ROGER LEE PLANNING LTD

Chartered Town Planner – BA(Hons) MRTPI

Residential and Commercial Planning : Planning Applications, Appeals and Enforcement

PLANNING AND HERITAGE STATEMENT

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

NOVEMBER 2023

COPYRIGHT
The contents of this document must not be copied or reproduced in whole or in part without the written consent of Roger Lee Planning Ltd.

Company Registration Number 07717424

18 Leeds Road
Methley
Leeds
LS26 9EQ

PHONE 01977 516447
MOBILE 07504 759486
EMAIL roger.leeplanning@gmail.com

1. INTRODUCTION

1.1 This statement is submitted in support of a revised 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 has historically been used for private car parking in association with existing uses at Yorkshire House.

2.2 The application is to construct a three storey hotel which will have 33 bedrooms with a reception and dining area on the first floor.

2.3 The scheme has been reduced in scale and hotel rooms, with the previous plans being for a six storey hotel with 75 bedrooms. The building will be elevated from the ground so as to enable parking and landscaping on the surface.

2.4 The scheme has been amended in response to the refusal reasons on a previous application – 2022/92313.

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 he 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 LP21 states that proposals should demonstrate that they can be accessed effectively and safely by all users, to ensure the safe and efficient flow of traffic within development and on the surrounding highway network.

3.7 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.

3.8 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.

3.9 Policy LP28 advises that development will only be permitted if it can be demonstrated that water supply and waste water infrastructure is available or can be coordinated to meet the demand generated by the new development.

3.10 Policy LP32 requires proposals to be designed to take into account and seek to enhance the landscape character of the area.

3.11 Policy LP3 says that the Council will not grant planning permission for developments which directly or indirectly threaten trees or woodlands of significant amenity.

3.12 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

3.13 The most recent version of the National Planning Policy Framework was published in 2023.

3.14 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.

3.15 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.

3.16 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.

3.17 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.

3.18 Paragraph 194 advises that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

3.19 Paragraph 199 indicates that great weight should be given to an asset's conservation. The more important the asset the greater weight that should be given. It notes that significance can be harmed or lost through development within the setting of the heritage asset and indicates that any harm or loss should require clear and convincing justification.

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.

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 Most of the site is outside the conservation area however there is a small section at the northern end which is currently derelict and used for unauthorised tipping. The proposed plans would involve this area being used as a widened point of entrance into the site and for the storage and collection of bins. The proposals would enhance the setting of the heritage asset and would therefore satisfy relevant local and national planning policies.

4.6 Moving onto answering specifically to the refusal reasons in the previous application, the applicant's response is as follows:

4.7 Loss of car parking – the scheme now introduces some parking into the development. Whilst the proposal would technically result in loss of existing parking, the site has not been operated for providing parking for a considerable period of time. This has not resulted in any highway safety or on-street parking problems because the town centre location of the site means that there is more

than sufficient alternative parking available and accessible in the nearby surroundings.

4.8 Heritage harm – identified previously as less than substantial harm, the concerns were about the height, massing and external material finish. The scheme has been reduced in height by two storeys (taking into account the intended use of the ground floor for parking, servicing and landscaping) and the materials have been amended to include sandstone cladding. Materials in the area are mixed, building heights likewise. There are significant public benefits arising from the development, whilst they are predominantly economic that does not dilute from the importance of those benefits, despite the dismissive attitude of the council to those benefits in the previous application.

4.9 Design – as above, the design has been amended, the scale and massing reduced, with the resulting impact that there is no case of over-development now. Landscaping is introduced which offsets the very limited existing visual benefit of the small number of immature trees on part of the site.

4.10 Highway safety – the amended scheme provides a turning area to ensure that vehicles can enter and leave the site in forward gear.

4.11 Impact on nearby residents – concerns about overshadowing and overbearing impacts are resolve by the reduction in height of the building.

4.12 Drainage – a drainage assessment is attached to the planning application submission.

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.