DESIGN & ACCESS STATEMENT

PROJECT TITLE

Demolition of existing attached garage / carport and erection of one detached dwelling

Land adjacent to 57 Thorncliffe Road, Staincliffe, Batley, WF17 7AS

JOB NUMBER

2464

CLIENT

Mrs Rahana Daji

DATE

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Prepared By:

Cadvis3d Limited

Tel: 01484 937123
Web: www.cadvis3d.co.uk
Email: info@cadvis3d.co.uk

Prepared on behalf of the applicant in support of a full planning application to Kirklees Council. To be read with the accompanying planning drawings and site survey.

1. Introduction and executive planning case

1.1 This statement is submitted on behalf of the applicant in support of the demolition of the existing garage/carport and erection of a detached dwelling on land adjacent to No. 57 Thorncliffe Road. It sets out the positive planning case for a sensitively designed additional home in an established residential area, following the previous decision on application 2025/62/90601/E (9 May 2025).

1.2 The revised scheme responds directly to the previously identified amenity considerations through its carefully controlled building height, pitched roof form, considered orientation and treatment of side-facing openings. The development represents an efficient and appropriate use of existing residential land and makes a positive contribution to local housing provision.

1.3 **The applicant has engaged constructively with Kirklees Council through pre-application discussions, including liaison with planning officer Elenya Jackson. The applicant understands that the revised design was viewed positively overall during those discussions. This engagement has helped shape the present proposals, which have been progressed with specific regard to the issues previously raised.**

1.4 The current National Planning Policy Framework (August 2026) provides further support for the proposal. Policies HO7, L2 and L3 attach significant weight to the delivery of new homes and the sensitive use of land within established residential areas. The proposal exemplifies the form of small-scale, context-led housing development that these policies seek to encourage.

2. Application site and surrounding context

2.1 The site comprises residential land associated with No. 57 Thorncliffe Road, with an existing attached garage/carport, driveway and garden extending northwards from the highway. The application is supported by detailed measured drawings and CT Surveys topographical survey 6266CM_57, ensuring that the scheme has been designed in response to the actual form and levels of the site.

2.2 Thorncliffe Road and its immediate surroundings display a distinctly varied residential character. Brick, stone and rendered elevations, contrasting roof forms, different building heights and a range of dwelling types coexist within the street scene. This established variety provides an appropriate context for a well-proportioned contemporary dwelling, rather than requiring a direct replica of any single neighbouring property.

2.3 The site is understood to lie outside a conservation area and the Green Belt and no listed building is affected. There is accordingly no identified heritage designation or Green Belt constraint that would prevent the principle of a carefully designed additional dwelling in this established residential location.

3. Description of proposed development

3.1 The proposed development is a detached two-bedroom dwelling providing a lounge, kitchen/dining area and ancillary accommodation at ground-floor level, with bedrooms and bathroom accommodation above. The design incorporates a steeply pitched grey slate roof, complementary brickwork and carefully contained areas of dark timber-effect cladding, together with attractive garden-facing glazing.

3.2 The scheme makes practical use of the existing Thorncliffe Road frontage. Drawing A(90)-01 shows a widened existing access, off-street parking and retained private outdoor amenity space. The proposed building is approximately 7.33m at its widest indicated dimension and 12.02m in overall length, fitting within the plot and its established residential pattern.

3.3 The proposed ridge level is 129.950m AOD. Importantly, this is approximately 2.36m lower than No. 1 Norfolk Avenue (132.310m AOD) and 2.98m lower than No. 57 Thorncliffe Road (132.930m AOD). The new roof is approximately 0.95m above the existing garage ridge, but remains distinctly subordinate to the neighbouring houses. These comparisons demonstrate a controlled and appropriate building scale in its immediate setting.

4. Planning history and previous reasons for refusal

4.1 Application 2025/62/90601/E was refused on 9 May 2025. The Council identified two matters: the effect of the former design on first-floor side-facing windows at No. 1 Norfolk Avenue, and the absence of a preliminary roost assessment. Neither reason challenged the general suitability of this established residential location for a new home.

The first refusal reason related specifically to the former scheme's scale, position and relationship with first-floor side-facing windows at No. 1 Norfolk Avenue.

The second refusal reason concerned the supporting ecological information available to the Council at the time, rather than the residential principle or architectural appearance of the development.

4.2 The new application is supported by an evolved and materially revised design. Its reduced visual relationship with No. 1, controlled roof massing, appropriate fenestration and contextual external treatment directly address the substantive design concerns underlying the earlier decision. The scheme therefore warrants a fresh and favourable assessment on its own merits.

5. National planning policy – NPPF 2026

5.1 Housing supply and small sites: HO7

5.1 Policy HO7(1) directs substantial weight towards the benefits of new homes contributing to housing needs. Although modest in number, the additional dwelling delivers a tangible housing benefit within an existing residential neighbourhood without extending development into the countryside. That is a clear positive consideration in favour of permission.

5.2 Sensitive use of residential plots: L2 and L3

5.2 Policy L2(1)(d) is especially relevant because it specifically recognises the benefits of sensitive redevelopment or additional dwellings within existing residential plots. The proposal replaces existing ancillary built development with an appropriately scaled independent home, thereby putting established residential land to a more effective use. It is precisely the kind of context-sensitive intensification supported by the policy.

5.3 Policy L3 supports making effective use of land within settlements, including appropriate residential density. The scheme introduces one dwelling within an existing urban block while retaining private outdoor space, on-site parking and a recognisable domestic scale. It therefore achieves the policy objective without compromising the established residential character.

5.3 Design: DP3 and the decision-making approach

5.4 Policy DP3 recognises that good design should respond positively to context without precluding appropriate innovation or change. The scheme achieves this through traditional pitched-roof proportions and complementary brickwork, expressed with restrained contemporary detailing. Policy DP4 also supports constructive design development through pre-application engagement, which has taken place in this case.

5.5 Taken together, policies HO7, L2, L3, DP3 and DP4 provide a clear and up-to-date national policy basis for supporting the development. They reinforce the merits of delivering an attractive additional dwelling on a site already forming part of the built-up residential environment.

6. Kirklees development plan and supplementary planning guidance

6.1 The Kirklees Local Plan (2019) provides the statutory development-plan context. Of particular relevance are LP2 (place shaping), LP3 (location of development), LP7 (efficient use of land and buildings), LP21 (highway access), LP22 (parking), LP24 (design) and the relevant biodiversity/protected-species provisions in LP30 and LP52. The proposal is consistent with the plan's objectives of sustainable residential growth, high-quality design and the effective use of developed land.

6.2 In particular, Policy LP24 supports development that responds to its setting in terms of siting, scale, form, materials and amenity. The proposals reflect the varied character of the locality while carefully managing the relationship with adjacent dwellings. The design therefore represents a positive and policy-compliant addition to the street scene.

6.1 Housebuilders Design Guide SPD (adopted June 2021)

6.3 The Kirklees Housebuilders Design Guide SPD provides relevant guidance on context appraisal (section 5), building form and layout (section 7.2), amenity (Principle 6 and section 7.3), materials (section 8.1), rooflines (section 8.3) and parking/external space (sections 7 and 9). Each has informed the arrangement of the new dwelling and its approach to the adjoining properties.

6.4 The SPD's separation and amenity guidance provides general design benchmarks, including typical guidance for rear-facing windows and side-boundary relationships. Such guidance is applied in the

context of individual site characteristics. Here, the existing garage, particular plot geometry, staggered built form, lower roof ridge and carefully designed side elevation provide strong site-specific reasons for the proposed arrangement.

6.5 The setting-out drawing identifies an approximately 1.018m side separation at one point. The Housebuilders Design Guide illustrates a normal 2m side-boundary relationship in regular two-storey street patterns; however, this plot does not present a uniform suburban arrangement. The revised design positively responds to the narrower infill setting through an articulated pitched roof, controlled building height and discreet side-facing windows. The resultant relationship is considered appropriate to the site and consistent with the purpose of the SPD, which is to secure good design and satisfactory amenity rather than impose a single fixed layout irrespective of context.

6.2 House Extensions and Alterations SPD

6.6 The earlier refusal referred to Key Design Principles 3, 5 and 6 of the House Extensions and Alterations SPD. Although that guidance is principally concerned with extensions, its underlying principles of sympathetic scale, neighbour relationships and quality of design have been fully considered in the revised standalone dwelling. The resulting pitched-roof design provides a more sympathetic and less assertive upper form.

6.7 The Council's design guidance recognises that context-specific justification is appropriate where a scheme adopts a different approach from indicative dimensional recommendations. This application provides that justification through the particular plot configuration, the established adjoining buildings, the markedly lower ridge height and the deliberately restrained treatment of the elevations closest to No. 1 Norfolk Avenue.

7. Detailed design, scale and townscape assessment

7.1 The development is deliberately proportioned to sit below the adjoining dwellings. The proposed 129.950m ridge is lower than both No. 1 Norfolk Avenue and No. 57 Thorncliffe Road, preserving the primacy of the existing houses and the legibility of the surrounding roofscape. The steep roof slopes visually reduce the upper-wall mass and give the dwelling a compact, domestic expression appropriate to this established neighbourhood.

7.2 The brick elevations connect the new home to the familiar material palette of Thorncliffe Road, while grey slate roofing and selectively positioned dark cladding provide a refined contemporary character. The locality already incorporates considerable architectural and material variation, so the proposal will contribute positively to the street without appearing alien or incongruous.

7.3 Replacing the existing garage/carport offers a logical opportunity to introduce a high-quality dwelling within an already developed part of the plot. The carefully arranged footprint, existing highway access and coherent pitched roof establish an orderly and attractive form of small-scale residential infill, with no unjustified intrusion into the wider streetscape.

8. Neighbour amenity and the revised response to refusal reason 1

8.1 No. 1 Norfolk Avenue – a materially improved relationship

8.1 The revised scheme specifically addresses the first refusal reason. Its upper accommodation is contained within an articulated pitched roof rather than presenting a continuous, visually dominant two-storey flank. The proposed roof ridge remains materially below that of No. 1 Norfolk Avenue, and the side-facing fenestration has been sensitively arranged. The resulting composition significantly moderates the perception of mass and enclosure at the neighbouring property.

8.2 The neighbouring house retains its established height and visual prominence above the proposed dwelling, while the sloping roof planes reduce the apparent built form closest to the side-facing windows. In the context of the existing garage, neighbouring building positions and the revised roof geometry, the proposals are not considered to give rise to any unacceptable loss of daylight, outlook or overshadowing. The earlier overbearing relationship has been appropriately addressed by the redesign.

8.3 The proposal has been developed with particular regard to the location and orientation of the adjoining windows. It is the overall profile and disposition of the building—not merely its maximum ridge—that supports the conclusion that the revised scheme achieves a satisfactory relationship with No. 1 Norfolk Avenue. The proposal is accordingly consistent with the neighbour-amenity objectives of LP24 and the Council's design SPDs.

8.2 Privacy, garden amenity and future occupiers

8.4 The high-level and bathroom-oriented side windows avoid direct overlooking towards adjacent accommodation. Principal living spaces and larger areas of glazing are directed towards the dwelling's own garden, providing a good standard of outlook for future occupiers while respecting surrounding privacy.

8.5 The layout includes off-road parking and usable private outdoor amenity space within an established residential plot. The garden-facing arrangement provides a pleasant living environment and ensures that the proposed dwelling can operate successfully as an independent family home.

9. Pre-application engagement and design evolution

9.1 The applicant has engaged constructively with Kirklees Council through pre-application discussions, including liaison with planning officer Elenya Jackson. The applicant understands that the revised design was viewed positively overall during those discussions. This engagement has helped shape the present proposals, which have been progressed with specific regard to the issues previously raised.

9.2 The proactive engagement demonstrates the applicant's clear commitment to achieving an acceptable and well-considered scheme. It also aligns with the current NPPF emphasis in policy DP4 on constructive pre-application design dialogue. The Council is respectfully invited to acknowledge the resulting design improvements when determining the current application.

10. Ecology, protected species and biodiversity net gain

10.1 Biodiversity net gain – statutory exemption

10.1 Mandatory biodiversity net gain does not apply to the proposal under the exemption introduced for development sites of 0.2 hectares or less from 6 August 2026, where no onsite priority habitat is adversely affected. The application land is substantially below this threshold and comprises an ordinary domestic garden, driveway and existing built/hardstanding areas. No high-value or priority habitat has been identified within the proposed development area. Accordingly, the applicant considers the development exempt from the statutory 10% BNG requirement.

10.2 The small site area and established domestic use distinguish the proposal from development affecting significant natural habitat. The statutory exemption is therefore an appropriate and proportionate approach to biodiversity net gain in this case.

10.2 Protected species

10.3 The site is an established residential garden and driveway with an existing garage. Should the Council request supporting protected-species information, a bat and/or nesting-bird survey report can be provided as appropriate. Any relevant statutory protection of bats and nesting birds will be observed during the works.

11. Access, parking, other constraints and sustainability

11.1 The proposal retains a highway frontage and illustrates widening of the existing access and on-plot parking. The final parking dimensions, visibility, dropped kerb and refuse collection arrangements remain subject to Kirklees Highway Design Guide/LP21 and LP22 assessment; the previously refused decision did not include a highway reason for refusal.

11.1 The development makes use of an established highway frontage. The proposed drawings show a widened access, convenient on-site vehicle parking and a practical independent dwelling layout. No highway-safety objection formed part of the earlier reasons for refusal, and the current proposal presents a suitable and orderly access arrangement.

11.2 The earlier decision identified the location as a coal-mining development low-risk area. This is a familiar technical consideration for development in the district and does not represent an objection to the residential principle. Normal construction-stage investigation and design procedures can address any relevant ground conditions, drainage and utility arrangements.

11.3 The creation of a new dwelling also provides the opportunity for a high-performance building fabric and efficient building-services installation, offering a modern, energy-conscious home. This is a further positive aspect of the proposal alongside its contribution to housing supply and the efficient use of land.

12.1 The application creates one additional home within a built-up residential setting using a plot already occupied by a substantial garage/carport and associated domestic hardstanding. The revised proposal demonstrates contextual materials, a pitched roof form and a ridge level significantly below

both neighbouring houses. These considerations positively engage LP3, LP7, LP24, and the NPPF 2026's HO7, L2, L3 and DP3.

12.1 The revised development offers a clear and positive planning outcome: one additional home within an established residential neighbourhood, redevelopment of an existing ancillary building, appropriate on-site parking and amenity space, and a carefully composed design that complements the varied surroundings. Its ridge is substantially lower than the adjoining dwellings, preserving a balanced local roofscape.

12.2 The application responds directly and effectively to the first reason for refusal. The revised pitched roof, lower overall form, controlled side elevations and sensitive relationship with No. 1 Norfolk Avenue overcome the previously identified design concern. The applicant considers that the development will not produce an unacceptable overbearing, overshadowing or loss-of-daylight effect on the neighbouring property.

12.3 The application is exempt from mandatory biodiversity net gain owing to its sub-0.2-hectare area and absence of identified affected priority habitat. Any protected-species matter can be addressed proportionately if requested. Neither issue detracts from the sound planning principle, appropriate design or residential benefits of the proposed home.

12.4 For the reasons set out above, the proposal accords with the objectives of the Kirklees Local Plan and its relevant design SPDs and attracts positive weight under the latest NPPF policies HO7, L2, L3 and DP3. The applicant respectfully submits that the previous concerns have been appropriately addressed, that the scheme represents sustainable and well-designed residential infill, and that planning permission should respectfully be granted.

Supporting Documents, evidence and policy sources

Cadvis3d 2464 A(00)-01 Existing Plans and A(00)-02 Existing Site Plans (July 2026).

Cadvis3d 2464 A(10)-01 Proposed House Plans and A(90)-01 Proposed Site Plans (October 2026).

CT Surveys, topographical survey 6266CM_57 Thorncliffe Road, Batley.

Kirklees Council, refusal notice 2025/62/90601/E, issued 9 May 2025.

Kirklees Local Plan (2019), particularly policies LP3, LP7, LP21, LP22, LP24, LP30 and LP52.

Kirklees Housebuilders Design Guide SPD (June 2021); House Extensions and Alterations SPD (June 2021); Highway Design Guide SPD.

National Planning Policy Framework (August 2026, web version updated September 2026), policies HO7, L2, L3, DP3, DP4.

Biodiversity Gain (Town and Country Planning) (Amendments and Transitional Provisions) (England) Regulations 2026 (SI 2026/790), regulation 3 / new regulation 7A.

Web references for current national policy

https://www.gov.uk/guidance/national-planning-policy-framework

https://www.gov.uk/guidance/national-planning-policy-framework-chapter-6-delivering-a-sufficient-supply-of-homes-ho1-13

https://www.gov.uk/guidance/national-planning-policy-framework-chapter-12-making-effective-use-of-land-l1-3

https://www.gov.uk/guidance/national-planning-policy-framework-chapter-14-achieving-well-designed-places-dp1-4

https://www.kirklees.gov.uk/beta/planning-policy/adopted-supplementary-planning-documents.aspx

https://www.legislation.gov.uk/uksi/2026/790/regulation/3/made