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Residential and Commercial Planning : Planning Applications, Appeals and Enforcement

PLANNING STATEMENT

PROPOSED ERECTION OF HOTEL ON LAND TO THE REAR OF YORKSHIRE HOUSE, SOUTH STREET, DEWSBURY

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1. INTRODUCTION

- 1.1 This statement is submitted in support of a planning application for the erection of a hotel on land to the rear of Yorkshire House, South Street, Dewsbury.
- 1.2 The purpose of this statement is to provide an evaluation of the site and its planning history, together with a review of the relevant local and national planning policies associated with the proposal, before presenting a case in support of the application, taking into account all material planning considerations.

2. THE SITE AND APPLICATION

- 2.1 The site is located within the town centre to the rear of Yorkshire House and backing onto School Street. It is currently use for private car parking.
- 2.2 The application is to construct a six storey hotel which will have 75 bedrooms with a reception and dining area on the ground floor.

3. PLANNING POLICY CONTEXT

- 3.1 The statutory development plan consists of the Kirklees Local Plan which was adopted on 27 February 2019. The site is not allocated for any specific purpose on the Local Plan Policies Map.

- 3.2 Policy LP1 of the Local Plan advises of a positive approach when considering development proposals that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- 3.3 Policy LP7 says that to ensure the best use of land and buildings, development proposals should encourage the efficient use of previously developed land in sustainable locations provided that it is not of high environmental value.
- 3.4 Consistent with the advice in national planning policy, policy LP13 advises that main town centre uses shall be located within defined centres. Dewsbury is a principal town in the Local Plan and the policy advises that the main focus in principal town is for retail, the provision of financial and professional services; offices, entertainment; sport, leisure, arts, culture and tourism facilities; further and higher education; and health services.
- 3.5 Policy LP18 advises that Dewsbury town centre should be a place of vibrancy, vitality and diversity, with a mix of uses to attract visitors and provide new space for town centre living.
- 3.6 Policy LP22 refers to car parking provision and advises that the level of car parking in new development 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.
- 3.7 Policy LP24 advises that proposals should promote good design by ensuring that the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape (criterion a of the

policy)); and that extensions should be 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.

- 3.8 Policy LP35 advises that development proposals affecting a designated heritage asset should preserve or enhance the significance of the asset. In cases likely to result in substantial harm or loss, development will only be permitted where it can be demonstrated that the proposals would bring substantial public benefits that clearly outweigh the harm.

National Policy

- 3.9 The most recent version of the National Planning Policy Framework was published in July 2021.
- 3.10 Paragraph 81 advises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 3.11 Paragraph 86 says that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.
- 3.12 Paragraph 111 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 3.13 Paragraph 126 advises that good design is a key aspect of sustainable development, creating better places in which to live and work and helping to make development acceptable to communities.
- 3.14 Paragraph 130 advises that planning policies and decisions should aim to ensure that developments are visually attractive as a result of good architecture and appropriate landscaping and are sympathetic to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation or change.

4. CASE IN SUPPORT OF THE APPLICATION

- 4.1 A hotel is recognised in the NPPF as a main town centre use. Policy LP13 of the Local Plan supports the type of proposal being put forward in this application and paragraph 86 of the Framework explains how planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. The principle of development is therefore acceptable.
- 4.2 With regard to scale and design although a multi-storey building, there are a variety of designs and associated massing in existing buildings in the centre and in the immediate area of the site. The use of a brick and render for the elevations would be in keeping with what is also a varied palette of materials in the adjacent surroundings.

- 4.3 There are no parking standards set out by the Council so it is not straightforward to assess what any requirements may be. However as a highly accessible main town centre location parking can be expected to look after itself through the availability of public car parking in the town and the alternative modes of transport available by bus and rail, such that there is no conflict with Policy LP22.
- 4.4 The advice at paragraph 111 of the Framework helpfully separates road safety and operational highway issues stating that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The impact of the development in traffic generation terms can be expected to minimal in view of the location.
- 4.5 The site is outside the conservation area but within the setting of it. There would be no harm arising from the development in heritage terms and any impact can be considered to be neutral.

5. CONCLUSION

- 5.1 There are benefits arising from the proposed development in that it would assist in boosting the local economy. There would be direct economic benefits associated with the development in terms of employment creation. There would be environmental benefits relating to the sustainable location and the resulting options for travel other than the private motor vehicle.

5.2 For the above reasons the applicant considers that the proposals put forward are acceptable and compliant with local planning policies, as well as national policy in the NPPF.