21935

Report in support of extension of Warehouse Unit at

Lucas Building, 232 Bradford Road Batley



Mar 2023

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1.0_Introduction

JG-D has been instructed by Padgetts (Batley) Ltd to prepare a planning application for the extension of the existing Warehouse Unit at 232 Bradford Road, Batley WF17 6JD.

The site sits alongside the host Motorcycle showroom, home of Honda, Suzuki and Yamaha in West Yorkshire and the base of the legendary Padgett's Honda Race Team. It is sandwiched between A652 Bradford Road to the East and Batley Beck to the West, close to the centre of Batley and 1.5 miles from Dewsbury.

The existing building is a 20th Century steel framed profiled metal clad shed above a painted brick plinth with a series of small scale punched window openings and a single primary sliding shutter door within a recessed opening. It is set back from the road behind a tarmacked apron providing both parking and servicing space and a dwarf stone wall. Access to Bradford Road is taken at both ends with a runaround arrangement.

Internally the building is effectively divided into three with a matching large scale door opening to the rear elevation serving a through space with access to a service yard to the rear, a partitioned workshop area to the centre of the building with part mezzanine storage above and accompanying service spaces including reception and wc to the Northern third.

Although the building has previously provided Workshop and storage space for tenants, it has more recently become an overspill for the adjacent Showroom and is currently overstocked with Motorcycles, parts, apparel and accessories. A previous application for a similar scheme was approved in 2018 (App no. 2018/91530) but not implemented. The applicant hopes that the proposed extension will act as a catalyst for the reorganization of the business and to better meet the challenging market conditions.

232 Bradford Road is in Flood zone 3 with a 1 in 100 annual probability of river flooding.



2.0_Planning Context

The submitted development proposals have been formed around the following objectives;

The requirement to provide additional covered storage to support a successful local business,

The desire to improve the external appearance of the existing building to better guide customers and also enhance the local environment,

and the aspiration to better utilize a previously developed parcel of land

2.1 National Planning policy guidance is provided by the National Planning Policy Framework (NPPF).

Paragraph 11 of the NPPF requires Local Planning Authorities to apply a presumption in favour of sustainable development during decision-taking. This means that Local Planning Authorities should be:

"…approving development proposals that accord with an up-to-date development plan without delay; or

…where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i) The application of the policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

Paragraph 81 supports building a strong and competitive economy:

"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."

2.2 Local Planning policy is provided by the Kirklees Local Plan adopted 27th February 2019. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.

Relevant policies relate to the design of the scheme and its impact on its surroundings.

Policy LP1 – Presumption in favour of sustainable development

Policy LP2 - Place Shaping

Policy LP7 – Efficient and effective use of land and buildings:"*To ensure the best use of land and buildings, proposals should encourage the efficient use of*

previously developed land in sustainable locations provided that it is not of high environmental value;"
Policy LP21 – Highways and access
Policy LP24 – Design
232 Bradford Road is not listed and not in a Conservation area.

3.0_Planning Assessment
Padgetts (Batley) Ltd is a well established local business with a national reputation supported by their racing team. Planning Policy has been drafted to accommodate the expansion of business strategies, additional space will allow the company to continue to trade – and diversify - with minimal impact on visual and residential amenity. Moreover it is opined that the proposed scheme will improve the streetscene, allowing a currently unsightly building to be re-imagined to create invaluable internal storage space for a successful local employer.
The proposed extension is located to the side and rear of the site, the most distant point from the opposing residential properties and in the lee of the existing building ensuring any amenity issues are negated. The rhomboid shape of the site means it is currently under-utilized and has created a dumping ground. It is opined that an infill extension will provide a catalyst for betting working practices and the use of complementary materials and a reciprocating roof form will ensure the addition is virtually imperceptible from the street. The retention of the existing service arrangements will maintain the status quo in terms of access and the sustainable location of the site, adjacent to Bradford Road and regular bus services into Dewsbury centre will ensure no impact on the Highway.

4.0_Design
4.1_Use
B2/ B8 use has been continuous on the site for >50 years although not always linked to the Motorcycle showroom. The building will continue to operate as a B8 shed with a trade counter linked to Motorcycle goods.
4.2_Amount
The existing unit has a footprint of 588sqm whilst the proposed scheme provides an additional 540sqm split between storage space and trade counter. The site area is 1885sqm.
4.3_Layout
The existing building is a simple framed warehouse with a through route to a rear service area. The proposed extension seeks to retain the existing arrangement and simply wraparound an extension, infilling to the existing store area behind the motorcycle showroom. To better define the trade counter a glazed infill follows the form of the adjacent showroom to bridge between the two structures. The mandatory 3m clear zone to the beck is retained with the existing route through the building retained to ensure maintenance access.
Externally the existing parking apron will be retained providing parking for 10no vehicles. Although separate from, the proposed extension will be linked to the existing Motorcycle showroom car park offering flexibility in numbers.

4.4_Scale
The proposed main extension simply follows the form of the existing building whilst the infill to the side reciprocates the showroom roof. The heights of both elements relate to their neighbours and it is opined will be unnoticeable when viewed from Bradford Road. Although the extension is large, it is considered to be appropriate for the enclosed nature of the site.
4.5_Landscaping
The site is currently wholly hard surfaced with limited opportunity for landscaping.
4.6_Appearance
The extension will use site assembled profiled metal cladding to match the existing building with colour coated metal pressings and complementary personnel and goods doors. A brickwork plinth wall to the boundary will match the adjacent building.

5.0_Climate Change Mitigation
The issue of Climate change will be addressed through the construction of the new extension. Although the space will be unheated the proposed envelope will meet the current Building Regulations in terms of Part L. Lights will be energy saving and will be fitted with timers. Recycling provision will also be provided. Discussions will be held with renewable energy providers to explore possible technologies which subject to funding may be introduced.

6.0_Access
The proposal has been designed to respond to the existing levels creating a level route from the showroom to the new extension to allow motorcycles to be freewheeled through when necessary.
Internally all doors will achieve a minimum clear width of 800mm in the open position.
Any protection and/or fixed objects on circulation routes will not reduce the effective width of the clear space below 750mm.
The position of all accessible switches and socket points are to comply with the requirements of Approved Document Part M2, Section 8, diagram 29 - set between the zone of 400mm minimum above finish floor level and a maximum of 1200mm above finish floor level.

7.0_Ecology and Environment
The site is located within the Bat Alert area but the building is considered to offer little roosting potential. The ecologist has undertaken an appraisal of the whole development site and a synopsis of the report accompanies this application. Nesting provision will be included in the detailed design however to offer bio-diversity enhancement.

8.0_ Walkover Inspection

A walkover inspection of the site has revealed no evidence of subsidence. A site wide desk top study has been undertaken the results of which accompany this report.

9.0_ Incoming Utilities Assessment

The existing property benefits from services which will be extended to serve the new extension.

10.0_ Drainage assessment

The EA's web-based flood zone map shows the site is located in Flood Zone 3, with a risk of 1 in 100 year or greater for river flooding and a Flood Risk Assessment accompanies this application.

The site benefits from existing drainage which will be re-used.