former Chartist pub, associated car park to the rear and a grassed section of land.

The former pub is a two-storey, double fronted, detached structure finished in stone which fronts the highway. There is an existing, narrow access to the east of the pub.

The site is set within a predominantly residential area. There is an industrial unit directly to the east of the site which is within the applicant's ownership.

The northern part of the site, which includes the pub, and some of the associated car park is set within the Skelmanthorpe Conservation Area. Approximately 550m<sup>2</sup> of the site falls within the Conservation Area boundary.

The remainder of the site is unallocated in the Kirklees Local Plan. Skelmanthorpe Recreation Ground, which borders the site to the west and south, is allocated as Urban Greenspace in the Kirklees Local Plan.

### Description of the Outline Planning Consent

Outline consent has been granted on the site for the erection of residential development. The approval granted is for access and layout, with scale, appearance and landscaping to be matters dealt with at reserved matters application stage.

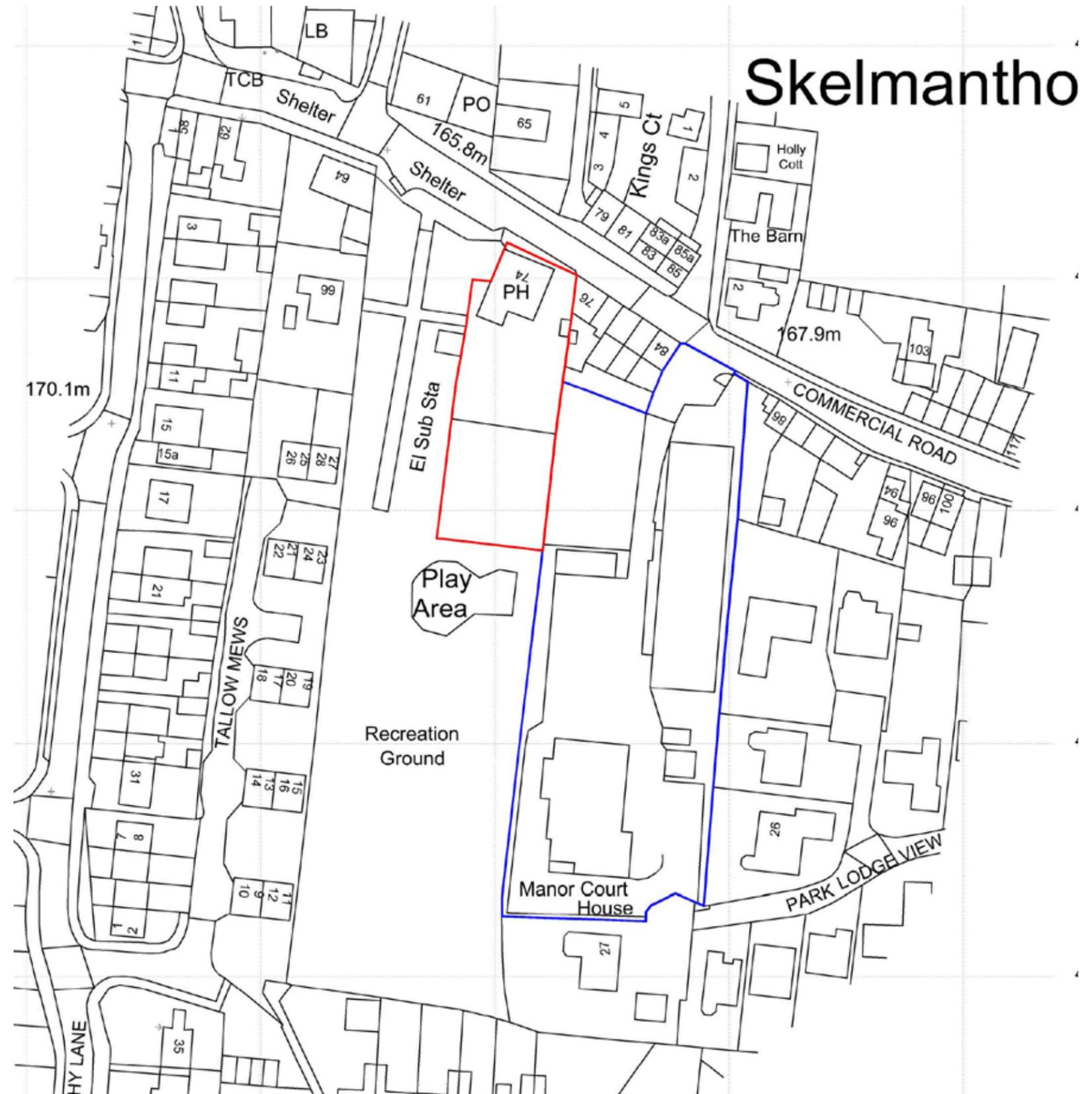
The outline details identified the demolition of the existing public house and the erection of four detached dwellings with internal estate road and off-street car parking. The dwellings would be accessed via a new access off Commercial Road. A bin collection point is shown adjacent to the internal estate road highway. The most northerly dwelling would be oriented fronting Commercial Road, the remaining three properties would be oriented to front the internal estate road which would snake around the properties.

The site falls at a gradient from south to north, towards the site entrance.

### Other relevant Planning History

2019/90729 Change of use of former public house to offices with two storey extension to the rear (within a Conservation Area). Conditional full permission.

2021/90980 Partial demolition and change of use of the existing public house to offices, redevelopment of the public house car park, erection of new storage units/workshops and associated alterations (within a Conservation Area). Conditional full permission.



**Character Appraisal**

It is important when developing a site that the existing character is assessed as a means of providing inspiration for the development. The purpose of this section of the statement is therefore to provide that detailed analysis.

As the photographs demonstrate, the architectural styles of the existing built form significantly varies within the locality along with the construction material.

Dwellings are predominantly 2 storeys in height with some examples of single storey bungalows.

**Materials:** Red Brick, Natural Stone, Artificial Stone

**Parking Solutions:** On street, driveways to front and side, garages

- Older properties constructed in stone have more detail with the presence of dentils, stone heads and cills and chimneys. Simple elevational style with vertically emphasised windows. Parking generally on street.
- Brick properties are simple in their elevations. No heads and cills, windows set below the eaves.

**Boundary Treatments:** low walls or hedges along the main routes. On the more recent developments however, dwellings are still set back from the road however boundary treatments are generally not provided.



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Character Appraisal



View of The Chartist Public House



View of the open space adjacent to the site



Existing development within the locality



Existing development within the locality



View of the open space adjacent to the site



Development to the west of the site



View of development opposite the site



View of the play area to the south of the site



View of the Chartist along Commercial Road



View of the play area to the south of the site



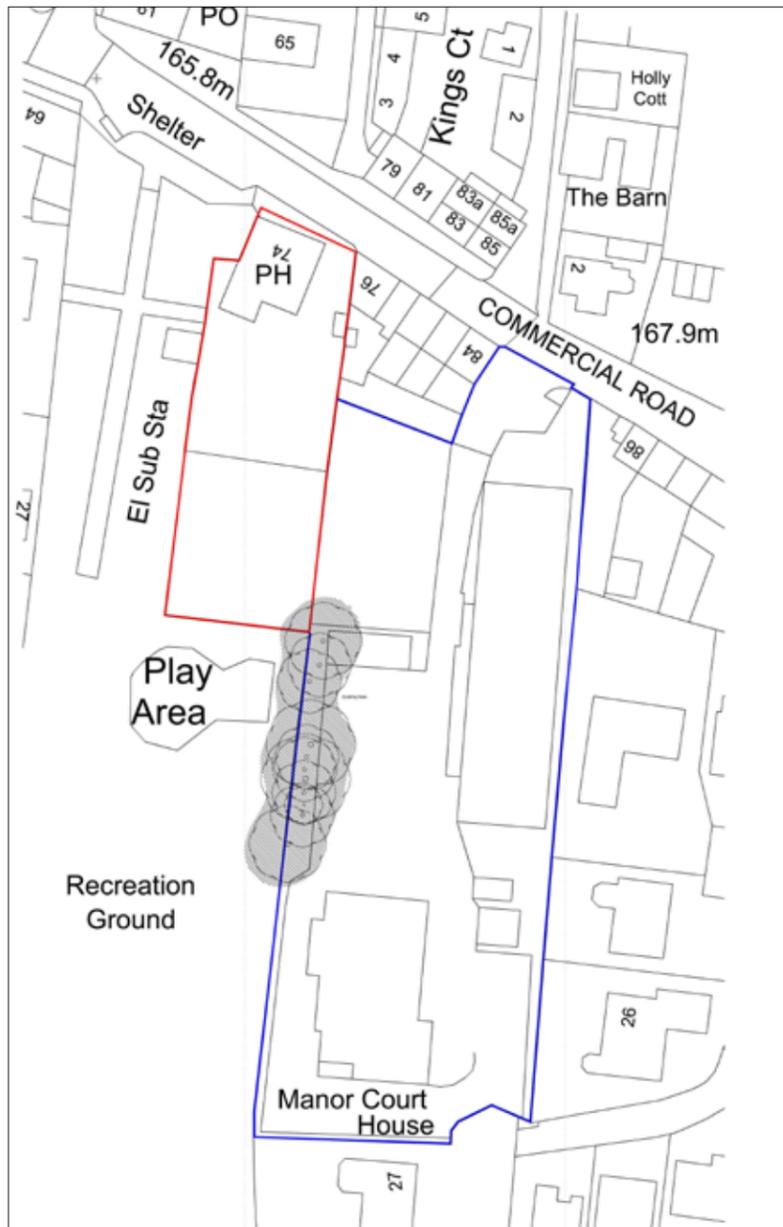
View of the site looking towards Commercial Road

The outline consent requires that any detailed planning application follows the requirements of the outline consent. This refers specifically to the requirements of Condition 2.

**Condition 2:**

Plans and particulars of the reserved matters referred to in Condition 1 above, relating to appearance, scale and landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out in full accordance with the approved plans.

- Location Plan 23/908/01
- Existing Block Plan 23/908/02
- Proposed Site Plan 23/908/03d



## Site Layout

The layout opposite identifies the proposed solution for the site and proposes the erection of 4 residential dwellings.

The existing public house is proposed to be demolished, allowing for the formation of a new access into the site, enabling enhanced sight lights forming a safer access and egress from the site.

The new access will lead onto a private drive and turning area, allowing residents and visitors sufficient space to turn within the site and exit within a forward gear, the turning area is also sufficient size to allow for a refuse vehicle.

Plot 1 is situated on the road frontage, continuing the characteristics of the existing properties on Commercial Road that have a close proximity to the street.

Plots 2-4 are positioned further into the site, taking account of space of dwellings distances, providing sufficient amenity space and parking in line with the Kirklees Local Plan Policy.

The design solution for a residential scheme would be appropriate as a stand-alone design in terms of its form whilst respecting the existing development surrounding the site.

The scheme seeks to provide a single access point from Farrar Avenue. This is in line with highways advice through the pre-application process. The layout of the buildings ensures that the public spaces are adequately overlooked. High quality gardens are provided to the rear of these plots providing high quality private space for future occupants.

The layout permits adequate space between buildings and would allow a high quality landscaped environment to be achieved which would break up the built form.

At present the site has little landscape features and as such, the re-development of the site would introduce native hedges, shrubs and tree planting enhancing biodiversity value.

Bin storage is provided within the rear gardens to all properties to ensure a tidy streetscene.

It is therefore considered that the scheme is wholly compliant with the aspirations of the NPPF and in accordance with the requirements of Policies BE1, Policy BE2 and BE12 of the Kirklees Unitary Development Plan.



### Amount of Development

As the plan opposite demonstrates, and in line with the outline consent, 4 dwellings are proposed at this site.

Given the size of the site (0.34 Ha), this equates to a density of 12 dwellings per hectare.

As the plan demonstrates, adequate distances can be achieved between the proposed dwellings and existing development within the development ensuring a high quality residential environment for both future and existing residents.

Careful consideration has been given to the elevational treatments of the gables to ensure high privacy levels.

It is therefore considered that the amount of development proposed will not result in over development of this highly sustainable site.

#### Plot 1

Plot 1 within the proposed development would be located adjacent to 76 Commercial Road which is a two-storey end-of-terrace property. There would be a separation distance of ~1.9m between the proposed Plot 1 and no.76.

There is an opening in the side elevation of no.76 and the proposed development would likely result in additional overshadowing and overbearing to this window. Therefore, given that adequate light and outlook would still be provided to this room through the primary window, the proposed separation distance was considered acceptable at the outline stage. It was advised that consideration should be given at reserved matters stage to ensure no openings are proposed in the side elevation of Plot 1 which would overlook the opening in no.76. This has been taken forward.

Plot 2 would be set south-west of the terrace of properties on Commercial Road, with the closest being no.76 which would be 12.5m from the rear elevation of the proposed dwelling. The dwelling would be set at an angle, therefore any windows proposed in the rear elevation would not directly face the rear elevations of the closest properties. No.84 would be more in line with the proposed dwelling, but this would have a separation distance of 22.3m, complying with Principle 6 of the Housebuilders Design Guide SPD.

The remaining properties within the site would be located >21m away from the existing residential dwellings which is considered a sufficient distance to prevent any significant harm to neighbouring occupiers. This remains unaltered from what was considered acceptable at the outline stage.

In respect of amenity space, the consideration at the outline confirmed that there would be adequate space to provide amenity space surrounding the property to ensure the amenity of future occupiers. The layout was approved and the detailed layout follows the approved layout.



### Scale and Appearance

In line with the context appraisal undertaken for this site, development within the wider locality and immediate vicinity of the site are 2 storeys in height. There are examples of single storey development.

The homes proposed as part of this site are therefore proposed to be 2 storeys in height.

The key below demonstrates the breakdown on the site: -

 2 storey dwellings

The following pages therefore demonstrate how the development would sit in its context and identifies the architectural style being proposed.

The outline approval also advised that consideration should also be given in terms of design to ensure the proposed dwellings meets the minimum recommendations as set out within the Nationally Described Space Standards for such a dwelling.

It is confirmed that the properties proposed are all in compliance with the minimum National Space Standards.



## Plot 1: The Lovett



Inspiration for the name 'The Lovett' is inspired by:

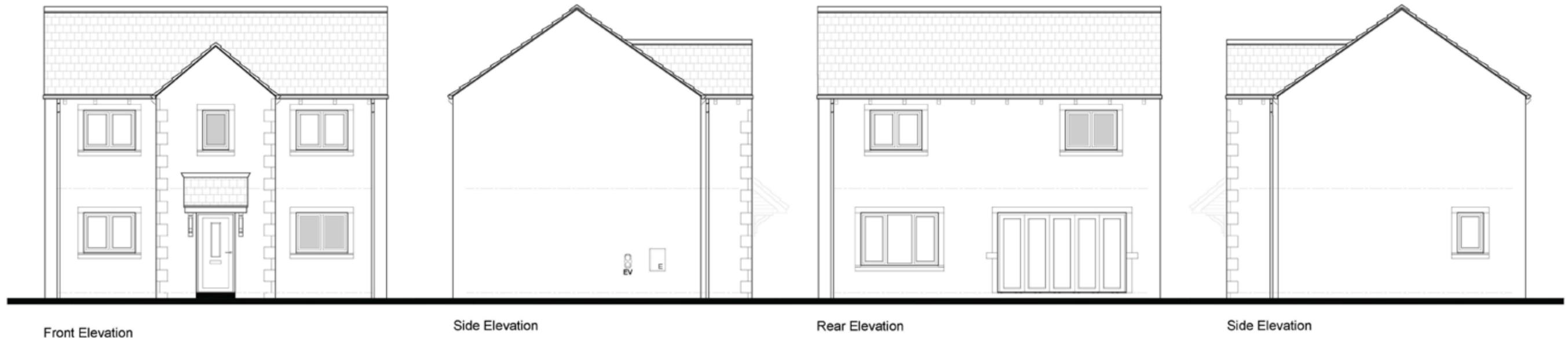
WILLIAM LOVETT (1800-77).

The author of an autobiography (1877) which greatly shaped early writing about the movement, Lovett is seen as the voice of moderate moral force Chartism. Though he drafted the People's Charter and remained steadfast in his support for manhood suffrage, he never joined the National Charter Association.

His influence on the movement was considerably less than that of Feargus O'Connor. Imprisoned in 1839-40, he subsequently developed his ideas through the National Association for the Political and Social Improvement of the People.



## Plot 2 and Plot 3: The Connor and The Rushton



Inspiration for the name 'The Connor' is inspired by:

FEARGUS O'CONNOR (1794-1855).

Greatly underrated for more than a century, O'Connor was the most important of the Chartist leaders.

A superb orator, powerful, defiant, humorous, his arrival in each town on lecturing tours was a major event. O'Connor's leadership was highly personalised - he often referred to the sacrifices he made - but there can be no doubt that he provoked strong loyalties. Working people rallied around him at times of dissension, and some of them named their children after him. He founded the Northern Star in 1837, which soon established itself as the voice of a national protest movement. O'Connor more than any other single individual held the Chartist Movement together. He was responsible for setting up the National Charter Association in 1840 and the Land Company in 1845. He was the only Chartist elected an MP.

Inspiration for the name 'The Rushton' is inspired by:

BENJAMIN RUSHTON (1785-1853).

A handloom weaver and former Methodist preacher, Rushton was a much-loved Halifax Chartist leader who tirelessly addressed meetings from the beginning to the end of the movement. His funeral, at which Jones White and Gammage all spoke, was the last great display of Chartist support in the West Riding.



## Plot 4: The Harney



Inspiration for the name 'The Harney' is inspired by:

GEORGE JULIAN HARNEY (1817-97).

A superb journalist, editor of the Northern Star (1845-50) and his own periodicals, Harney was one of the outstanding leaders of the Chartist Movement. Clearly associating himself with physical force (he brandished a dagger), he worked in London and Sheffield but also travelled extensively as a lecturer. He knew Marx and Engels well, and in 1845 founded a society which supported European revolution, the Fraternal Democrats. He spent much of his later life in the United States, Åsnally returning to Britain in 1888; the journalism of his final years includes affectionate reminiscences of his Chartist colleagues.



The two views below demonstrate how the proposed development would be viewed from Nab Lane and Farrar Avenue.

The development has been designed in order to follow the topography of Farrar Avenue with the development reducing in height as you move towards Nab Lane.

#### Streetscene A: View of the development along Commercial Road



### Designing Out Crime

In order to comply with the National Planning Policy Framework, developments should create safe and accessible environments where opportunities for crime are designed out.

Validation requirements for planning and other applications submitted under the Town and Country Acts, states that, in respect of Design and Access Statements, crime prevention is an aspect to consider in relevant circumstances and it will be at the discretion of the Local Planning Authority to determine whether the absence of any reference to this will invalidate a particular Design and Access Statement at the outset. In any event, such information may be relevant to consideration of the application and applicants are strongly encouraged to show how measures to prevent crime and disorder have been incorporated.

**NPPF states at paragraphs 92 that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:**

**(a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other**

**(b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion**

**(c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.**

As this section demonstrates, designing out crime has been an important element in the development of this scheme and as such, the measures and approaches taken forward in this detailed design in order to design out crime are outlined opposite.



### Key Principles developed into the detailed design

- Parking for the properties are within the curtilage of the properties within the driveways. This ensures secure spaces are created with high levels of natural surveillance with no casual access.
- Public and private spaces are clearly defined in order to minimise the possibility of crime/anti-social behaviour going unchallenged. This is achieved through a well-designed and sensitive landscaping scheme and change in material, or through the careful choice of boundary treatment which delineates the public from the private realm particularly to the dwellings fronting the public open space. This ensures the creation of a high quality and attractive environment. The use of higher treatments are employed where the rear / side garden boundaries abut the highway to ensure privacy for future residents. The use of robust boundary treatments i.e. 1800mm high fencing to the rear boundaries of dwellings with fencing sub-dividing plots ensures the creation of defensible space and achieves privacy for future residents.
- The use of defensive planting within the scheme will help to minimise the impact of the development, maintain clear visibilities and allow natural surveillance. The positioning of shrubs and trees will help to provide privacy and security without providing hiding places or opportunities for anti-social behaviour.
- The proposed fenestration of the dwellings responds to the street with outward facing development. Front doors are designed to be clearly visible and located in a logical relationship to the accessible routes that serve them to ensure the creation of an active street scene.

The re-development of this site with residential development is considered to be an acceptable solution given the existing land uses surrounding the site and the existing outline consent. In light of the former use, it is considered that this site could be viewed in isolation in terms of character whilst ensuring that it sits harmoniously within its context.

The design solution put forward achieves this successfully, taking some architectural inspiration from the wider locality whilst creating a high quality development which is fully contained. Care has been taken to respect the history of the site and the former public house in terms of the proposed elevational treatment and architectural features.

In conclusion, it is considered that the amount of development proposed at this site is appropriate, will not lead to over development and will ensure the creation of a high quality residential environment.

