

## Jade3 Architecture Ltd

**J**ob reference: 2025 enquiry 28

**A**ddress: Wye, Wheelwright Drive, Dewsbury, WF13 4JB

**D**ate: 25-8-2025

**E**xtra notes: **design and access statement**

**Demolition of bungalow and erection of a bespoke 2.5 storey detached dwelling with integral doubled garage**

### Design statement

This design statement has been produced following the guidance provided in CABE's publication 'Design and Access Statements – How to write, read and use them' (2006).

### Introduction

This Design and Access Statement supports a full planning application for the demolition of an existing single-storey bungalow and the erection of a one-off, high-quality two and half-storey detached family home with an integral doubled garage. The proposal aims to deliver a modern dwelling suited to contemporary family living, incorporating architectural features that provide a striking, lasting and elegant aesthetic with traditional stone but expressed in a cosmopolitan manner.

### Site and area assessment

The existing bungalow is situated at a cul de sac location and very outdated and too small for our clients and family use. They have recently acquired the bungalow and needed a HOME and hence this new bespoke design matching his brother's house adjacent, ie former care home converted to a house.

The site is located within a predominantly residential area in Dewsbury and benefits from a spacious plot, offering scope for a sensitively scaled replacement dwelling. The surrounding context consists of a mix of single and two-storey homes with varied architectural styles. A large former care home now converted into a house is on the right hand side. On the left hand side is a large 2 storey dwelling. At the end of the cul de sac was a former school but have been out of use for many years. Towards the front is a large open field and unattended and have been an eyesore for many years, now overgrown with trees and shrubs. The site is well-served by local amenities and public transport links.

## Design Proposal

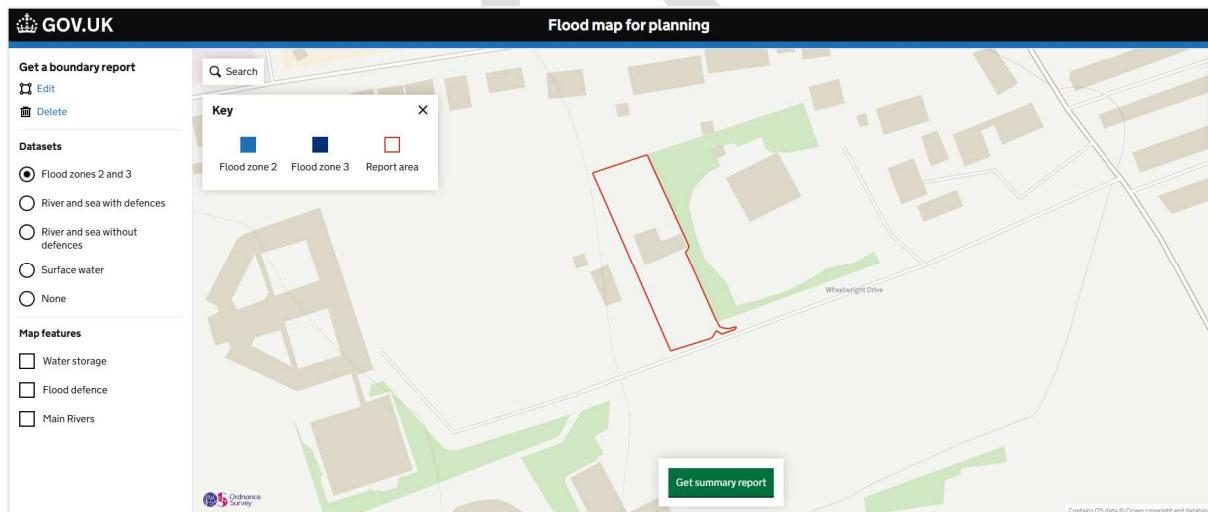
### Use

The proposed development continues the residential use (C3) of the site and remains in keeping with the surrounding neighbourhood character.

### Amount

The existing single-storey bungalow will be replaced with a two and half-storey detached dwelling incorporating:

- Central glazed entrance
- Open-plan kitchen, dining and family lounge area
- Utility room with direct access to integral doubled garage
- Cloakroom/WC near entrance
- Feature floating stair
- Guest lounges and play room
- Four first-floor bedrooms, with en-suite facilities, family bathroom and prayer room
- The attic has a bedroom with family bathroom, office and kids snug area
- Integral doubled garage
- Overall floor areas created is circa 554sqm



**Flood zone 1 so low flood risk**

### Layout

The entrance is centrally located and leads into a full-height glazed atrium with a the feature stair located at the rear with stained glass windows. The ground floor flows

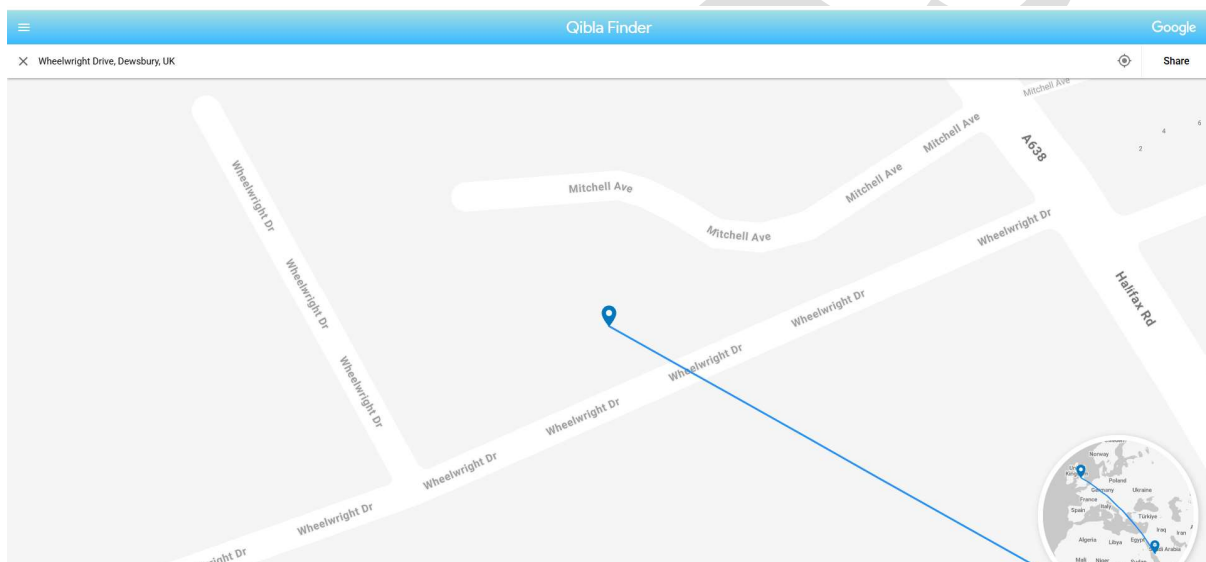
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around this space, leading into the open-plan kitchen/dining/lounge to the rear, with glazed doors opening onto the garden. The utility room links the main house with the integral doubled garage, while the guest rooms are situated towards the front. A ground floor cloakroom provides visitor WC and wetroom facilities. An integral doubled garage is also provided with electric vehicle charging point (EVCP) with internal access to a mudroom before emerging into the main house.

Upstairs, four generously proportioned bedrooms, with en-suites and family bathroom are arranged around the central space, providing natural daylight and a sense of openness. The master bedroom with ensuite is located towards the front with dressing room and also a rear balcony area. The attic has a bedroom with family bathroom, office and kids snug area.



**Qibla locator. The diagram showed the direction of Qibla and the toilets or bedroom design with the bed positions design respects this.**

### Scale

The scale of the proposal respects the surrounding built form and plot size. The two-and half storey design is proportionate to neighbouring properties and the massing has been carefully articulated to reduce visual bulk.

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## Appearance

The design adopts a contemporary approach with clean lines and high-quality stone and roof tile materials. The central glazed feature provides a “wow factor” with a floating stair and visual interest, while the remainder of the façade uses complementary materials in a refined palette.

## Landscaping

The right hand side is tight against the original site boundary and his brother has allowed our client to acquire a small strip of the side garden since his brother is a large garden plot. In this way, it will provide a better siting for their new home.

Soft landscaping to the front and rear gardens will be enhanced, and adequate off-street parking is retained on the existing driveway and forecourt. Boundary treatments will be consistent with local character and quite likely existing hedges will be removed and replanted, however, all trees are to be retained.



### Excerpts of the tree preservation order map

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Looking at the TPO plan, the area adjacent to the former bungalow is free from tree preservation order and hence their new house is to be re-sited in similar location of the former bungalow. The existing shrubs at the rear new the proposal is to be removed. The existing tree leaves crown is high up (the branches can be pruned to suit if required) and does not impact on the rear single storey balcony terraced.

### Principle of development Sustainable Development

NPPF chapter 2 Paragraph 7-14 and LP1 outlined a presumption in favour of sustainable development. NPPF Chapter 2, Paragraph 7 identifies the dimensions of sustainable development as economic, social and environmental (which includes design considerations). It states that these facets are mutually dependent and should not be undertaken in isolation, ie NPPF Chapter 2, Paragraph.8. The dimensions of sustainable development will be considered throughout the proposal.

### National planning policy and guidance

National planning policy and guidance is set out in National Policy Statements, primarily the National Planning Policy Framework (NPPF) together with Circulars, Parliamentary Statements and associated technical guidance. The NPPF constitutes guidance for local planning authorities and is a material considerations in determining applications. However, we believe that the design meets with National Planning Policies Framework (NPPF)

- **Section 5:** Delivering a sufficient supply of homes – supports the delivery of well-designed, sustainable homes.
- **Section 12:** Achieving well-designed places – promotes high-quality architecture and development that responds to local character while encouraging innovation.

*The National Planning Policy Framework is now a material planning consideration on any development proposal. The Framework highlights the fact that the purpose of the planning system is to contribute to the achievement of sustainable development and that there is a presumption in favour of sustainable development which can deliver:-*

*i) **Planning for prosperity (an economic role)** - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;*

The bungalow has been vacant for many months and is outdated and too small for our client's family use. It is not able to be readapted as foundations are not adequate for building over. It is essential to demolish it and create an executive bespoke HOME. As a result, this will promote an economic role.

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*ii) **Planning for people (a social role)** - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;*

The will surely add vitality to the surrounding neighbours and promotes some activities back into the street scene. The new HOME is easily accessible and assist with a social role.

*iii) **Planning for places (an environmental role)** - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low carbon economy. As such the Framework suggests local planning authorities should approve development proposals that accord with statutory plans without delay.*

The building materials used are mainly stone and roof tiles and are to be sustainable and locally sourced where possible. Local skilled labours are to be employed in providing the new build works. By allowing a positive consent will definitely add to the environmental role.

### **Kirklees Publication Local Plan: adopted 27-2-2019**

The proposals complement the existing building and now meets with the following Kirklees Unitary Development Plan Policies with National Planning Policies Framework

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP21:** Highway safety and access – ensures safe and efficient access for all modes of transport
- **LP22:** Parking – requires provision of sufficient off-street parking
- **LP24:** Design – supports high-quality design that respects the local context, promotes good layout, scale, and accessibility
- **LP26:** Renewable and low carbon energy
- **LP28:** Drainage – sustainable drainage strategies to be considered
- **LP30:** Biodiversity and habitat networks – encourages protection and enhancement of biodiversity



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### Kirklees Local Plan Policies

#### **Policy LP1**

##### ***Presumption in favour of sustainable development***

- *When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.*
- *The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*
- *Proposals that accord with the policies in the Kirklees Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise – taking into account whether:*
  - *a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
  - *b. specific policies in that Framework indicate that development should be restricted.*

Noted. Basically by demolishing the existing bungalow and providing a one off bespoke house will allow our client's family to live as a HOME . We believe that this proposal should be seen as being a sustainable redevelopment and should be supported positively.

#### **Policy LP2**

##### ***Place shaping***

*All development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local Plan, in order to protect and enhance the qualities which contribute to the character of these places, as set out in the four sub-area statement boxes below:*

##### ***Statement Place Shaping - Huddersfield Strengths/opportunities for growth***

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- *Frequent rail services to major cities across the north of England from Huddersfield station, as well as services to other towns in Kirklees and West Yorkshire. Good access to the M62, particularly from the north. Frequent bus network connecting Huddersfield town centre to outlying areas of the town and to other areas in Kirklees and elsewhere in West Yorkshire. Priority in Kirklees Economic Strategy to revitalise Huddersfield town centre*
- *The University of Huddersfield and Kirklees College potentially attracting investment.*
- *The town centre is a focus for shopping and leisure and there are opportunities to enhance this provision; including through enhanced independent retail.*
- *Attractive buildings and spaces of historic and architectural interest in the town centre. The town centre is the district's main cultural and leisure hub with opportunities to enhance this provision, along with links to the Stadium and proposed HD One development. Many areas of the town have good access to green spaces and the surrounding countryside for leisure opportunities.*
- *Greenways present opportunities for walking and cycling, including proposed enhancements to the cycle network to Golcar and connections to the Calder Valley. Strong and innovative manufacturing sector linked to educational establishments.*
- *The River Holme, River Colne, Huddersfield Narrow Canal and Huddersfield Broad canal, with the Aspley Marina and Waterfront Quarter can provide attractive settings for development and attract investment.*
- *Green Flag parks at Beaumont Park and Greenhead Park are leisure and recreation assets.*
- *Economic opportunities in the creative sector linked to the University, Kirklees College and media centre. Mixed use development in sites around the town centre such as the Waterfront Quarter, former Sports Centre and Technical College site. Strong housing market in the north of Huddersfield. District centres at Almondbury, Lindley, Marsh and Moldgreen meeting a range of everyday shopping and service needs, along with other local centres throughout Huddersfield.*



**Challenges to growth**

- *Traffic congestion and poor access to M1 from across Huddersfield and poor access to M62 from the south. Maximising the potential of the relatively flatter and accessible potential development locations. Flatter areas at low levels tend to be at risk of flooding. Poor air quality in some areas. Pockets of high unemployment, deprivation and poor health.*
- *The housing market is weak in some areas, which may be a barrier to development of brownfield sites. Some historic buildings are in poor condition, with the Conservation Areas at Birkby and Edgerton on the Heritage at Risk register Shortfall of Grade A office accommodation and private sector service employers relative to other large towns. Traffic detracting from environmental quality around Huddersfield town centre on the ring road and also Marsh and Moldgreen centres which are located on arterial roads.*

The proposal is considered to provide a good design and contribution towards the place shaping and enhance the visual qualities of the plot and surrounding area and outweighs any visual harm of the character and setting of the area. The proposal meets with the aspirations of the local and national policies and also meeting with our clients brief and requirements.

**Policy LP21**

**Highways and access**

*Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe. Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.*

*All proposals shall:*

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*

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- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- f. take into account access for emergency, service and refuse collection vehicles;*
- g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.*

As demonstrated in this report, this proposal has not affected the highways proposal as it retains the existing vehicular access driveway and forecourt.

### **Policy LP22**

#### **Parking**

*The provision of parking will be based on the following principles:*

- a. in town, district and local centres, car parks close to the main shopping area will be for short-stay use and peripheral car parks for long stay use;*
- b. long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;*
- c. provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;*
- d. provision of residential parking schemes within town centres for private vehicles/motorcycles/and cycles will be permitted; where appropriate and where schemes can be shown to enhance residential developments in the town centre;*
- e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;*
- f. new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;*
- g. provision will be made to meet the needs of cyclists for cycling parking in new developments;*
- h. provision will be made to accommodate the needs of disabled people for the parking of vehicles. All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of*

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*parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.*

The driveway and forecourt can easily accommodate up to 3-4 no car parking spaces. It also has a doubled garage and is fitted with electric vehicle charging point (EVCP).

### **Policy LP24-Design**

*Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Development briefs, design codes and masterplans should be used to secure high quality, green, accessible, inclusive and safe design, where applicable. Where appropriate and in agreement with the developer schemes will be submitted for design review. Proposals should promote good design by ensuring:*

*a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;*

The form, scale, layout, details respect and enhances the character of its surrounding area. The orientation of the proposal allows the placing of photovoltaics solar panels fitted with batteries pack (which could be done retrospectively when funding is available) onto the proposed south facing aspect pitched roof and maximises its energy usage. Basically the solar panels can be installed later which will accords with policy LP24(a)

*b. they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;*

The design has taken into account the secured by design approach and minimise the crime risks as there are no awkward areas in the layout where burglars can hide. Therefore the proposals meets with LP24(b)

*c. extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers;*

not applicable

*d. high levels of sustainability, to a degree proportionate to the proposal, through:*

*i. The re-use and adaptation of existing buildings, where practicable;*

*ii. design that promotes behavioural change, promoting walkable neighbourhoods and making walking and cycling more attractive;*

- iii. considering the use of innovative construction materials and techniques, including reclaimed and recycled materials;*
- iv. where practicable, minimising resource use in the building by orientating buildings to utilise passive solar design. This includes encouraging the incorporation of vegetation and tree planting to assist heating and cooling and considering the use of renewable energy;*
- v. providing charging points to encourage the use of electric and low emission vehicles;*
- vi. incorporating adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste;*
- vii. designing buildings that are resilient and resistant to flood risk, where such buildings are acceptable in accordance with flood risk policies and through incorporation of multi-functional green infrastructure where appropriate;*
- viii. designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.*

Electric vehicle charging point (EVCP) have been proposed and added inside the doubled garage. Sustainable green energies can be incorporated to suit, ie the use of underground heat source pumps and also solar panels.

- e. the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;*

The windows and doors on the ground floors will provide PAS 24 ironmongeries to meet with secured by design requirements. CCTV will be proposed for the overall elevations to reduce crime. The CCTV can be monitored remotely on the whole site and building on a 24/7 basis.

- f. the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;*

The main entrance has several steps up to work with the existing topography. Since this is a HOME, the proposal have not catered for accessible access, however, mobile ramps can be brought out so that access can be achieved into the main entrance. All internal ground floor are level and only a single step out onto the rear garden.

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*g. any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks;*

Front and rear garden space have been retained, large full height windows are proposed to maximise natural daylight and natural ventilation onto all floors.

*h. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;*

Noted

*i. the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits; and*

Noted. The existing trees present on the front garden within the site boundary are to be retained.

*j. the provision of public art where appropriate*

Not applicable.

### **Policy LP26**

#### **Renewable and low carbon energy**

*Renewable and low carbon energy proposals (excluding wind) will be supported and planning permission granted where the following criteria are met:*

*a. the proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;*

*b. the proposal would not have either individually or cumulatively an unacceptable impact on protected species, designated sites of importance for biodiversity or heritage assets;*

*c. the statutory protection of any area would not be compromised by the development;*

*d. any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;*

*e. any significant adverse effects of the proposal are mitigated by wider environmental, social and economic benefits. Where the above criteria are met, the council encourages dialogue with local community groups promoting community renewable and low carbon energy schemes.*

*The creation of district heat networks is encouraged across Kirklees. Heat networks can be developed at different scales and all new developments should consider their*



*potential. Proposals requiring a master plan should explore the potential of developing a heat network, or connecting to an existing network.*

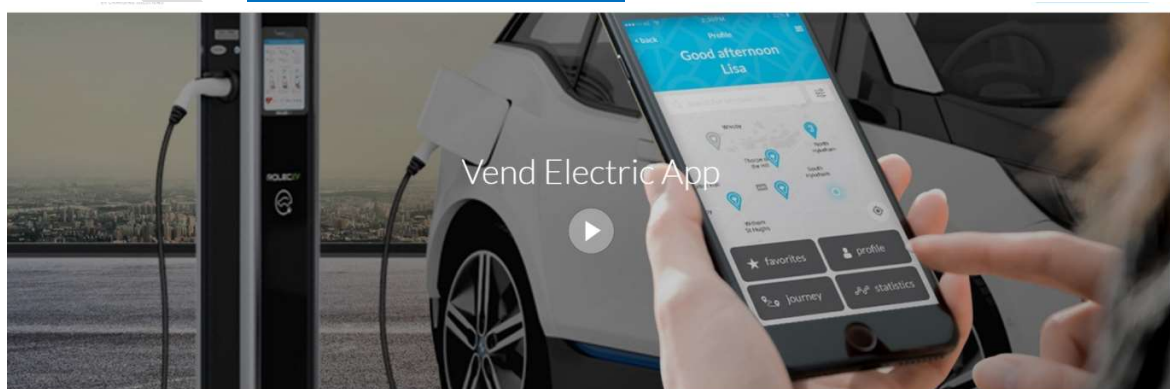
Photovoltaics solar panels can be installed at a later date on a retrospective basis to promote the green sustainable energy use (if funding is available).

### Electric Vehicle Charging Points

Although it is not required, our client is keen to provide a dedicated electric vehicle charging facility externally on the rear yard facade for charging electric vehicles and other ultra-low emission vehicles to meet the following minimum standard for numbers and power output:-

- ☐ A Standard electric vehicle charging point which is capable of providing a continuous supply of at least 16A (3.5kW). **A 32A (7kW) is preferable and however more likely to be future proof and is being proposed inside the doubled garage.**
- ☐ Standard charging points for single residential properties that meet the requirements specified in the latest version of “*Minimum technical specification - Electric Vehicle Home charge Scheme (EVHS)*” by the Office for Low Emission Vehicles. Basically, charging points that provide Mode 3 charging with a continuous output of at least 16A (3.5kW) and have Type 2 sockets .
- ☐ The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.
- ☐ The installation must comply with all applicable electrical requirements in force at the time of installation. Our client wants to promote a green sustainable means of transportation and has electric vehicles.

See website link <https://vendelectric.com/>





32A (7kW) is however more likely to be future-proof and is proposed.



**Electric Vehicle charging point**

**Policy LP28**

**Drainage**

*The presumption is that Sustainable Drainage Systems (SuDS) will be used to assist in achieving the following on each site:*

- a. for proposals on greenfield sites, typical greenfield run-off rates should not be exceeded;*
- b. for proposals on brownfield sites there should be a minimum 30% reduction in surface water run-off where previous positive surface water connections from the site can be proven. New connections will be subject to at least greenfield restrictions;*
- c. No negative impact on local water quality and improvements in water quality where practicable;*
- d. Consider whether proposed open spaces and green infrastructure within sites can contribute to the sustainable drainage of the site.*

*Local conditions including the existence of critical drainage areas may require a lower run-off rate to be agreed to reflect volume control, local surface water risks, water course capacity and flood risk further downstream.*

*There will be a general presumption against pumping surface water. It must also be demonstrated that the surface water management solution is designed to meet requirements over the lifetime of the development including evidence that management and maintenance arrangements have been secured to cover that period. This includes ensuring proposals to store water meet national standards and latest best practice.*

*Flow paths accommodating water from outside the site or due to an exceedance event should be designed to avoid buildings and curtilages. Development will only be permitted if it can be demonstrated that the water supply and waste water infrastructure required is available or can be co-ordinated to meet the demand generated by the new development.*

Proposed new drainage are to be connected into existing manholes which are already present on site which in turn connected to the mains drainage system.

**Policy LP30**

**Biodiversity & Geodiversity**

*The council will seek to protect and enhance the biodiversity and geodiversity of Kirklees, including the range of international, national and locally designated wildlife and geological sites, Habitats and Species of Principal Importance and the Kirklees Wildlife Habitat Network.*

**South Pennine Moors**

*Proposals which may directly or indirectly compromise achieving the conservation objectives of a designated or candidate European protected site will not be permitted unless the proposal meets the conditions specified in Article 6 (3) - (4) of the Habitats Directive.*

**Statutory Designated Sites**

*Statutory designated sites, including the South Pennine Moors Special Protection Area (SPA) and Special Area for Conservation (SAC) and Sites of Special Scientific Interest, are already highly protected through existing laws and legislation. In accordance with legislation, the Council will seek to ensure that harmful impacts to these areas as a result of development proposals are avoided.*

*Development proposed within or outside a designated Site of Special Scientific Interest, likely to have an adverse effect on the site's special nature conservation features, will not normally be permitted. Exceptionally development will be allowed where the benefits of the development clearly outweigh the impacts on the site's special conservation features and measures are provided to mitigate harmful impacts.*

**The Dark Peak Nature Improvement Area**

*Proposals that contribute to the aims and objectives of the Dark Peak Nature Improvement Area will in principle be supported, subject to other policies in this plan. Development likely to have an adverse impact on the aims and objectives of the NIA will not be permitted.*

**Local Designated Sites & Important Local Ecological Features**

*Proposals having a direct or indirect adverse effect on a Local Wildlife Site or Local Geological Site, Ancient Woodland, Veteran Tree or other important tree, will not be permitted unless the benefits of the development can be clearly shown to outweigh the need to safeguard the local conservation value of the site or feature and there is no alternative means to deliver the proposal. In all cases, full compensatory measures would be required and secured in the long term.*

**Habitats and Species of Principal Importance**

*Proposals will be required to protect Habitats and Species of Principal Importance unless the benefits of the development clearly outweigh the importance of the biodiversity interest, in which case long term compensatory measures will need to be secured.*



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### ***Biodiversity and Development***

*Development proposals will be required to:-*

- (i) result in no significant loss or harm to biodiversity in Kirklees through avoidance, adequate mitigation or, as a last resort, compensatory measures secured through the establishment of a legally binding agreement;*
- (ii) minimise impact on biodiversity and provide net biodiversity gains through good design by incorporating biodiversity enhancements and habitat creation where opportunities exist;*
- (iii) safeguard and enhance the function and connectivity of the Kirklees Wildlife Habitat Network at a local and wider landscape-scale unless the loss of the site and its functional role within the network can be fully maintained or compensated for in the long term;*
- (iv) establish additional ecological links to the Kirklees Wildlife Habitat Network where opportunities exist; and*
- (iv) incorporate biodiversity enhancement measures to reflect the priority habitats and species identified for the relevant Kirklees Biodiversity Opportunity Zone.*

The proposal is more than 25sqm and therefore will trigger the Biodiversity Net Gains threshold and a separate BNG report will be commissioned to address this.

### **Assessment**

The following matters are considered in the assessment below –

- Principle of development
- Impact on visual amenity
- Impact on highway safety
- Other matters
- Conclusion

### ***Principle:***

The site is located at the end of a cul de sac. The proposal seeks the demolition of a bungalow and erection of a one off bespoke 2.5 storey detached HOME with an integral doubled garage.

During the short term refurbishment phase, short term work for local builders would be needed and hence promoting local skills and employment. It will also assist with regeneration and avoid the bungalow and land from falling into disrepair due to not being in occupation or being maintained.



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Given the secluded location ideal as a family HOME, the proposal should be considered to be acceptable in principle and meets with local council's policies.

### **Visual amenity:**

The external appearance of the proposal does not impact visually on the character and appearance of the street scene. In fact, it should be considered to have enhanced the street scene visually. The redevelopment therefore accords with Council's policies.

### **Highway Safety:**

The redevelopment will not result in any significant increase in car parking requirement. It is also worth noting that the location is sustainable and being close to the town centre with frequent bus routes in and out of the town centre and trains all within 2 minutes walk.

The existing driveway and forecourt is also capable to supporting 3no car parking spaces or more plus an integral doubled garage. However, our clients who have electric cars and can charge their cars are also willing to install electric vehicle charging point (EVCP) inside the doubled garage.

### **Community Safety Implications:**

There are no foreseen community safety implications so the proposal meets with Council's policies.

### **Flood Risk**

The site is considerably higher than many areas in Dewsbury. There is no record of the site being flooded in the past.

### **Amount**

The original site area is circa 2183sqm. (including 521 sqm additional new strip of land) overall grand total 2704sqm

### **existing ground floor area internal net**

Grand total approx 206sqm

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### The proposed extension.

|              |               |
|--------------|---------------|
| Ground floor | 255sqm        |
| First floor  | 199sqm        |
| Attic floor  | 100sqm        |
| <b>Total</b> | <b>554sqm</b> |

Based on the above floor areas,  $554 - 206 = 348$ sqm additional floor area created.

### Refuse and recycle waste

The refuse and recycle waste have been incorporated within the entrance site boundary and to be visually screen with timber enclosure which can be easily taken out during waste collection days.

### Access statement

This access statement has been produced following the guidance provided in CABI's publication 'Design and Access Statements – How to write, read and use them' (2006).

### Vehicular and Pedestrian Access

Access to the property remains via the existing point on Wheelwright Drive. The host building occupies a generous plot and vehicular access or egress is unaffected. The driveway accommodates parking and turning space in addition to the integral doubled garage.

### Inclusive Access

Level thresholds (if appropriate otherwise a mobile ramp will be used) and wide door openings will be incorporated to ensure accessibility. Futureproofing for aging or accessible occupants will be considered throughout the internal circulation and bathroom design. On entering the entrance foyer, the access is via a feature stair to first and attic floors.

Therefore the accesses into the respective rooms will be designed to meet with building control requirements under part M (access) and Disability Discrimination Act 2007 requirements.

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### Summary

The proposal represents an opportunity to enhance the site and surrounding area with a bespoke, architecturally ambitious family dwelling HOME that meets the client's aspirations while responding positively to the local context. The replacement of the existing bungalow with a high-quality two and half-storey HOME contributes positively to the character of the area and aligns with local and national planning policy.

Prepared by

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