

## Design and Access Statement

Land at; 101A Halifax Road, Staincliffe, Dewsbury, WF13 4BD

### Description

The site is presently as Garage/Store Approved Document 2015/62/92518/E at 101A Halifax Road, Staincliffe, Dewsbury.

The external walls and roofing materials of the garage/builders store hereby approved is facing brick with concrete tiles as specified within the as built

### The Site Description

The site is presently used parking and providing with single storey Garage and Driveway. The driveway runs through the entire property to the South Highfield Lane. The House is located within the North at 2 metre Below surface and more than 10 metre where 1 metre wall built at boundary has no Overlook and Light effect to the House.

The site is part of a large site house own by the owner used for dwelling for his family use residential purposes. At the time it was a site utilised by open gate which had fallen disrepair and was in derelict condition subject of flying tipping.

The main concern is children family to accommodate separate where land has potential for them to build and locate themselves in safe place.

The Existing Garage is built according to Building Regulations walls are insulated Roof insulations and all work commence in the presence of inspector.

### Conclusion

It is concluded as evidenced by the Area Appraisal that the Application site contributes very little to the Historic Assets and that development offers an opportunity for improving its contribution. Development would be in keeping with the Appraisals management objectives 4 of allowing new development to promote the vitality of the area.

The statement should be in conjunction with the Design and Access Statement for completeness. The Application site has a frontage West Side Vehicle Entrance comprising of a wrought iron gate and rear and South has 2-metre-High wall of a Garden area where No overlooking and has more than 20 metre distance from Neighbours.

### Recent Highways Update Concern.

The proposal house is sufficient distance from house overlooking and light No window is facing where the neighbours overlooking bearing in mind such a design from South Highfield Lane.

#### 1. Addressing Highways Objections

While the Highways Development Control team has raised concerns about parking and potential traffic congestion, these issues can be mitigated through careful planning and community cooperation:

- **Parking Management:** The Purpose can implement a comprehensive parking management plan to optimise existing spaces and minimise on-street parking. This could include staggered service times, carpooling initiatives, and encouraging the use of nearby public transport options. Additionally, re-evaluating the layout of the proposed "Car Parking Area" could potentially increase its efficiency and capacity.
- **Traffic Flow Improvements:** Measures such as improved signage, designated drop-off and pick-up zones, and coordination with local traffic management authorities can help ensure smooth traffic flow during peak times, reducing congestion and enhancing road safety.

## 2. Planning Policy Considerations

The proposed development aligns with several key planning policies and objectives:

- **Bradford Local Plan Core Strategy:** Policies SC1 (Overall Approach and Key Spatial Priorities) and HO9 (Community Facilities) support the enhancement of community infrastructure. The proposal will provide improved facilities for inside garden potential car parking spaces to fulfilling a vital need.
- **National Planning Policy Framework (NPPF):** The NPPF encourages developments that promote social cohesion and support local community needs. The proposal will enhance the capacity to serve its community, aligning with these national priorities.

## 3. Environmental and Sustainable Development

- **Sustainable Building Practices:** The design of the extension incorporates sustainable building practices, including improved drainage systems and energy-efficient materials, contributing to the council's climate change mitigation goals.
- **Reduced Environmental Impact:** By optimising the use of the existing site and enhancing local community facilities, the proposal reduces the need for members to travel long distances to access similar services, thereby reducing overall vehicle emissions rather than buying family accommodation to buy new house at far distance.

## 4. Importance of a Balanced Decision

- Referring this application to the Planning Panel will ensure a balanced and comprehensive review that considers both the community benefits and the mitigation of any potential negative impacts. The Planning Panel can assess expert opinions, community feedback, and the applicant's proposals to arrive at a fair and well-rounded decision.

**AIR QUALITY** In an application of this nature, it is expected that facilities for charging electric vehicles and other ultra-low emission vehicles are provided in accordance with the National Planning Policy Framework and Air Quality & Emissions Technical Planning Guidance from the West Yorkshire Low Emissions Strategy Group. A condition requiring charging points is therefore.

EVC1 Electric Vehicle Charging Points - Condition Before the electrical system is installed a scheme detailing the dedicated facilities that will be provided for charging electric vehicles and other ultra-low emission vehicles shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the following minimum standard for numbers and power output:

A Standard Electric Vehicle Charging point (of a minimum output of 16A/3.5kW) for each residential unit that has a dedicated parking space Buildings and parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational. Charging points installed shall be retained thereafter.