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Job reference: 2018 enquiry 51
Address: 47-51, Daisy Hill, Dewsbury
Date: 1-12-2019
Extra notes: **change of use of vacant A1 use retail unit on ground floor to form C3 use apartments with Design and Access statement**

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).



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Introduction

Jade3 has been instructed by Mr Harjoth Sekhon to assist with the change of use of vacant A1 use retail on the ground floor to form 8no C3 use residential apartments which related to 47-51, Daisy Hill, Dewsbury. The ground floor could have been converted via prior notification route but since its more than 150sqm in floor area, hence it would require a full planning application route.

The ground floor was formerly converted to D1 leisure use for online games and snooker club but was unfortunately and disappointedly being refused. The upper first and second floors were already previously being approved for the change of use from B1 office use to form C3 residential apartments use. Therefore since there is little interest in the A1 retail use, it is viable to create more apartments and hence the fresh design so that the whole building is dedicated to residential apartments use.

The whole length of Daisy Hill has been derelict for many years and little building activities have surfaced. The letting agents had carried out research which had shown that the retail and office markets remained a challenging economic crisis due to the prolonged recession and the uncertainty on the recent Brexit scenario. Therefore smaller retail and office units are more affordable and viable for leasing purposes. However, little interests shown for these uses.

After the refusal of the online games and snooker club, the ground floor retail spaces remained vacant despite various remarketing campaign. The letting agents said that town centre office spaces remain challenging to let due to old Victorian style buildings. These Victorian buildings has awkward shapes and sizes and do not have modern IT facilities. They do not have car parking spaces since they are within the town centre location. Even though the building is within a sustainable town centre location with good public transportation routes and in close proximity to train and bus stations, it remained difficult to let. Office and retail tenants preferred business park locations with state of the arts IT facilities, new open planned office or retail spaces within business or retail parks with ample of car parking spaces that are easily accessible from motorways network.

In today's challenging economic climate, but with state of the arts modern technology for computers and cellphones, not many offices are required especially within town centre locations. Computers, laptops and cellphones are getting smaller but more powerful. There is no longer a need for small or large office or retail footplates as people are hot desking and meeting at hotel foyers and conferencing centres or online shopping options. With the aid of Skype, Wiichat and Whatsapps available on cellphones are making businesses much more easily adaptable and accessible.

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That is probably why many offices and retail uses within town centre locations are becoming vacant.

Therefore in order to preserve the character and avoid the building falling further into disrepair, the building needs to readapt to new use classification in order that it can be maintained and cared for. Many vacant buildings within the town centre have been converted to apartments.

The proposals

The National Planning Policy Framework:

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;*

These vacant retail spaces have been remarketed vigorously by local letting agents but they remained vacant for many months despite the online games and snooker club provisions on the outset which was subsequently refused. The change of use is essential to readapt the vacant retail spaces into fresh use so that the building can continue to be preserved. As a result, the change of use from vacant retail use to form C3 residential dwellings will promote an economic role rather than allowing it to continue to become further vacant.

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 change of use to form C3 residential apartment use will surely add vitality to the surrounding town centre use and promotes some night life activities back into the street scene. These fresh apartments will also complement the already approved first and second floor residential apartments. These fresh apartments use are easily accessible from nearby bus and train station and the local residents will bring hustle and bustle activities back into the local community 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*

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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 external fabric of the building will be changed mainly on Daisy Hill façade from existing shopfronts with separate windows and entrance openings and stone facade. The creation of the separate windows and entrance respect the privacy distances opposite and also allow access to apartments 1 and 2 from street level..

The building materials used are mainly internally and are to be sustainable and locally sourced where possible. Local skilled labours are to be employed in providing the refurbishment works. By allowing a positive consent for the change of use will definitely add to the environmental role.



View of Daisy Hill

Main Issues to consider:

- Principle of the change of use
- Visual amenity
- Residential amenity
- Highway Safety

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Principle:

The site is located along a busy town centre site off Daisy Hill. The proposal seeks to provide C3 residential apartments use within an existing commercial/office building using its existing ground floor spaces. The change of use will provide a fresh use and a **HOME** for residents and meeting the Government's housing targets. 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 building from falling into further disrepair due to not being in occupation. In relation to housing land supply, the National Planning Policy Framework (NPPF) indicate that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years-worth of housing against the Council's and government's housing targets.



View of School Street at the rear

In light of the record of persistent under-delivery and the housing land supply shortfall relative to the requirements of the NPPF, there is an urgent need to increase the supply of housing land or refurbishment of existing buildings or readapt an existing building via a fresh use in the District. The change of use scheme would make a contribution, albeit a modest of 8no apartments but of a significant size when coupled with the already approved 16no apartments (totalling 24no apartments)

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which will assist towards meeting that shortfall housing need. A number of apartments blocks are already being approved and being converted within the town centre which set precedents.

Where there has been a record of persistent under-delivery of housing the local planning authority should identify an additional 20%. The Council's Strategic Housing Land Availability Assessment, (SHLAA) indicates that there is a substantial shortfall in housing and relative to these requirements. Whilst the Council is updating the SHLAA, it anticipates that the five-year housing land or building supply position will remain well below the level required by the NPPF. Under these circumstances, the NPPF confirms that relevant policies for the supply of housing, dwellings or apartments should not be considered up-to-date.

The governments promote the change of use as being under the permitted development criteria from B1 use to form C3 use is considered acceptable. Given the sustainable town centre location and employment generating use during the refurbishment phase of the proposal, the change of use should meet with Council's policies.

Visual amenity:

The change of use redevelopment is mainly internal, although the existing shopfronts on Daisy Hill elevation is to be enhanced with separate windows and entrance and stone façade so that the whole building will complete a holistic character for residential use. Although the external appearance of the building is altered slightly and only views from Daisy Hill views, the redevelopment does not impact visually on the character and appearance of the front Daisy Hill scene or the rear School Street. In fact, these minor alterations should be considered to have enhanced the existing aesthetics of the building overall. The redevelopment therefore accords with Council's policies.



Residential amenity:

There are no residential amenity concerns with the proposed change of use especially being in the heart of the town centre. Other residential properties are already located close to the site however the proposed change of use will not result in any concerns in terms of noise or disturbance and meets with Council's policies. However, due to the deep plan form, the central area has been created as an IT break out space so to encourage residents to socialise and entertain guests and promote the use of free Wifi facilities.

The redevelopment is capable of achieving circa 8no units on the ground floor in total. Car parking provision is normally not required since within town centre locations.



Highway Safety:

The redevelopment will not result in a significant increase in car parking requirement. Some of these apartments are small studios and 1 bed apartment. 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 5 minutes walk to the building. Therefore with the multitude of good public transportation links nearby, then there are no highways impact issues. Even with the whole building converted as residential apartments, only a total of 24no units have been achieved.

Community Safety Implications:

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

To do nothing, the building will remain vacant forever and fall into dilapidated state. As a result of fearing the building not being able to re-let, our clients has decided to have a plan B in place to have change of use as soon as possible To provide a fresh use will also assist with sustainable use of an existing building and providing

town centre. Also the change of use will be a good sought after and affluent area with good post code for residents.

Flood Risk

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

Land contamination

Land contamination is not affected by this change of use application as most building works are internal and no digging of foundations. As you can see, the change of use provides a fresh use to the otherwise potential vacant building and hence delivering a green sustainable redevelopment. The change of use has retains all the existing window and door openings and reuse them strategically for the apartments. The existing Daisy Hill façade has been improved by removing the shopfronts with separate windows and entrance and stone façade. By introducing these additional apartments will also improve the street scene by active frontage on Daisy Hill as well as the rear School Street and even bring night life back into the town centre.

Amount

Existing

The ground floor gross footprint of the site is circa 550 sqm overall

All internal gross floor areas as follows

Existing basement	61sqm
Existing basement	2no car parking (circa 40sqm not added)
Existing ground floor entrance	60 sqm
Existing ground floor	485 sqm
Existing first floor	550 sq.m
Existing second floor	550 sqm
Total approx.	1706 sq.m internal gross

All floor areas are approximate gross internal areas. There are no new floor areas created as a result of this change of use. The ground floor areas for fresh residential apartments are circa 485 sqm gross. The lower ground store would be used for all plantrooms, meterings and store.

Architecture

The existing architecture of the overall building is not affected by the change of use proposals. However, the retail shopfront aesthetics would be altered so that separate windows and entrances are provided with stone façade to enhance the building and give it a more residential feel rather than being a commercial feel.



However, we believe that the design meets with Kirklees Council Unitary Development Plan (UDP) planning policies and complies with National Planning Policies Framework (NPPF)

Planning statement

The proposal for the new residential apartments meet with the following

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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. The proposal do not adversely affect the neighbours. Therefore the 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

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

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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

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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 area and outweighs the harm of the original character.

Policy LP3

Location of new development

Development proposals will be required to reflect the Spatial Development Strategy, Policy LP1 Presumption in Favour of Sustainable Development and Policy LP2 Place Shaping. This means:

1) Development should reflect:

- a. the settlement's size and function; and*
- b. place shaping strengths, opportunities and challenges for growth; and*
- c. spatial priorities for urban renaissance and regeneration; and*
- d. the need to provide for new homes and jobs;*

2) Development will be permitted where it supports the delivery of housing and employment growth in a sustainable way, taking account of the following criteria:

- a. delivering the housing and job requirements set out in the Local Plan;*
- b. the need to maintain a supply of specific deliverable sites, in accordance with national policy and enabling the delivery of allocations set out in the Local Plan or in Neighbourhood Plans;*
- c. ensuring that opportunities for development on brownfield (previously developed) sites are realised early in the plan, subject to maintaining a five year supply of housing land and to delivering the overall housing and jobs requirements;*
- d. ensuring delivery of housing and jobs in smaller settlements to meet local housing and employment needs;*
- e. ensuring that proposals have regard to connecting links to existing green and blue infrastructure networks;*
- f. co-ordinating housing and employment land delivery with the provision of new infrastructure.*

g. providing access to a range of transport choices and access to local services.

All noted.

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;*
- 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;*
- 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;*
- 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*

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quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.

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;

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;

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

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

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

j. the provision of public art where appropriate

The form, scale, layout, details and the use of building materials respect and enhance the character and physical setting of the area.

The design has taken into account the secured by design approach and minimise the crime risks as there are no awkward areas in the external façade layout where burglars can hide. CCTV, infra red and movement sensors have all been proposed to combat any potential vandalisms and burglaries.

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;

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- 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;*
- 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.*

The proposal does not cause any highway issues.

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;*

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

Noted. Not applicable as it's a town centre refurbishments.

Policy LP23

Core walking and cycling network

The core walking and cycling network as shown on the Policies Map will provide an integrated system of cycle routes, public footpaths and bridleways that provide opportunity for alternative sustainable means of travel throughout the district and provide efficient links to urban centres and sites allocated for development in the Local Plan.

The core cycling and walking network will be safeguarded and extended to provide opportunities to reduce the number of car journeys and to link settlements, employment sites and transport hubs. The safeguarding of the network will also provide further opportunities for leisure uses, cycling, walking and riding in the countryside by linking to existing bridleways and national trails where appropriate.

Disused railway lines and waterways throughout the district shall be protected from other forms of development to safeguard their potential to be reinstated to their former use for commercial or leisure purposes or to extend the cycling or footpath networks.

Proposals that may prejudice the function, continuity or implementation of the core walking and cycling network will not be permitted. Existing public rights of way that form part of the core walking and cycling network or elsewhere will be protected and enhanced.

Proposals shall seek to integrate into existing and proposed cycling and walking routes as identified in the core walking and cycling network by providing connecting links where appropriate; and regard shall also be had to linking to Strategic Green Infrastructure networks as identified on the Policies Map. Where there is an identified need, extensions or enhancements to the existing network can be secured through

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scheme design, planning conditions and planning obligations if this does not prejudice the overall viability of the development.

The location is ideal and within walking distance to local shops and local village railway station.

Policy LP27

Flood risk

Proposals for development which require a Sequential Test in accordance with national planning guidance will need to demonstrate that development has been directed to areas at the lowest probability of flooding, following a sequential risk based approach. The whole Kirklees district should be the starting point for the sequential test with applicants required to provide justification where a smaller area of search is proposed. If following application of the sequential test, there are no reasonably available sites which could accommodate the development in zones with a lower probability of flooding,

it should also be demonstrated that a sequential approach has been applied within sites. This is to ensure that highly vulnerable and more vulnerable uses are directed towards the areas of lowest flood risk within the site. Proposals will also need to demonstrate that the exception test is passed, where applicable, as set out in national planning policy.

Proposals within flood zone 3ai will be assessed in accordance with national policies relating to flood zone 3a but with all of the following additional restrictions:

- a. no new highly vulnerable or more vulnerable uses will be permitted;*
- b. less vulnerable uses may only be permitted provided that the sequential test has been passed and;*
 - i. where extensions are linked operationally to an existing business or,*
 - ii. where redevelopment of a site provides buildings with the same or a smaller footprint;*
- c. all proposals will be expected to include flood mitigation measures such as compensatory storage which should be identified and considered through a site specific Flood Risk Assessment;*
- d. development will not be permitted on any part of the site identified through a site specific Flood Risk Assessment as performing a functional floodplain role.*

Proposals must be supported by an appropriate site specific Flood Risk Assessment in line with national planning policy. This must take account of all sources of flooding set out in the Strategic Flood Risk Assessment and demonstrate that the proposal will be safe throughout the lifetime of the development (taking account of climate

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change). The proposal must also not increase flood risk elsewhere and where possible should reduce flood risk. Mitigation measures, where necessary, should be proposed.

Proposals involving building over existing culverts or the culverting or canalisation of water courses will not be permitted unless it can be demonstrated to be in the interests of public safety or to provide essential infrastructure and that there will be no detrimental effect on flood risk and biodiversity. Where feasible, development proposals should incorporate re-opening of culverts, modification of canalised water courses and consideration of mitigation measures to achieve a more natural and maintainable state.

Proposals for natural management such as targeted vegetation planting in upper catchments and along river banks will be supported in appropriate locations where consistent with national and local plan policies and relevant water catchment management plans to reduce flood risk and improve water quality.

The land is not within a flood zone and unlikely to flood.

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.

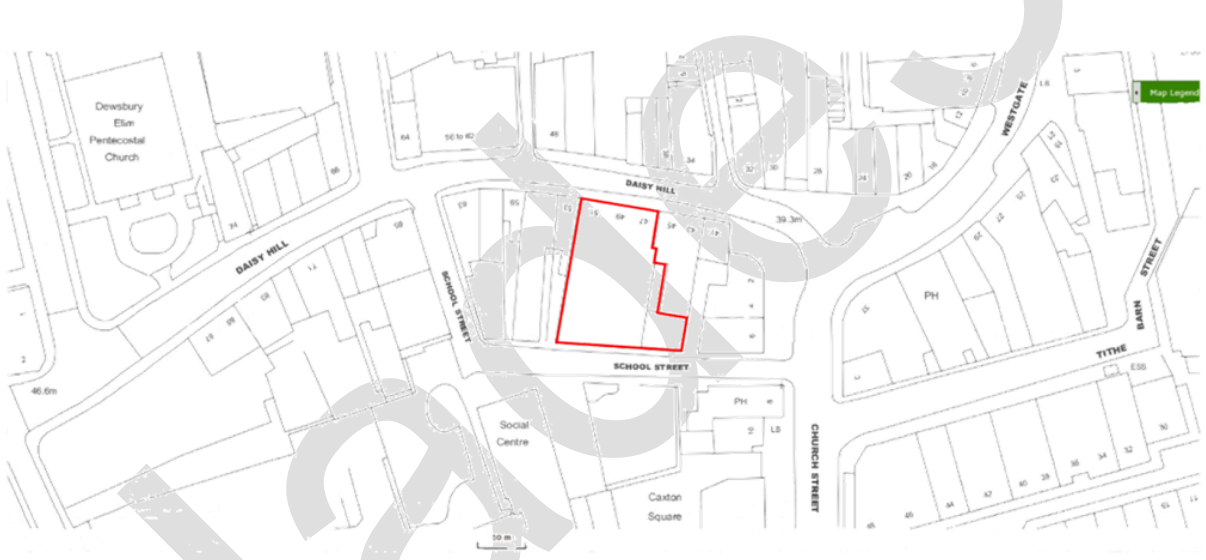
There will be a general presumption against pumping surface water. It must also be demonstrated that the surface water management solution is designed to meet requirements over the lifetime of the development including evidence that management and maintenance arrangements have been secured

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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.

All foul drainage will be connected to the existing mains drain. All surface water is likely to be drained into a soakaway or drain towards the feature pond adjacent to the main entrance.



Location plan

Planning history

Application 2019/90056

Change of use of A1 (Retail) to Snooker lounge and games room D2 (Assembly and Leisure)
(within a Conservation Area)

🏠 Mina House, 47-51, Daisy Hill, Dewsbury, WF13 1LF

📅 Received on 10-Jan-2019

✗ Application refused, comment period has ended

Application 2018/94200

Prior approval from change of use from office (B1) to residential dwellings (within a
Conservation Area)

🏠 Mina House, 47-51, Daisy Hill, Dewsbury, WF13 1LF

📅 Received on 21-Dec-2018

✓ Application approved, comment period has ended

Application 2018/94207

External alterations and formation of larger window openings (within a Conservation Area)

🏠 Mina House, 47-51, Daisy Hill, Dewsbury, WF13 1LF

📅 Received on 21-Dec-2018

✓ Application approved, comment period has ended

As you can see, the upper first and second floors already have been approved for C3 residential apartments and with the ground floor conversion as well will certainly create a holistic residential town centre living ethos. It will revitalise the area.

Access statement

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

Access

The access into the new apartments created is via existing access off from Daisy Hill.

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On entering the property, the few existing steps have been replaced with a ramp so that it is wheelchair user's friendly. The access ramps up onto a landing then leading onto a circulation core into the ground floor with stair and lift to access first and second floor. In fact separate entrance to apartments 1 and 2 are also provided to and from Daisy Hill.

Due to the difference in floor levels, the rear portion of the building is raised up slightly and as a result separate stair are to be provided so that access to apartments 5,6 and 7 can be achieved.

Summary

The building interior is still in a very good condition but to do nothing and through neglect will soon fall into disrepair. The change of use is necessary for the building to breathe new fresh use so that the building can be maintained to avoid disrepair.

Our client's change of use proposal would provide the following

- Readapt the building with new fresh use so that it will be active again
- Regeneration of the existing building and making the vacant space more efficiently used
- Continue to look after and maintain the building when in occupation
- Short term employment to seek builders during refurbishment stages
- Contribute to the local suppliers for building materials during the build period
- Providing new homes within a sustainable location
- Enhance the area visually and promote additional town centre living and meeting the local and government's housing shortage

Therefore our clients seek Kirklees Metropolitan Borough Council planning officers' support in determining a positive decision for the change of use conversion from vacant A1 retail use on ground floor to form C3 residential apartment use. Our clients are keen to bring this into reality as soon as possible and seek your support.

Yours faithfully

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REDACTED

Michael Chow BA Arch, Dip Arch, RIBA, ARB
Managing and Concept Director
Chartered Architect and Urban Masterplanner

for and on behalf of Jade3 Architecture Limited