



CLOUGH ROAD, SLAITHWAITE

Design & Access Statement



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View along the Narrow Canal Colne Valley, Slaithwaite

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1.1 Overview

THIS DESIGN AND ACCESS STATEMENT (DAS) HAS BEEN PREPARED BY PARKER PEEL ARCHITECTURAL ON BEHALF OF SB HOMES TO EXPLAIN THE PROPOSED RESIDENTIAL DEVELOPMENT OF LAND OFF CLOUGH ROAD, SLAITHWAITE.

PURPOSE OF THE DOCUMENT

The Design and Access Statement (DAS) is one of a suite of documents that has been submitted in support of a full planning application for residential development of 33 dwellings with associated access.

The DAS has regard for the need to balance design guidance with planning policy requirements and documents the evolution of the design process that has been undertaken in preparation for the site proposals associated with this planning application.

The DAS should be read in conjunction with the other documents, which together form the planning application package.



1.2 Purpose of the Design & Access Statement

The structure of the document has been informed by general best practice within the industry as well as the guidance from the Commission on Architecture and the Built Environment (CABE) 'Design and Access Statements: how to write, read and use them'. Despite CABE no longer being an active body, their guidance notes are still seen as industry leading and therefore relevant for this application.

It covers both the design principles and concepts that have been applied to the development, and how issues relating to access to the development have been dealt with.

The following issues are addressed:

- The design principles and concepts that have been applied to the development.
- The steps taken to appraise the context of the development and how the design of the development takes that context into account
- The policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account.
- 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.

- How any specific issues which might affect access to the development have been addressed.
- That the proposals are based on a considered approach to masterplan design.

The statement sets out the design principles and concepts and provides a detailed narrative in relation to how the scheme addresses them in the following areas;

AMOUNT

Explains and justifies the amount of development proposed. Explains how the proposals respond to the physical, economic and social context of the application site and surrounding areas.

LAYOUT

Explanation of the parameters setting out the way in which buildings, routes and spaces should be placed and orientated in relation to each other, including an explanation of how proposals will create safe and sustainable places and address crime prevention issues.

SCALE

Explanation and justification of the parameters for the height, width and length of buildings in relation to their surroundings.

APPEARANCE

Explanation and justification of the principles behind the intended appearance of the proposals, and explanation of how these principles will inform the final design of the scheme.

LANDSCAPE

Explanation and justification of the principles that will inform the future treatment of spaces in terms of hard and soft landscaping, and a brief explanation of how the landscape will be maintained.

ACCESS

Approaches to access and issues of access, both social and physical.

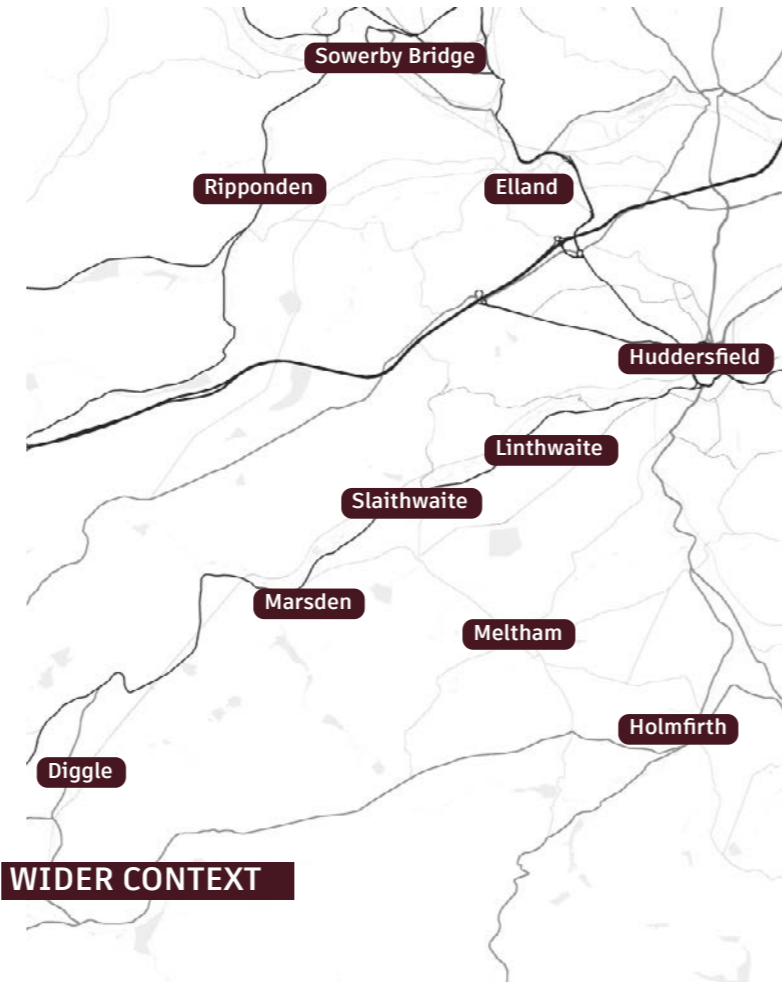
1.3 Site Location

The site is located on Clough Road, Slaithwaite, a well-established village within the Colne Valley, in the borough of Kirklees, West Yorkshire. Slaithwaite is a popular settlement situated within a semi-rural landscape, characterised by a mix of wooded hillsides, open farmland, and traditional stone-built properties. The village forms part of a network of settlements along the Colne Valley, with Marsden to the west and Golcar and Linthwaite to the east.

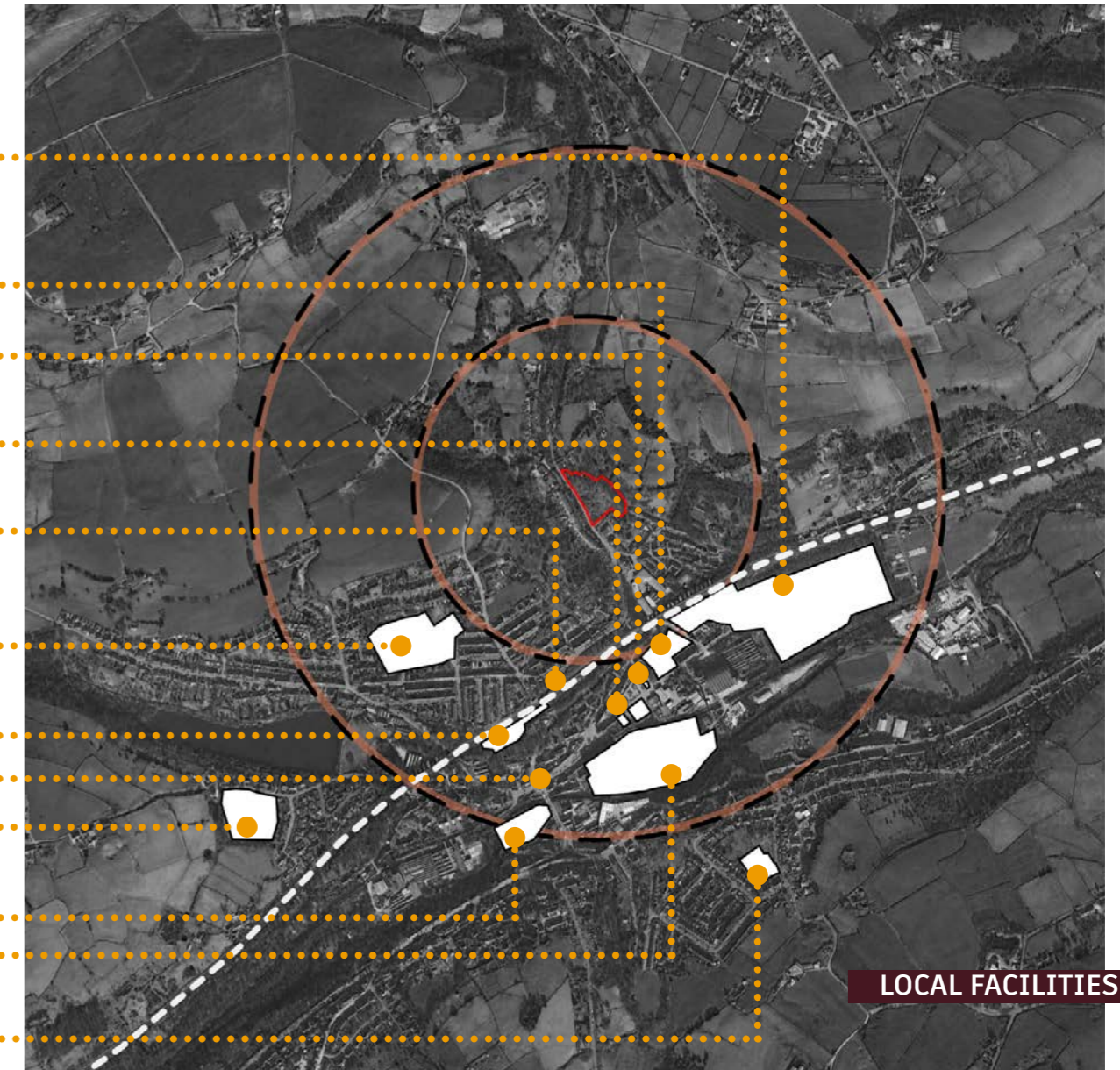
The larger town of Huddersfield lies approximately 5 miles to the east, providing a full range of services, employment opportunities, and transport connections. Manchester is located around 25 miles to the southwest, and Leeds approximately 25 miles to the northeast, both of which are easily accessible via the regional transport network.

Slaithwaite retains a distinct semi-rural character, enhanced by its canal-side setting along the Huddersfield Narrow Canal and its surrounding Pennine landscape. The combination of historic mill buildings, stone terraces, and open countryside contributes to a strong sense of place and visual quality.

The village benefits from good transport links. Slaithwaite railway station, located on the TransPennine route, provides regular services to Huddersfield, Manchester, and Leeds, ensuring strong connections to the wider region. Road access is also convenient, with the A62 providing direct links to Huddersfield and Manchester, and onward connections to the M62 motorway, facilitating travel across the wider West Yorkshire and Greater Manchester areas.



- Industrial and Business Use
- Colne Valley Leisure Centre
- Slaithwaite Library
- Civic Centre and Slaithwaite Health Centre
- TransPennine Railway Line
- Slaithwaite Cricket and Bowling Club
- Train Station
- Main Street/Shops etc
- Slaithwaite Junior & Infant School
- Supermarket
- Industrial and Business Use
- Linthwaite Hall Bowling Club



1.4 Access and Connectivity

GREEN SPACES PERMEATE THE AREA OF SLAITHWAITE WITH OPEN COUNTRYSIDE SURROUNDING IT.

WIDER LINKS
The countryside surrounding the settlement provides opportunity for recreation with multiple footpaths and bridleways connecting to Slaithwaite.

FOOTPATHS
1. Local Connections: Footpath links provide local connections to amenities, wider trails, and local parks.
2. Rural Routes: Several paths connect to the local surrounding countryside, allowing residents to explore scenic routes through fields and river banks.
3. Accessibility: Many footpaths are well maintained, making them accessible for families, individuals, and those with mobility challenges.

BRIDLEWAYS & CYCLE ROUTES
The surrounding area benefits from a comprehensive network of bridleways, footpaths, and cycle routes, offering access to the surrounding countryside. National Cycle Route 68, which forms part of the Pennine Cycleway, runs through Slaithwaite, enhancing sustainable travel and recreational opportunities within the village.



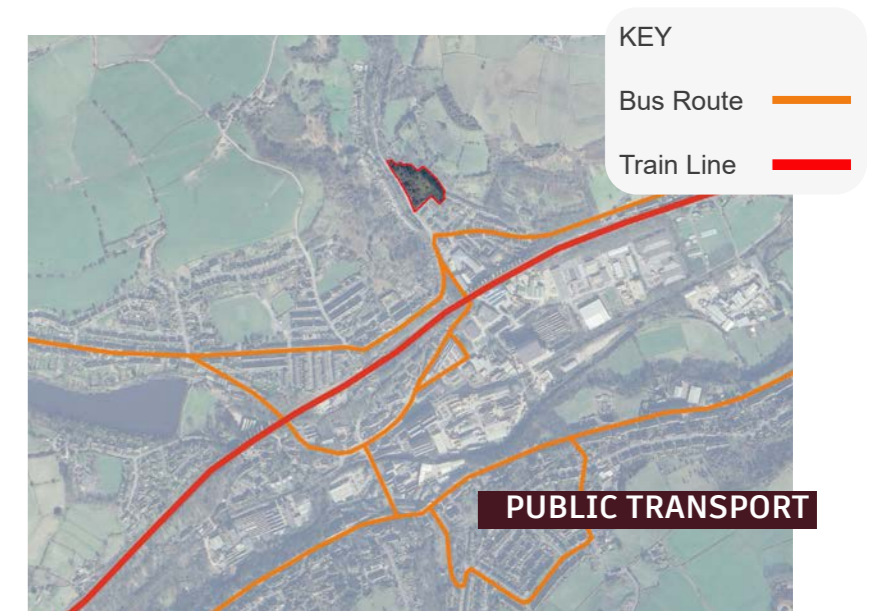
CONNECTIVITY



HIGHWAYS

HIGHWAYS
The site benefits from potential highway connections to Clough Road, which links to the A62 Manchester Road, a primary route running through Slaithwaite and providing direct connections to Huddersfield to the east and Manchester to the west. This offers convenient access to local village amenities as well as to the wider Colne Valley and regional centres.

The M62 motorway is located approximately 6 miles north, accessible via the A640 or A629, and provides strategic connections to Leeds, Manchester, and the wider motorway network.



PUBLIC TRANSPORT

PUBLIC TRANSPORT
Several bus stops are located throughout Slaithwaite, including along Manchester Road (A62) and local village routes, providing regular services to Huddersfield, Holmfirth, and Manchester.

Slaithwaite railway station offers direct connections to key regional transport hubs, including Huddersfield, Leeds, Manchester, and Sheffield, providing residents with access to wider national rail networks.

1.5 Planning Policy

DESIGN GUIDANCE AND QUALITY

The Design and Access Statement has followed best practice urban design. It has embraced national and local documents that deal with ‘Good Design’ and ‘Placemaking’. The principal documents that have been used in terms of design context;

NATIONAL PLANNING POLICY FRAMEWORK (DECEMBER 2024)

The Government’s National Planning Policy Framework (the Framework) now forms the relevant policy guidance at the national level for the determination of all planning applications. The Framework is a material consideration which must be taken into account in all planning decisions.

The National Planning Policy Framework (NPPF) makes the planning system simple and accessible, protects the environment and promotes sustainable growth.

Paragraph 15 states:

“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for

local people to shape their surroundings.”

Section 12: achieving well designed places Paragraph 131 outlines the Government’s commitment to the creation of high-quality, beautiful, and sustainable buildings and places. Good design is an underlining aspect of sustainable development, which inherently creates better places to live and work.

Paragraph 135 sets out planning policies and decisions should:

- 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

MANUAL FOR STREETS (2007) & MANUAL FOR STREETS 2 ‘WIDER APPLICATION OF THE PRINCIPLES’ (2010)

Manual for Streets focuses on lightly trafficked and residential streets, setting out clear guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrians and cyclists. The key principles are:

- Apply a user hierarchy to the design process with pedestrians at the top.
- Recognise the importance of the community function of streets as spaces for social interaction.
- Promote an inclusive environment that recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served.
- Develop street character types on a location specific basis with reference to both the place and movement functions for each street.
- Encourage innovation with a flexible approach to street layouts and the use of locally distinctive, durable materials and street furniture.

- Design to keep vehicle speeds at or below 20mph on residential streets unless there are overriding reasons for accepting higher speeds.
- Use the minimum of highway design features necessary to make the streets work properly.

SECURED BY DESIGN

This Design and Access Statement contains the information required for the evaluation, and is set out to enable the evidence for the evaluation to be easily obtained. Secured by Design is a police initiative, which encourages the building industry to adopt minimum standards in designing safe and secure developments. This gives equal weight to the importance of environmental design and physical security. Research proves that schemes that meet Secured by Design standards are significantly less likely to suffer from vandalism or criminal attacks. A summary of the principles is below and further details appear in the design section of this statement.

In achieving Secured by Design, the following principles should be considered and addressed:

- Natural surveillance: Public and semi-private areas should be visible from nearby buildings or from well used rights of way. Natural surveillance is to be strongly encouraged, but care is needed particularly in residential development to ensure that privacy is not infringed.
- Access and footpaths: Secluded access points and routes should be avoided; roads to groups of buildings should promote a sense of identity and ownership; location of planting should avoid the creation of hiding places; good visibility should be maintained along footpaths and routes.
- Environmental quality and sense of ownership: Provision of high quality landscape settings for new development to help create a sense of place and strengthen community identity. These spaces tend to be well used and offer fewer opportunities for crime.

NATIONAL DESIGN GUIDANCE

There are numerous best practice documents relating to design including 'By Design' (DETR and CABE), The Urban Design Compendium (English Partnerships and Housing Corporation), and 'Better places to Live By Design', which all outline the importance of good urban design and provide advice for the development for this site is designed. There is general consensus over the principles of good design, although different terminology is sometimes applied.

The core factors contributing to good urban design, which underpin all of the above best practice, include the following principles:

- Character - Somewhere with a sense of place and local distinction.
- Legibility - a Place which is easy to understand and navigate.
- Permeability - achieving a form of layout, which makes for efficient pedestrians and vehicular movement.
- An articulated townscape - creating an interesting, locationally responsive townscape utilising building height, scale, and massing all of which should be human in scale.
- Human Scale - the arrangement of building forms, which are easy for the

human eye to read and provide a sense of scale and perspective.

- Security, natural surveillance - creating places, which are properly overlooked and make effective passive and active policing.
- Detailing richness and interest - promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment.
- Quality within the public realm - promoting routes and spaces, which are attractive, safe and uncluttered.
- Continuity and enclosure - promoting the continuity of street frontage and the definition of public and private space.
- Adaptability, robustness and sustainability - the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

LOCAL SUPPORTING PLANNING DOCUMENTS

This section sets out key local design policy and guidance which together with a detailed appraisal of the site and its surroundings will inform development proposals.

KIRKLEES LOCAL PLAN 2013-2031

The Local Plan acts as a strategic document for the Local Authority and outlines where and how development should occur. The document provides the opportunity for the Local Authority to establish a vision with clear objectives with relevant policies for Kirkless district up to 2031. The Local Plan includes the following policies considered of most relevance to the determination of this application:

- LP2: Place Shaping
- LP3: Location of New Development
- LP5: Masterplanning Sites
- LP7: Efficient and Effective Use of Land and Buildings
- LP11: Housing Mix and Affordable Housing
- LP20: Sustainable Travel
- LP21: Highway and Access
- LP22: Parking
- LP23: Core Walking and Cycling
- LP24: Design
- LP26: Renewable and Low Carbon Energy
- LP27: Flood Risk
- LP28: Drainage
- LP30: Biodiversity and Geodiversity

- LP31: Strategic Green Infrastructure Network
- LP32: Landscape
- LP35: Historic Environment
- LP47: Healthy, Active and Safe Lifestyles
- LP63: New Open Space

KIRKLEES HOUSEBUILDER DESIGN GUIDE SPD

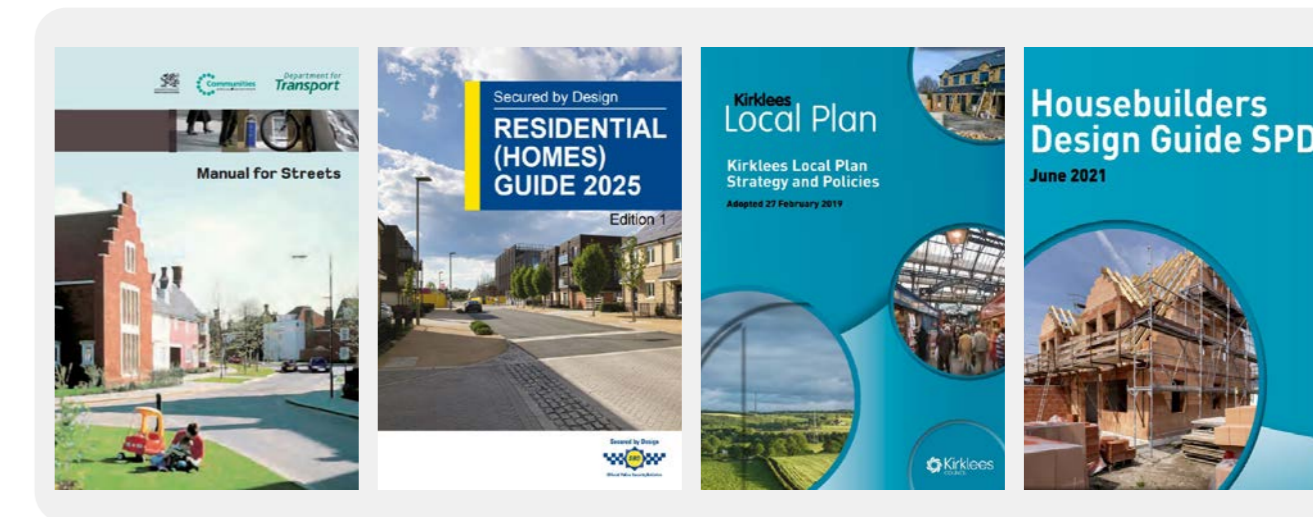
The Kirklees Housebuilders Design Guide SPD, adopted on 29 June 2021, is designed to support residential developers. Its purpose is to promote housing that is high quality, socially inclusive, and environmentally sustainable. The guide sets out how developers can work with the Council from the earliest stages of the planning process to help deliver well-designed, successful places.

ADOPTED SUPPLEMENTARY PLANNING DOCUMENTS (SPDS)

In Kirklees, several Supplementary Planning Documents (SPDs) provide additional guidance to support the determination of planning applications. These include:

- Affordable Housing and Housing Mix SPD sets out requirements for the provision of affordable housing and achieving a balanced mix of dwelling types and sizes
- Open Space SPD outlines standards and expectations for the provision, quality, and accessibility of open space within new developments.
- Highway Design Guide SPD provides detailed guidance on the design and layout of highways and transport infrastructure to ensure safe and sustainable movement.

Together, these SPDs help ensure that new development meets local needs, delivers sustainable communities, and aligns with the objectives of the Local Plan.





View towards Carr Lane from junction with Britannia Road

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- 2.3 Understanding the Site
- 2.4 Site Photographs
- 2.5 Constraints and Opportunities

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2.1 Historical Context

Slaithwaite is a historic village in the Colne Valley, West Yorkshire, set within steep valley sides and open moorland on the edge of the South Pennines. The village follows the River Colne and the Huddersfield Narrow Canal, which shape its linear form. Its setting offers views across wooded hillsides and upland slopes. Origins date to the medieval period, though much of the village reflects 18th- and 19th-century textile growth, with stone buildings, narrow streets, and former mills forming the historic core.

18TH AND 19TH CENTURY

During the 18th and 19th centuries, Slaithwaite grew from a rural settlement into a textile centre. The Huddersfield Narrow Canal connected the village to regional markets, encouraging mills and workshops along the valley floor. Stone workers' cottages rose along the slopes in terraces, using local sandstone, stone, and slate, giving the village a unified character. Agriculture remained present, maintaining a balance between industry and countryside.

20TH CENTURY

The 20th century saw the decline of textile production, but Slaithwaite retained its identity. Post-war housing extended up

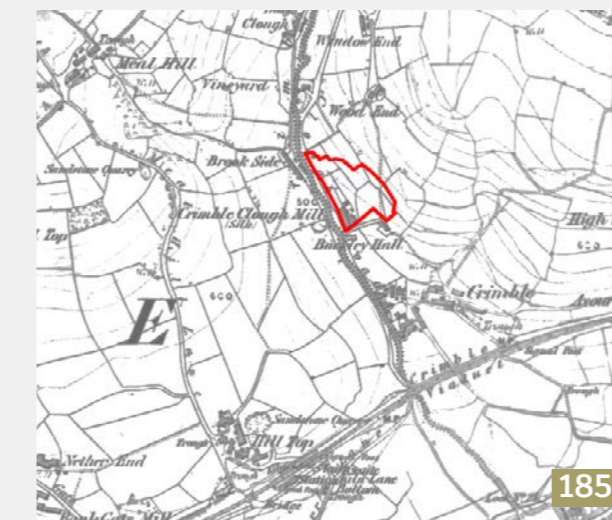
the valley sides, respecting the village's scale. Later regeneration revived the canal and key heritage buildings. Improved road and rail links strengthened connections to Huddersfield, Manchester, and Leeds. Today, Slaithwaite blends its industrial heritage with a creative, vibrant community.

SLAITHWAITE CONTEXT

The wider setting of Slaithwaite is defined by the rich and varied landscape of the Colne Valley. Steep wooded hillsides rise above the village, framing views along the river and toward the open moorland beyond. Fields enclosed by dry stone walls, pockets of pasture, and remnants of ancient woodland create a textured patchwork reflecting centuries of agricultural use. The canal and river form a green corridor through the settlement, supporting wildlife and offering a tranquil contrast to the built form. This interplay of industrial, rural, and natural elements gives Slaithwaite a distinctive sense of place, rooted in both its history and landscape.

SURROUNDING CONTEXT

Slaithwaite sits within a wider network of valley villages, including Marsden, Golcar, and Linthwaite, each contributing to the distinctive character of the Colne Valley. Together, these settlements form a ribbon of communities linked by shared industrial heritage and dramatic topography. Huddersfield, to the east, provides access to a broader range of services and employment, while strong transport links by road and rail keep Slaithwaite well connected. Despite this connectivity, the village retains a self-contained and distinctly rural atmosphere, defined by its canal, stone-built architecture, and close relationship with the surrounding Pennine landscape.



2.2 Architectural Context

The village of Slaithwaite maintains a strong local identity, shaped by its historic growth, use of local building materials, and distinctive Pennine vernacular. While Slaithwaite does not currently have a designated Conservation Area, it contains a number of heritage assets that contribute to its character and historic interest. Notable features include:

- Slaithwaite Canal and Textile Heritage Sites. Former mills and warehouses reflect the village's historic role in the textile industry.
- Stone-built cottages and farmsteads. Many date from the 18th and 19th centuries, retaining traditional detailing.
- Dry stone walls and historic boundary features. These reinforce the village's historic rural character.

STREET PATTERN

Slaithwaite's settlement pattern has evolved organically over time, combining linear development along the valley with clusters of housing on side streets and hill slopes. Key characteristics of the village layout include:

- A mixture of historic and more modern development forming a cohesive settlement core.

- Generous garden plots, open spaces, and informal building lines contribute to a low-density, rural feel.
- Mature trees, hedgerows, and grass verges that soften the built environment and enhance the village's green character.

The streetscape retains a largely rural quality, with narrow roads bordered by stone walls or hedging. Many of the older streets lack formal pavements, reinforcing the informal and historic atmosphere of the village.

BUILT FORM

Slaithwaite features a varied built form reflecting its layered history and changing land uses. While some historic terraced housing remains, particularly near the former mill sites, the village predominantly consists of detached and semi-detached dwellings arranged informally. Development is generally low-rise, with most properties one to two storeys in height. Older parts of the village are interspersed with 20th-century residential growth and more recent infill, typically along the village edges.

These newer areas generally follow the established settlement grain while remaining

sympathetic in scale and massing. Key detailing features include:

- Vertically proportioned sash or casement windows, often in timber or heritage-style uPVC.
- Stone lintels and cills, providing a restrained yet robust appearance.
- Simple porches and arched door heads.
- Stone chimney stacks, adding visual interest and variety to the roofscape.

This consistent material palette and understated detailing give Slaithwaite a unified character, even where architectural styles vary.



2.3 Understanding the Site

The application site is located on Clough Road in Slaithwaite, in the Kirklees district of West Yorkshire. Slaithwaite is a semi-rural village with a strong textile heritage. It functions as a local service centre and benefits from good connectivity via the Huddersfield–Manchester rail line, as well as proximity to the M62 motorway.

The site is located on the edge of the existing residential area, forming a transition between established housing and open countryside. The land slopes gently downhill from the eastern boundary towards Clough Road, adjoining existing dwellings, and offers views across the surrounding valley — an important characteristic of the village.

The surrounding area comprises a mix of traditional stone terraces, semi-detached houses and more recent infill development, reflecting the area's gradual growth. The consistent use of natural stone, red brick, and slate roofing reinforces the local character.

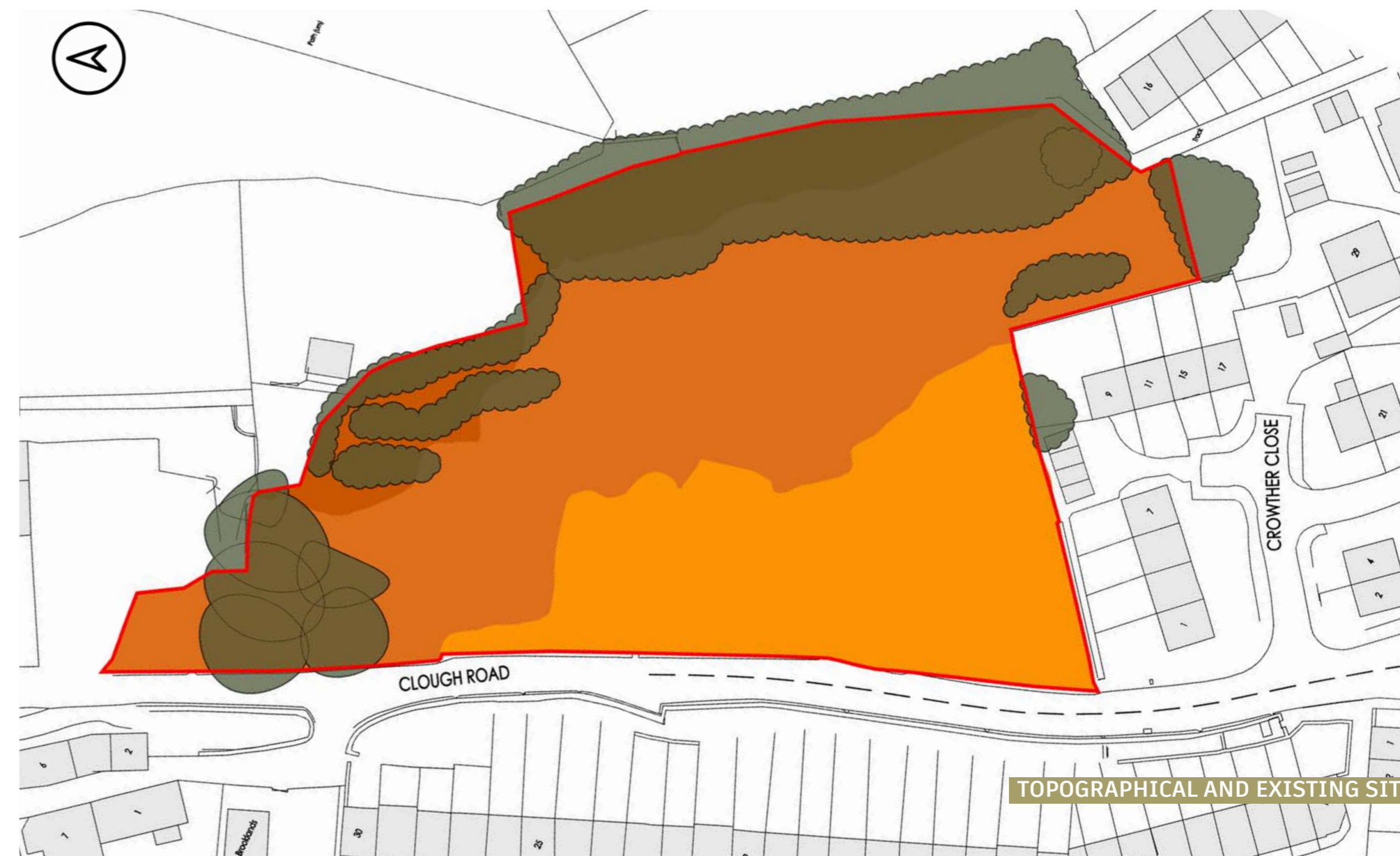
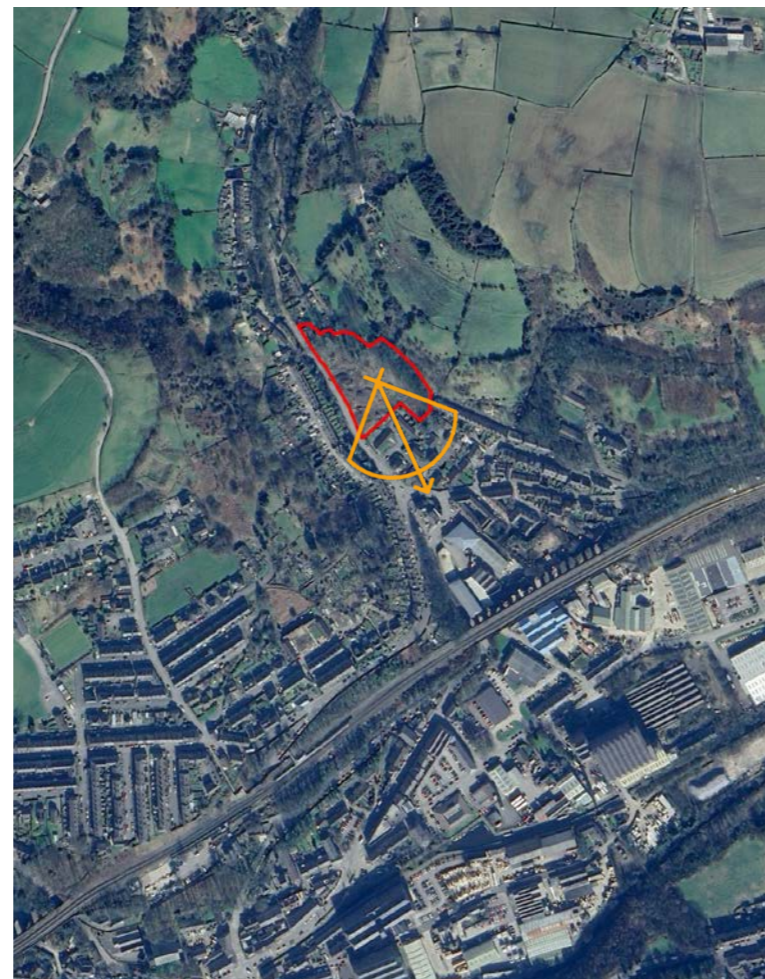
In this setting, the site presents a logical and sustainable opportunity for residential development, capable of delivering new housing that positively responds to local needs while respecting the village's established character.

The adjacent topographical plan shows a level change of around 16.5m across the site, from the eastern boundary to Clough Road on the western edge. Therefore, thoughtful deliberation of the layout of dwellings is required to ensure the development integrates sensitively with the site and its surroundings.

The viaduct to the south of the site presents opportunities for views from the development. When it comes to the design of the site, the arrangement of internal spaces, building orientation and building design should consider how to frame these views to the local landmarks and long range views over the Colne Valley.

KEY

Direction of View



2.4 Site Photographs

The following photographs provide a visual overview of the site, illustrating its existing conditions, surrounding context and key physical features. The images assist in understanding the site's relationship with Clough Road, existing development, topography and landscape features.

A - View from the south-west corner of the site, demonstrating the change in levels between the site and Clough Road, as well as the banking and the woodland along the eastern boundary.

B - View taken along Clough Road looking towards Slaithwaite, showing the existing road gradient and built form responding to the surrounding topography.

C - Image illustrating the existing retaining wall that runs adjacent to Clough Road.

D - View from the north-west corner towards existing trees that separate the main site from additional land, which is divided by an access track serving rear parking for existing dwellings along Clough Road.



2.5 Constraints and Opportunities

The adjacent plan indicates key site features which must be considered at a strategic, settlement, and neighbourhood level.

This is derivative of the site analysis, which identifies site opportunities and constraints. Specifically considering topography, views, landscape features, access, and connectivity.

The site layout proposals seek to maximise the benefits afforded by the site opportunities and retain those features that best enhance the site.

Of equal importance, the design approach and principles seek to minimise the impact of identified constraints.

CONSTRAINTS

The site is previously developed land, formerly occupied by a mill. It presents the typical constraints of a brownfield site, including legacy ground conditions and existing site features. Tree Preservation Orders are in place along the eastern and northern boundaries, significantly limiting development and requiring sensitive design solutions.

The eastern boundary is defined by established woodland and a public right of way. This necessitates careful consideration of landscape protection, amenities, and public access. The site is also bounded by hard edges created by existing buildings and Clough Road, which require consideration in how the development addresses them.

The challenging topography of the site presents further constraints affecting access, building placement and the overall design of the site.

OPPORTUNITIES

The site's elevated position offers views of Slaithwaite to the south and provides opportunities to improve the outlook and residential amenities. There is potential to improve pedestrian connectivity to Clough Road, thereby strengthening links to the surrounding area.

The retained woodland along the eastern boundary could be developed to create a striking landscaped edge, which would enhance biodiversity, reinforce the site's setting and provide a positive interface with the public right of way.



Clough Road Mills



Clough Road Mills

KEY

- Redline Boundary
- Public Rights of Way
- Existing Planting
- TPO Areas
- Existing Retaining Structures
- Hard Edge
- Sensitive Edge
- Previous Built Form
- Primary Access Point
- Secondary Access Point
- Potential Pedestrian Access Point
- Potential Access Road
- Potential Pedestrian Network
- Proposed Retaining Feature
- Views across Slaithwaite and Colne Valley



CONSTRAINTS AND OPPORTUNITIES



View from Kitchen Fold, Slaithwaite

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3.1 Design Concept

THE ADJACENT GRAPHIC SHOWS THE DESIGN CONCEPT AND PRINCIPLES FOR DEVELOPING THE SITE. THE KEY OBJECTIVE IS TO CREATE A SPACE THAT CATERS FOR ALL USERS AND STRENGTHENS THE WIDER COMMUNITY.
















The proposed layout establishes a clear and legible form. The development has been conceived as natural infill on previously developed land at the northern edge of Slaithwaite. The site is well contained, with woodland and mature trees enclosing the northern and eastern boundaries and Clough Road forming a clear, established western edge. The scale, density and variety of the built environment are informed by the surrounding context, ensuring the development sits comfortably within its setting.

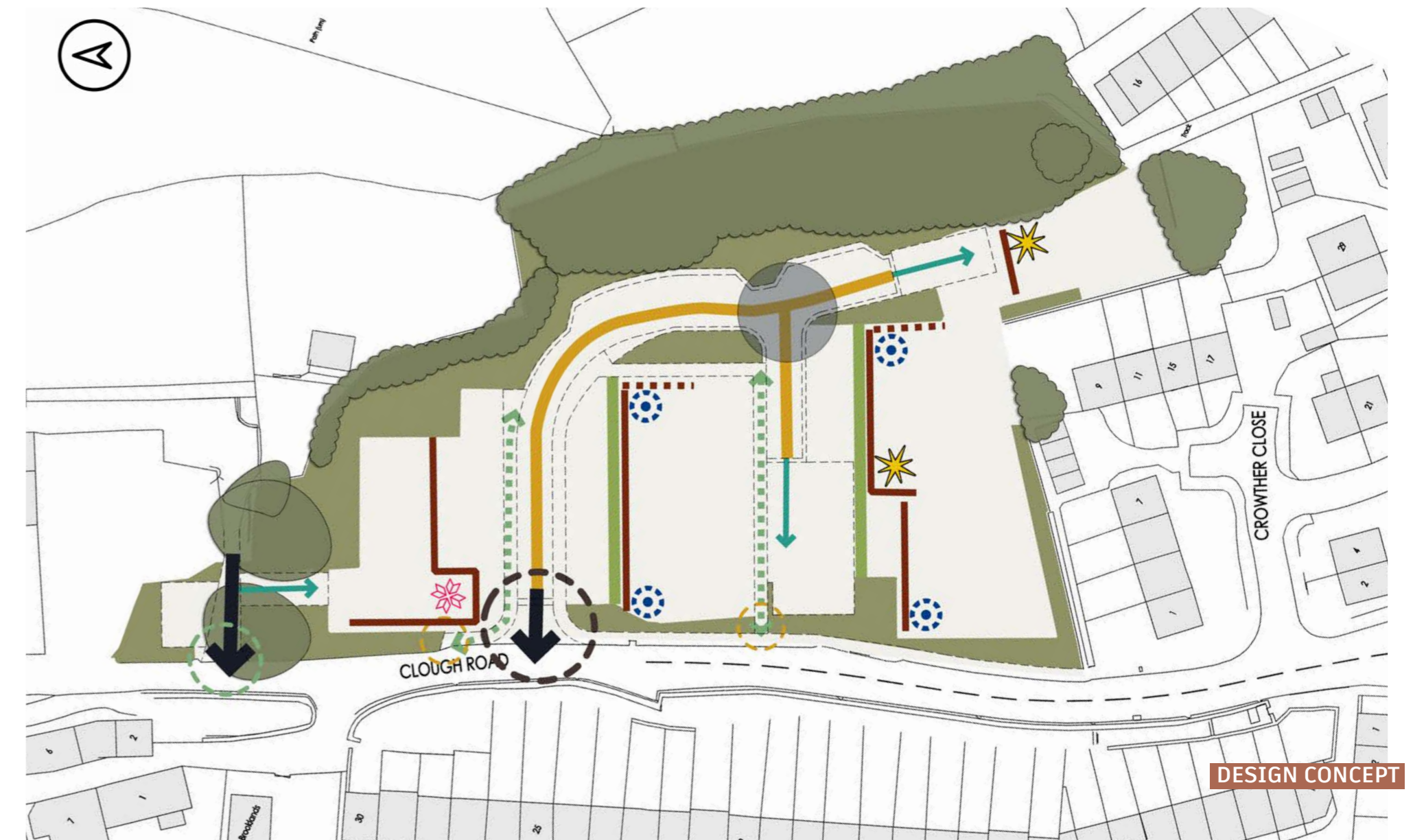
Vehicular access is provided from Clough Road via a shared-surface street, which leads to the individual development parcels within the site. This approach encourages low vehicle speeds and creates a pedestrian-friendly environment.

Landscaping along the western boundary will soften the view from Clough Road and help to integrate the development into the existing streetscape. Within the site, additional planting has been incorporated into the verges and landscaped strips between the parking areas and the dwellings. These features enhance visual amenity, screen the parking areas and contribute to a greener internal environment.

The layout creates opportunities for landmark and feature buildings, particularly along Clough Road and at key corners and vista terminations within the site. These buildings will help to define the area's character, create visual interest and strengthen the relationship between the development and its surroundings. Variations in scale, façade detailing, and window arrangement will reinforce their prominence. The apartment building is positioned as a clear focal point and gateway to the development. Its design ensures strong, active façades that face both the access road and Clough Road. This establishes a confident and legible entrance to the site.

KEY

- Primary Vehicular Access 
- Secondary Vehicular Access 
- Pedestrian Access 
- Access Road 
- Shared Surface Street 
- Tertiary Street 
- Pedestrian Network 
- Landscaped Areas 
- Opportunities for Green Verges 
- Existing Planting 
- Landmark Buildings 
- Apartment Building 
- Vista Buildings 
- Primary Frontage 
- Secondary Frontage 



DESIGN CONCEPT

3.2 The Layout

This section outlines the proposed design, which evolved through an iterative process of assessment, analysis and evaluation, as previously described in this Design and Access Statement. The resulting design demonstrates a thorough understanding of the site's potential and limitations, as well as its wider context, ensuring the layout is well considered and justified. Every aspect of the design has been carefully developed in response to the site's physical characteristics to support a high-quality residential environment.

The accompanying plan illustrates the proposed site layout, which has been submitted as part of this application. The scheme, which is to be delivered by SB Homes, comprises 33 new dwellings that are arranged in a way that responds sensitively to the site's existing vegetation and varied topography. These constraints have informed the layout, enabling the development to sit comfortably within the landscape while maximising natural views, managing level changes effectively and incorporating appropriate drainage solutions. The proposal includes a mix of building types and heights, comprising a four-storey landmark apartment building alongside two-and-a-half-storey

dwellings. The taller apartment building provides a focal point within the site, while the stepped heights of the houses help to mediate the development's scale.

The two-and-a-half-storey dwellings have private terraces that are carefully positioned to make the most of the site's elevated position and offer long-distance views across Slaithwaite. These elevated outdoor spaces enhance residential amenity while reinforcing the strong relationship between the development and its surrounding landscape.

The proposed layout creates a clear and legible streetscape with prominent building facades, vibrant public spaces and a clear hierarchy of streets, courtyards and open spaces. This layout promotes ease of movement and orientation, facilitates natural surveillance and fosters a safe and welcoming atmosphere for both residents and visitors. The design of shared spaces encourages opportunities for social interaction, while the privacy and amenity of individual dwellings are carefully maintained.

Overall, the proposal successfully balances respect for the local character and sensitivity to the landscape with the delivery of a high-

quality, functional and sustainable residential development. By combining traditional architectural features with contemporary design principles, the scheme provides an attractive, resilient and adaptable extension to the existing settlement that can meet the needs of current and future residents.



3.2.1 Street Typology

MOVEMENT

The proposed development will help to meet the local demand for new housing. It will ensure that existing vehicular, pedestrian and cycle connections are maintained to support sustainable travel choices for future residents.

STREET TYPOLOGY

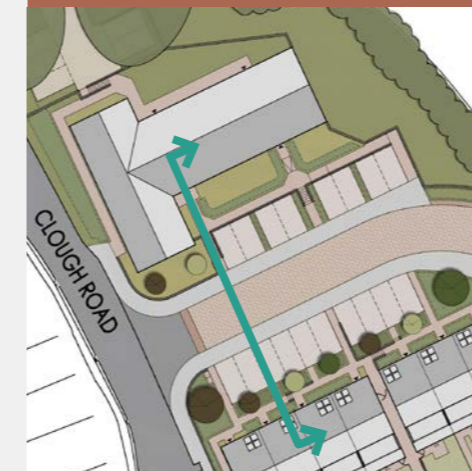
A shared-surface street will provide access to dwellings and on-site parking areas. It will lead to a parking court and a shared driveway, with each serving 2–5 dwellings. This layout is permeable and well-connected, prioritising walking, cycling and public transport. Low vehicle speeds will help establish a safe, coherent and sustainable transport network that blends in with the surrounding area.

PARKING

In line with the Council’s adopted parking standards for new development, appropriate parking provision will be made for each dwelling. The proposed parking areas will be designed to ensure that pedestrian and cyclist safety and convenience are given the highest priority.



ACCESS ROAD



Access to the site from Clough Road is via a transition ramp onto a shared-surface access road, with a bellmouth entrance. Dedicated footways on both sides extend for around 30m before transitioning to a typical shared-surface street with a footway on one side and a verge on the other.

This design creates a calm, sociable environment with low vehicle speeds, which encourages equal sharing of the space by all users.

SHARED COURT



The shared courtyard serves the dwellings that front onto the access road and provides parking and access that is overlooked by the surrounding homes. It is designed to facilitate vehicle manoeuvring and has bin collection points located in accordance with design guidance.

A pedestrian route runs along the northern edge of the courtyard, providing access through it, while a mix of trees and low-level planting softens the streetscape.

3.2.2 Scale and Massing

Careful consideration has been given to how the proposed 2.5-storey dwellings and 4-storey apartment building relate to the surrounding built environment and the broader site context. Ensuring a harmonious relationship with existing properties is fundamental to creating a cohesive and well-integrated development.

The scale and form of the dwellings have been deliberately designed to complement neighbouring housing, while the apartment building is positioned to provide a focal point without dominating the streetscape. The layout and orientation of the buildings have been planned to maximise natural light, optimise views across the surrounding valley, and create attractive outlooks, contributing to a balanced and visually coherent residential environment.

KEY

- 2.5 Storey
- 4 Storey



SCALE AND MASSING

3.2.3 Mix and Density

The proposed development comprises 33 dwellings, offering a varied mix of dwelling types and sizes to meet the needs of a diverse local community. The scheme includes both 2.5-storey houses and a four-storey apartment building, providing accommodation suitable for a range of household sizes and life stages.

The layout and density have been carefully considered to make efficient use of the site while maintaining a high-quality living environment. Appropriate spacing, privacy, and amenity are provided for all residents, ensuring the development integrates well with the surrounding streetscape.

By delivering a thoughtfully planned mix of homes at a moderate density, the development contributes to the creation of a sustainable and inclusive neighbourhood while respecting the scale, character, and context of Clough Road, Slaithwaite.

KEY

- 2 Bed Apt
- 3 Bed
- 4 Bed



MIX AND DENSITY


3.2.4 Affordable Housing

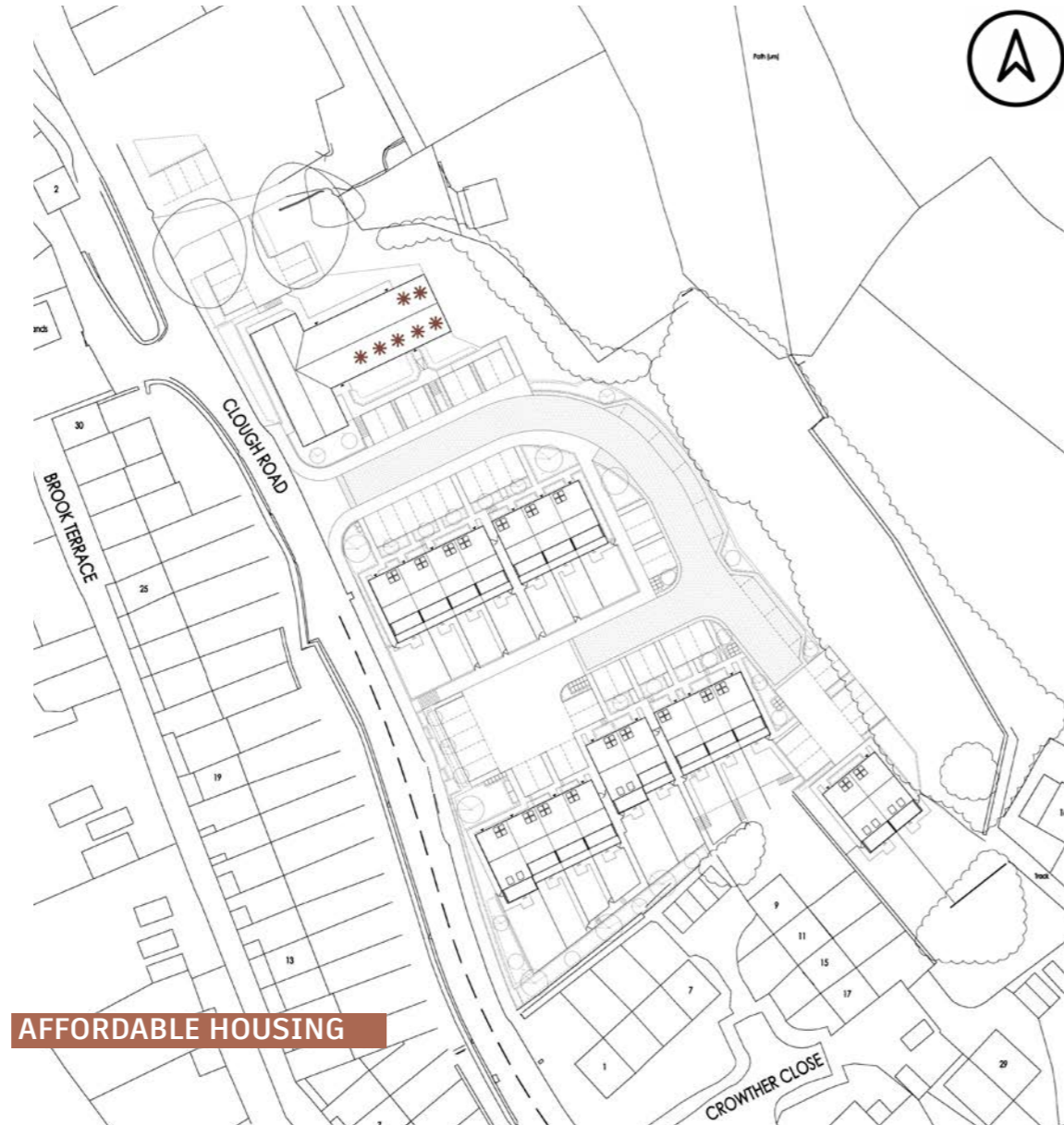
The development includes a total of 33 dwellings, with a requirement to provide 20% affordable housing to meet local needs. This equates to 7 affordable homes, which are delivered through a combination of apartments within the four-storey apartment building.

All affordable units will be tenure-blind, sharing the same architectural design, materials, and finishes as the open market dwellings. This approach ensures a cohesive and integrated appearance across the development, maintaining visual consistency and a balanced streetscape.

The plan shows the location and tenure of the affordable units, integrated within the apartment building to provide high-quality, accessible homes efficiently within the development.

KEY

Affordable Plots 








3.2.5 Boundary Treatments

Clear delineation between public and private spaces is essential to creating safe, attractive, and well-functioning environments. As such, boundary treatments play a crucial role in the overall design, helping to define and reinforce the character and use of different areas across the site.

The adjacent plan illustrates the layout and distribution of the various boundary treatments proposed.

KEY

- 1.2m Estate Railings 
- 1.2m Drystone Wall 
- 1.8m Closeboard Fence 
- 1.8m Natural Stone Wall 
- Existing Boundary 




3.3 Materials Strategy

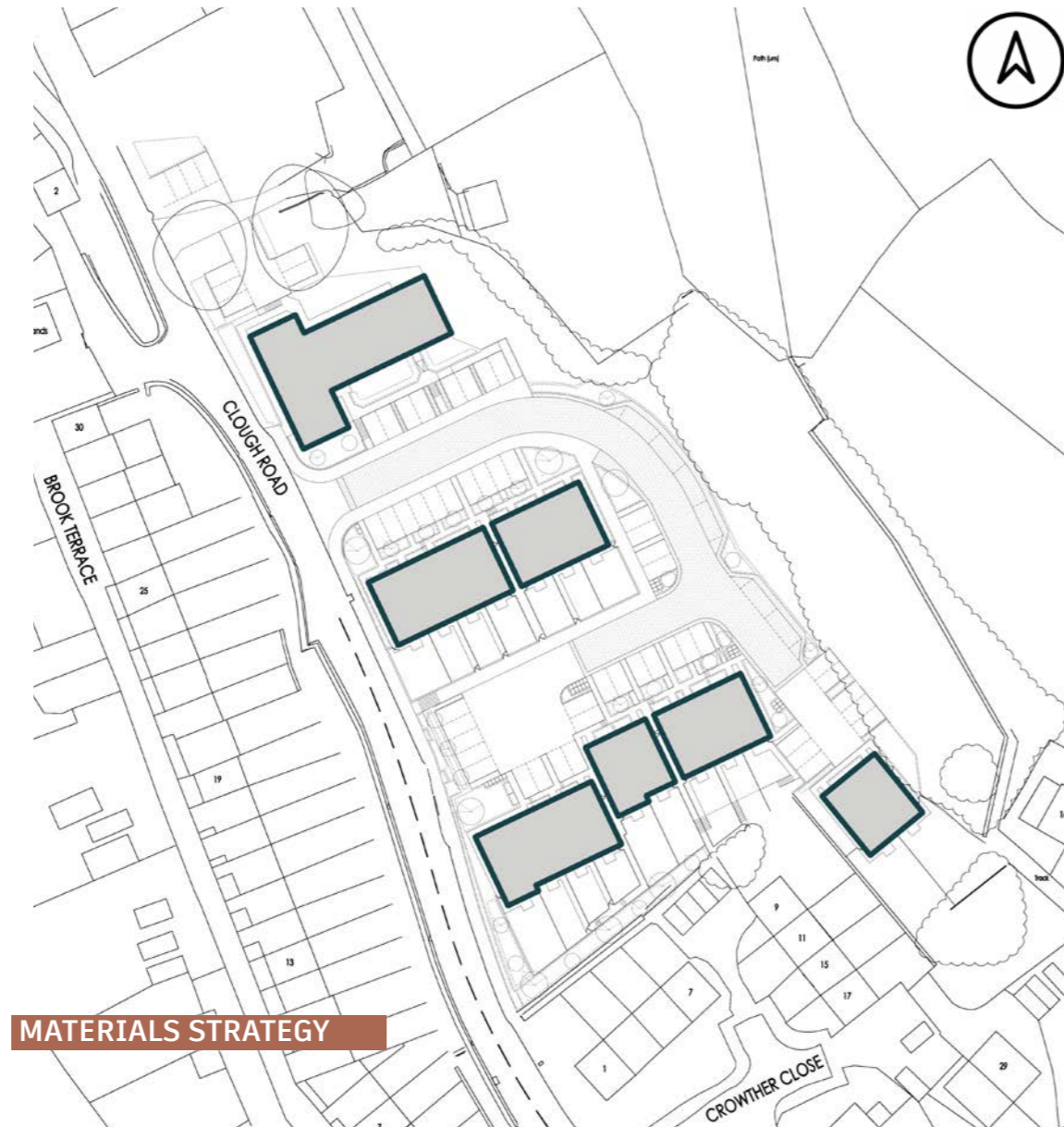
A considered palette of materials is used in the development to establish a distinctive and harmonious character. Grey roof tiles are featured prominently throughout, providing a high-quality and durable roofing solution.

Stone facades will feature across the development, offering a consistent and balanced appearance while maintaining visual interest through subtle variation in tone and texture.

KEY

Natural Stone 

Grey Roof 



MATERIALS STRATEGY

3.3.1 Architectural Appearance

A detailed analysis of Slaithwaite’s local character reveals a consistent architectural language based on a traditional and unified choice of materials, which provides a solid basis for the proposed development.

The scheme aims to deliver an integrated and visually cohesive design that complements its surroundings, creating a high-quality living environment for residents and the wider community.

The 2.5-storey houses and apartment building both adopt a unified design approach characterised by simple façades, restrained materiality and well-proportioned window and door openings, creating a timeless and effective architectural expression. Artstone surrounds are incorporated to add refinement and detail.

The apartment building features stone banding to delineate the transition between ground floor plinth and the remaining area of the stone elevation. It also incorporates metal railings that form Juliet balconies, as well as open walkways at the rear that serve as circulation areas. The 2.5-storey houses incorporate terraces on the first or second floors, providing elevated outdoor spaces with views across Slaithwaite.



3.4 Streetscenes



STREETSCENE A-A



STREETSCENE B-B



STREETSCENE C-C



KEY PLAN

3.5 Levels Strategy

The levels strategy for the proposed residential development has been carefully designed in response to the existing site topography, adjoining properties and surrounding landscape. This approach aims to deliver a coherent, legible and accessible layout that minimises earthworks, while ensuring that the streets and public spaces are functional and visually balanced.

Due to the existing level changes on the site, significant engineering works are required to facilitate the development. Retaining structures will be built along the site boundaries to create a developable plateau. Additional retaining walls and engineering interventions will be incorporated throughout the site to manage internal level changes and reduce the development's overall impact on its surroundings.

KEY	
Retaining Wall	— — — — —
Underbuild	—
Split/Step	—
Tanking/Double DPC	—



LEVELS STRATEGY


3.6 Drainage Strategy

In accordance with both local and national planning policy requirements, the site's primary drainage strategy centres on the installation of an attenuation tank to manage surface water runoff.

This reduces the risk of localised flooding and alleviates pressure on the existing drainage network. The design is based on a detailed, site-specific drainage assessment that considers the site's topography, soil permeability, and the predicted runoff generated by the proposed development.

Incorporating an attenuation tank ensures that post-development runoff rates will not exceed existing greenfield rates, thereby preventing any increase in downstream flood risk. The tank will be located in a way that allows for safe and convenient access for inspection and maintenance, ensuring its long-term effectiveness. All drainage works will be designed in accordance with Sustainable Drainage Systems (SuDS) principles to support environmental sustainability and community safety.

KEY

Attenuation Tank		Existing Drainage	
Surface Water		Foul	



3.7 Highways

ACCESS

Vehicular access will be via Clough Road, as shown in the plans and accompanying drawings below. These illustrate the required visibility splays and swept path analysis for refuse and fire appliances within the internal road layout. The access road will comprise a 5.5m wide carriageway with 2m wide footways on both sides to facilitate safe pedestrian movement.

This layout provides a clear, safe and accessible entry point to the site for vehicles and pedestrians alike, in accordance with the adopted design guidance.



3.8 Sustainability

DESIGN AND LAYOUT

A high quality of design is proposed throughout the development, including the new streets and open spaces, which together with ongoing maintenance will help to promote respect towards the environment and therefore increase its use, safety and the overall sustainability benefits of the application site.

The detailed design of buildings will adopt the energy strategy required in the UK Building Regulations, encouraging the conservation of heat through the design of the built fabric and layouts.

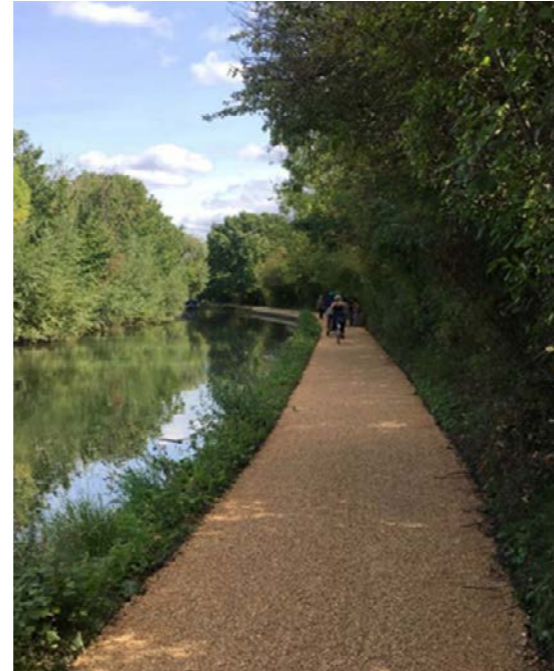
The orientation of buildings will also be designed to respond to opportunities for solar benefit whilst incorporating passive shading and cooling. Measures will be incorporated to minimise potential pollution elements such as light and noise. Lighting and ventilation strategies will be developed further through the detailed design of the dwellings.

Embodied energy of materials used during construction will be minimised through the responsible sourcing of raw materials whilst full consideration will be given to minimising waste and promoting re-use and recycling of materials.

TRANSPORT AND MOVEMENT

The proposed development will be connected to the surrounding areas by a range of modes, including walking and cycling.

Sustainable transport such as walking and cycling has been given priority in the proposed development, with the layout providing legible and direct routes following desire lines. Links to existing public rights of way have been incorporated into the proposals.



Towpath within the Colne Valley

ECOLOGY

The ecological strategy will protect and enhance the biodiversity of existing habitats and ecology. The planting proposed will select appropriate locally occurring native trees and shrubs.

WATER

The use of water efficient fittings and water efficient appliances will ensure that water demand is reduced below average existing rates.

SUSTAINABLE DRAINAGE

The use of Sustainable Drainage Systems (SuDS) will help reduce the volume and low rate of surface water run-off from the site. The drainage strategy will employ storage methods such as the basins in order to attenuate flow, remove pollutants, and ensure that runoff to existing watercourses is restricted according to the existing hydrology of the application site. All SuDS elements will be sized to accommodate increased flows from potential future climate change.

WASTE AND RESOURCES

Ample segregated waste storage space will be provided. External storage for recycled waste will be well considered and integrated into the design of the dwelling plot. On-site composting of appropriate kitchen and garden waste will be encouraged. During construction full consideration will be given to minimising waste and promoting re-use and recycling of materials. Waste will be managed and the proportion sent to landfill minimised through efficient design, waste segregation, reuse and recycling. Appropriate steps will be taken to protect the quality of groundwater and watercourses from run-off.



Precedent image of ecology



River Colne, Colne Valley

3.9 Secure by Design

As the applicant, we have carefully considered the Secure by Design principles throughout the development and design of this residential scheme, paying particular attention to safety, security and crime prevention. The following outlines how the proposals positively respond to the key Secure by Design principles, incorporating appropriate design strategies to support a safe and secure living environment.

NATURAL SURVEILLANCE

The development has been designed to maximise natural surveillance opportunities. All dwellings have active frontages and primary living spaces, such as kitchens and living rooms, that face the street. This ensures that streets and public spaces are regularly overlooked by residents, which deters anti-social behaviour and enhances safety. Sightlines are kept clear with minimal obstruction from landscaping, walls or other visual barriers. These measures foster a sense of community ownership and visibility.

DESIGN AND LAYOUT

The layout has been designed to create a well-connected and legible street network that prioritises active frontages throughout the site. The orientation and positioning of dwellings have been carefully considered

to enable passive surveillance of the public realm, including footpaths, shared spaces, and green areas. This reduces opportunities for concealment and enhances the perceived and actual safety of the development.

PARKING

All car parking spaces are located next to the front of homes, ensuring they remain within clear sight of respective property owners. This enables residents to keep a direct eye on their vehicles, reducing the risk of theft or damage while also supporting informal oversight of these spaces.

LIGHTING

While being mindful of potential light pollution, the development will ensure that all adopted highways, private estate roads and segregated footpaths are adequately lit. Good lighting is a proven crime deterrent and is essential in helping residents feel safe when moving through the site at night. The lighting design will ensure that all public routes are well lit without creating unnecessary glare or intruding into private dwellings.

TERRITORIAL REINFORCEMENT AND DEFENSIBLE SPACE

The scheme promotes clear territorial reinforcement through well-defined boundaries that separate private, semi-private and public areas. Front gardens are clearly delineated using low-level planting, railings or walls, depending on the location. This establishes a strong sense of ownership and discourages unauthorised access. All rear gardens are enclosed by 1.8m secure boundaries, and access gates are fitted with key-operated locks. Properties adjacent to public open spaces also benefit from additional defensible planting to enhance privacy and deter intrusion.

GABLE ENDS

Where gable ends face public areas, secondary side windows have been incorporated to promote increased surveillance of these spaces. Additionally, landscaping has been strategically employed to create a buffer zone between homes and public spaces, ensuring robust physical and psychological boundaries while maintaining an open environment.

SECURITY REINFORCEMENT

All homes will incorporate physical security measures in line with Secure by Design standards. These measures include robust, certified doors and windows, secure boundary treatments and reinforced access points. These measures make it more difficult for unauthorised people to enter the property and provide residents with peace of mind.

BOUNDARY TREATMENTS

Rear garden boundaries will be secured with 1.8m fences or walls, and rear access gates will be fitted with key-operated locking systems. Where properties border publicly accessible areas, additional defensible planting will be introduced to reinforce the boundary and deter attempts at access or concealment.

CYCLE STORAGE

To promote active travel while maintaining security, secure cycle storage is provided in lockable sheds within the rear gardens of each property. The apartment building also has a cycle storage area located inside the building. This ensures that cycles are stored out of sight and protected from theft, in line with best practice guidance.

CONCLUSION

Through careful attention to site layout, orientation, physical security and landscape design, the proposed development demonstrates a robust and comprehensive response to Secure by Design principles. These measures aim to reduce the opportunity for crime and to create a safe, well-overlooked and welcoming residential environment for all future occupants.



Goldsmith Street, Norwich



Time Keeper's Square, Salford



Dujardin Mews, Enfield



View along the Narrow Canal Colne Valley, Slaithwaite

SECTION CONTENT

4.1 Conclusion

4

4.1 Conclusion

The proposed development at Clough Road in Slaithwaite has been shaped by a thorough understanding of the site and its wider context. This understanding is informed by relevant local and national planning and design guidance, as well as detailed character analysis. This process has established a clear design rationale, ensuring the development responds positively to its surroundings and reinforces the character of the local area.

The architectural approach, scale and choice of materials have been carefully considered to reflect the local vernacular. Natural stone and contextually appropriate roofing materials strengthen the development's relationship with the surrounding built environment. Variations in rooflines and stepped building forms further reduce the development's visual impact, helping to ensure it is sympathetic and well-integrated.

Access arrangements from Clough Road provide a logical and convenient connection to the existing highway network, and the site layout delivers a clear arrangement that supports the safe and efficient movement of vehicles and pedestrians.

Retaining and enhancing existing landscape features ensures the development sits comfortably within its setting, maintaining continuity with neighbouring properties and the wider Slaithwaite area.

The site's elevated position offers the potential to enhance the quality of the development. The building's orientation, layout and internal spaces have been carefully designed to frame views of local landmarks, such as the viaduct to the south, and the expansive vistas across the Colne Valley.

Overall, the proposals represent a sustainable, contextually appropriate development that makes efficient use of the site, addresses local housing needs and contributes positively to Slaithwaite's character and appearance.

SUMMARY

The site offers a suitable and sustainable location for new housing within the district. The proposals outlined in this Design and Access Statement aim to deliver a high-quality development that integrates seamlessly with its surroundings and enhances the local character.



SITE LAYOUT

