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Job reference: 2020 enquiry 59

Address: 16-18, Station Road, Batley, WF17 5SU

Date: 29-5-2024

Extra notes:

change of use of vacant small 6no HMO C4 use (totalled 22no beds restricted to students letting based on 1995 condition) to form 6no C3 residential 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).

Introduction

The change of use via lawful development certificate route of **vacant small 6no separate 6no HMO C4 use (totalled 22no beds) to form 6no residential apartments** Application Number: 2023/CL/92621/E was refused on 24-5-2024.

The reason for refusal is as follows

FIRST SCHEDULE

CERTIFICATE OF LAWFULNESS FOR PROPOSED CHANGE OF USE FROM 6NO HMO C4 USE (TOTAL 22NO BEDS) TO FORM 6NO C3 RESIDENTIAL APARTMENTS (LISTED BUILDING WITHIN A CONSERVATION AREA)

SECOND SCHEDULE

16-18, Station Road, Batley, WF17 5SU

KIRKLEES COUNCIL HEREBY REFUSES TO CERTIFY THAT ON 04-SEP-2023 THE USE DESCRIBED IN THE FIRST SCHEDULE THERETO IN RESPECT OF THE LAND SPECIFIED IN THE SECOND SCHEDULE HERETO AND EDGED RED ON THE SUBMITTED PLANS WOULD BE LAWFUL WITHIN THE MEANING OF SECTION 192 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED), FOR THE FOLLOWING REASON

The proposed change of use from Class C4(HMO) to ClassC3(Dwellinghouse) as defined by the Use Classes Order 1987(as amended) is not considered to benefit from a general planning permission under the provisions of Article 3(1) and Schedule 2,Part 3, Class L of the Town and Country Planning(General Permitted Development)(England) Order(as amended) as the change would be in breach of

condition 2 attached to planning permission reference 95/92676, contrary to Article 3(4) of the same Order.
Initially the application lack evidence that the property was let to students. Later, despite the additional evidence obtained but was submitted late and would have still resulted in a refusal notice. As a result, the planner advised that the application is best to be applied under a full planning change of use.

Existing plans
The existing 6no HMO (student let) comprised as follows
Ground
unit 1- 4no beds
unit 2-3no beds

first
unit 3- 4no beds
unit 4-3no beds

second
unit 5- 5no beds
unit 6-3no beds
total 22no beds students let
The property has been vacant for many years and to do nothing will fall further into disrepair. The letting agents had carried out further research which had shown that the HMO C4 use student market was challenging to let in this location since the college had moved site. Hence a change of use from C4 use back to C3 use residential apartments is necessary and are more viable for leasing purposes.

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. The layout was already strategically designed with 2 sets of HMO accessed off a central stair on each floor. Therefore to convert it back to residential apartments would be simple and no internal alterations are required apart the need to fit a new kitchens where required to suit the respective residential apartments.

There are no structural alterations involved internally and no changes externally. The property already has all the necessary building control and fire officer's requirements and basically ready for simple redevelopment. New decorations and tidying up the property would be needed to bring it fit for purpose which can be created as soon as practical.

Therefore this is a real opportunity to bring fresh lease of life back into the local community. This change of use will also assist to bridge the local and national housing shortfall and seek the planners positive support.

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;*

The vacant building has been vacant for many years and marketed vigorously by local letting agents but they continued to remain vacant. The change of use to residential apartment is essential to readapt the vacant spaces into fresh use in a sustainable manner so that the building can continue to be preserved. As a result, the change of use will promote an economic role rather than allowing it to continue to become vacant and disrepair.

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 residential apartment use will surely add vitality to the surrounding village and promotes some night life activities back into the street scene. These residential apartments use are easily accessible 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 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 and the interior spaces will not change apart from introducing a new kitchen to one of the residential apartment.

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Planning statement
The proposal meets with the following

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.
The change of use is considered acceptable and therefore should be seen as being a sustainable redevelopment and readapting an existing use to preserve the fabric of the property which 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

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 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 change of use proposal is considered to provide a good design and contribution towards the place shaping and enhance the visual qualities of the original host building and surrounding area.

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;
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 as original 6no cars have been retained and can be parked on site driveway forecourt. There are also off site car parking along Station Road (if required).

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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;
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. The previous HMO has circa 9no car parking spaces as well and since there were small, not many residents have cars. The proposal achieved 3no 3 bed apartments circa 71sqm and 3no 2 bed apartments circa 53sqm. Based on appendix 2 of the UDP, for 2 beds more than 70sqm cars per apartment will require 1.5 cars. Therefore this 6no residential apartment scheme will require 9no car space. The existing rear driveway forecourt can easily accommodate 6no within the site demise, and plus 3no directly outside on Station Road, therefore it is the same as the previous HMO and car parking is more than adequate and does not impact on the highways.

Extracts from Appendix 2

USE CLASS C3: RESIDENTIAL		
1 Resident parking	spaces per unit:	
Houses <140 sq. m.	2	Conversions in town centres, e.g. above shops, should provide parking at the operational minimum level. Development served by informal roads should include 1 space for visitor parking per 4 units.
Houses >140 sq. m.	3	
Affordable housing		
Houses <110 sq. m.	1	
Houses >110 sq. m.	2	
Flats		
Bedsits	0.5	
I bedroom	1	
2 bedroom or > 70 sq. m.	1.5	
Sheltered housing	0.25 plus 1 per resident staff	
2 Cycle parking	spaces per unit: 1	

Based on the cycle parking guidelines, only 6 spaces are required for this residential apartment units.

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 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 is within 5 minutes walking distance where plenty of local retail shops and eatery facilities are available.

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 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 are not affected externally. The only building work is a new kitchen and removing some walls to be provided. All these have respected policy LP24.

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 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. The recent storms have not affected any flooding within the area. Moreover the actual internal ground floor level has already been raised up circa 600mm above the external ground level.

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
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 and surface drainage already connected to the existing mains drain and is not affected by the change of use.

Policy LP51
Protection and improvement of local air quality
1. Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air pollution which would have an unacceptable impact on the natural and built environment or to people.
2. Proposals that have the potential to increase local air pollution either individually or cumulatively must be accompanied by evidence to show that the impact of the development has been assessed in accordance with the relevant guidance. Development which has the potential to cause levels of local air pollution to increase must incorporate sustainable mitigation measures that reduce the level of this impact. If sustainable measures cannot be introduced the development will not be permitted.
3. Where the development introduces new receptors into Air Quality Management Areas or Areas of Concern or near other areas of relatively poor air quality, for example near roads or junctions, the development must incorporate sustainable mitigation measures that protect the new receptors from unacceptable levels of air pollution. Where sustainable mitigation measures cannot be introduced which prevent receptors from being exposed to unsafe levels of air pollution, development will not be permitted.
The change of use will not affect the local air quality and the residential apartment is for domestic use and only internal kitchen fit-out work is required and therefore meets with policy LP51.

NPPF Chapter 3. Plan-making
15. The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.
As you can see, there is an immediate need for this residential apartments. Its location is ideal since it is also adjacent to local shops where a quick stop over for groceries are essential for the residents.

NPPF Chapter 4. Decision-making
38. Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
All noted.

NPPF Chapter9. Promoting sustainable transport

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
The site is adequately large enough to accommodate 6no cars on site and 3no cars immediately outside on Station Road suitable for this change of use to residential apartments.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
The land is located within a sustainable location where it is a walkable distance to the local shops and school.

Appraisal:
The application relates to the change of use from vacant 22no beds C4 use former HMO (student lets) to form 6no residential apartments (C3 use) within an existing building envelope. The ground floor is already elevated circa 600mm from the external ground level at the front facade. The building is a 3 storey massing. The majority of the neighbouring buildings are of similar massing. The building is mainly built from stone and slates.

Main Issues to consider:
- Principle of the change of use
- Visual amenity
- Residential amenity
- Highway Safety

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Principle:
The change of use will provide a fresh use and a **HOME** for residents and meeting the local and national 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 state of disrepair due to not being in occupation

The site is considered to be within a sustainable village location which has easy access to motorways and bus routes into town centre with a 5 minutes drive.

Visual amenity:
The change of use mainly with internal building works with a new kitchen and decorations to all residential apartments to bring it back to today's updated standard and does not impact on the external appearance. The redevelopment therefore very sustainable and accords with Council's policies.

Residential amenity:
There are no residential amenity concerns with the proposed change of use. 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.

Highway Safety:
The change of use redevelopment is capable of achieving 6no residential apartment units, The redevelopment will not result in any significant increase in car parking requirement. It is also worth noting that the location is sustainable with frequent bus routes in and out within 5 minutes drive to town. Therefore there is no highways impact.

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

The building is currently vacant for many years. To do nothing, the building will remain vacant and will fall into further 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. To provide a fresh use will also assist with sustainable use of an existing building and providing a fresh use by readapting to meet the needs of ever changing trends.

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Flood Risk
As you can see, the property is situated on flood zone 1 which is low flooding risk. The site is considerably higher than many areas in Batley. There is no record of the site being flooded in the past.

Land contamination
Land contamination is not affected as there are no digging externally by this change of use application.

Architecture
The existing architecture of the overall building is not affected by the proposals. The change of use provides a fresh use to the otherwise continual vacant building and hence delivering and promoting a green sustainable redevelopment. The change of use has retained all the existing window and door openings and reused them strategically for the residential apartments.

Site and area assessment
Physical, social and economic characteristics
Evaluation
The site area is circa **480sqm.**

Amount
Existing and proposed

basement floor	(not used)
ground floor	140 sqm
first floor	140sq.m
second floor	140sqm
Total approx.	**420 sq.m internal gross**

All floor areas are approximate gross internal areas. No additional floor areas have been created as a result of the change of use.

The proposed change of use to form C3 residential apartments comprised as follows
Ground
apartment 1- 2no beds plus 1 study
apartment 2-1no bed plus 1 study

first
apartment 3- 2no beds plus 1 study
apartment 4-1no bed plus 1 study

second
apartment 5- 2no beds plus 1 study
apartment 6-1no bed plus 1 study

As can be seen from the proposal, there is no major works needed apart from just a description as being a change of use to form residential apartment use. Most importantly, the areas also complied based on the national minimum space requirements, hence study is introduced and removing some internal walls and providing a kitchen with enlarged lounge and dining room.

See attached a photo showing the covered and lockable bicycle storage with Sheffield hoops so that the bicycles can be locked onto them.

Refuse and recycle bins
The rear driveway also accommodates adequate space for 1no 1100litres size refuse and recycle bin and to be visually screen with timber enclosure and anticipated once a week collection and should demand is exceeded, then twice a week collection services.

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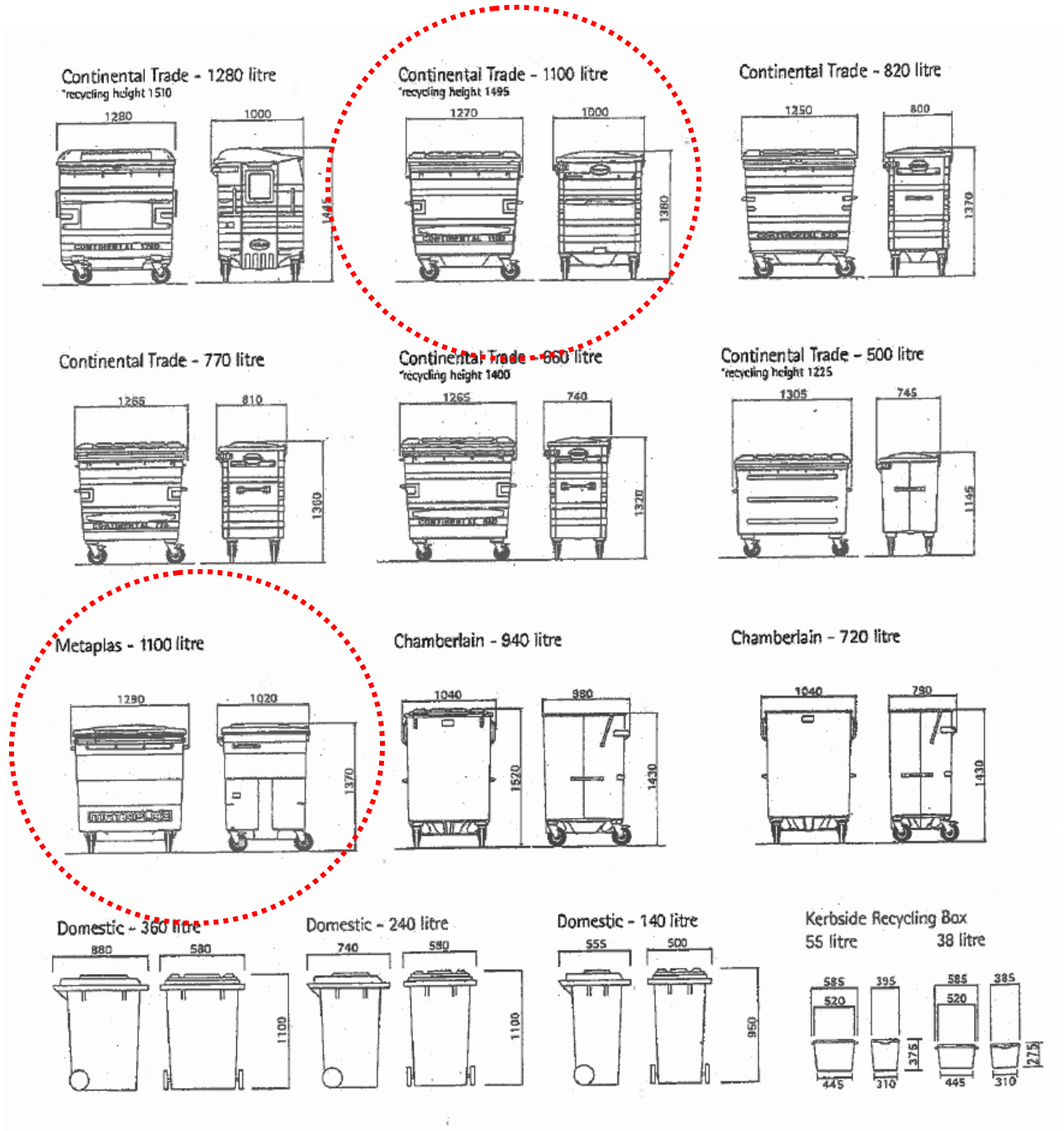

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Access statement

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Access

The access into the new residential apartments created is via existing access from Station Road. There is a few steps for access from external ground level to ground floor and as existing as they have not been affected.

On entering the property, there is an existing central stair access leading from ground floor to first and second floors which is not affected by the change of use.

Summary

The building interior is still in a very good condition despite being vacant and unused for so many years but to do nothing and through neglect will soon fall into further state of disrepair. The change of use is necessary for the building to breathe new fresh lease of use class so that the building can be maintained to avoid disrepair.

Therefore our clients seek Kirklees Metropolitan Borough Council planning officers' support in determining a positive decision for the change of use conversion from vacant 6no HMO C4 use to form 6no C3 residential apartments use. Our client is keen to bring this into reality as soon as possible.

Prepared by

Redacted

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Managing and Concept Director
Chartered Architect and Urban Masterplanner

for and on behalf of Jade3 Architecture Limited