

CLIENT:

Mr A. Shah & Mrs. H. Sabir

PROJECT:

**Erection of commercial unit for use as a
Vehicle Testing and Repair Garage.**



DATE:

26.02.2024

REF:

180-23-R1_A

LOCATION:

**Land adj. 56 Low Road
Dewsbury Moor
Dewsbury
West Yorkshire
WF13 3PR**

Company No. 11767012

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Overview

- Hinchliffe Architecture & Design Ltd. have been instructed by our clients to prepare a full Planning Application to Kirklees Council for the erection of a commercial unit for use as a vehicle testing and repair business.
- Theis application has been prepared following a formal pre-planning application ref: 2023/20649 received 12th October 2023.
- This application aims to address all the relevant items raised in the pre-planning application feedback received.
- The existing site is derelict and was previously the site of Dewsbury Moor WMC which has since been demolished and the site has remained unoccupied.
- The site is not within a Conservation Area nor within the Greenbelt and is unallocated on the Kirklees Local Plan.
- Historically the site had a substantial building located on it, built up to the boundary on the Low Road side and was slightly larger than 2 storeys with a flat & pitched roof. The last use of the site was commercial.
- The proposed development would allow our clients existing business in central Dewsbury to expand and would generate approximates 2 new full time job positions and 2 part time positions.
- Given the nature of the intended use, any prolonged or temporary noise generating activities would be undertaken with the roller shutter doors closed to mitigate noise disturbance to local residents. In addition it is proposed working hours would be Mon-Fri 8am to 6pm and Saturday 9am to 3pm. A noise impact assessment has been undertaken to support this full application and noise mitigating elements have been introduced to the scheme in accordance with this report.
- The proposed development would be faced in brick walling to the streetscene elevations and composite cladding finished in anthracite grey to less visible aspects. Similar smaller units have been constructed, with planning consent, a short distance south of the application site.
- The immediate site is approximately 652.7m² / 0.0652ha

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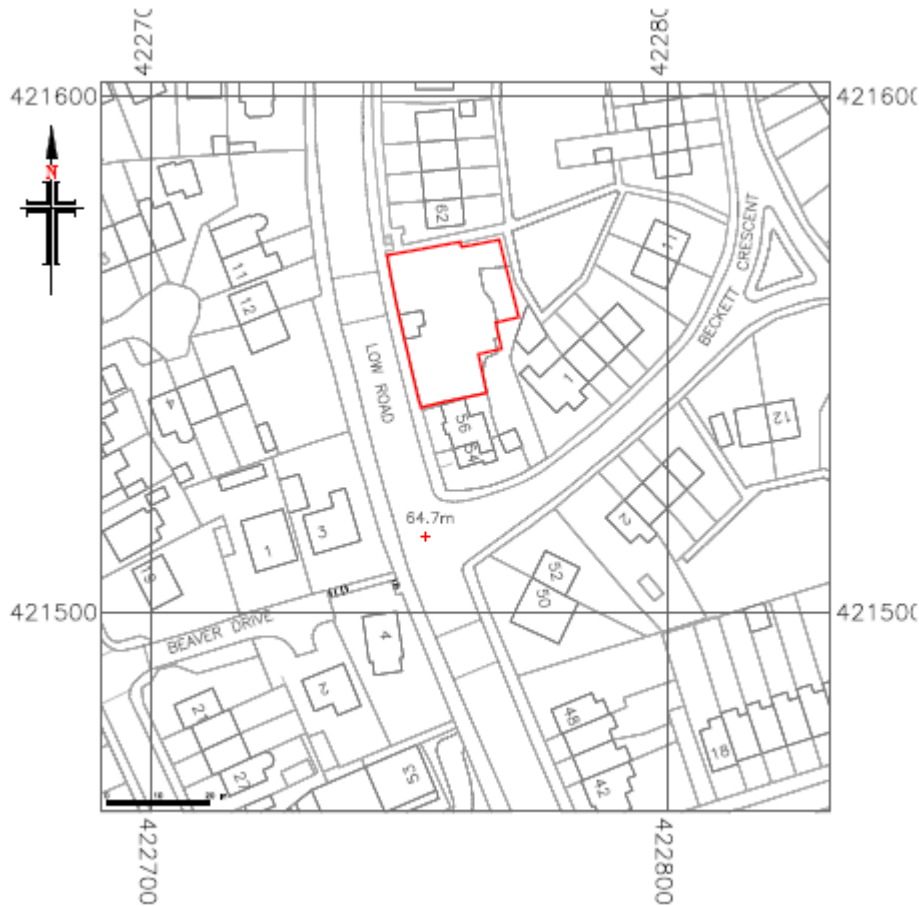
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Ownership

The below plan indicates the clients' ownership boundary:



Existing Site

The existing site is located to the West of the centre of Dewsbury by approximately 0.3 miles and is currently a vacant site. Historically the site was developed and housed the Dewsbury Moor WMC. At some point between 2008 and 2011 the previous building was demolished and the site was cleared. The existing site has been left vacant since demolition, there are remnants of the previous building at low level and various weeds and shrubs have since developed. The site is overgrown and has heras fencing to the perimeter making it an unsightly neglected piece of land.

The existing site is a Brownfield site and has the potential for various development types given its proximity to the town centre.

The freehold of the land is owned by our clients and has been in their ownership for approximately 12 months.

Proposed Site

The proposed unit in terms of its scale and appearance has been derived from the pre-planning feedback received. The pre-planning feedback stated the following with relation to visual amenity:

“In terms of a future application, the proposed vehicle testing and repair garage should reflect the local vernacular and use materials that currently exist within the local area. Furthermore, care must be taken to ensure the dwelling does not appear overbearing, prominent or constitute overdevelopment of the site. Therefore, consideration should be given to the above comments in order to ensure that any future proposal accords with Policy LP24 of the Kirklees Local Plan and Chapter 12 of the NPPF.”

Following receipt of the conclusion above, the scheme has been significantly reduced. The proposals now consist of only 4 bays, the building is set back from the roadside to mitigate the cumulative impact of the road and site level differences and the height of the building. The maximum height of the proposed building is now considerably lower than the eaves of the neighbouring properties. The proposed building is faced in coursed red brick to match the local vernacular and is partially faced in red brick to the side elevations visible from the road side. The rear of the structure and partial side elevations are clad in anthracite grey cladding for efficiency and build cost to ensure the viability of the scheme whilst not compromising visual amenity.

Furthermore, the pre-planning application considered ‘Impact on Residential Amenity’. The assessment addressed the impact on all immediate neighbouring properties and it was deemed to have no detrimental impact. Given the scheme has now been further reduced, thus a betterment on the pre-application scheme the impact assessment on residential amenity must be found to be acceptable once again.



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The proposed development is intended for commercial use, as such the pre-planning application identified noise impact from the proposed development on surrounding properties. This has been addressed in the accompanying Noise Impact Assessment and the recommended measures have been implemented in the submitted plans.

It should also be noted, the premises will not undertake any paint spraying activities therefore mechanical extraction is not necessary and the development will not create any detrimental odours.

Access, Parking and Refuse Collection

Access to the existing site would be via a new access off Low Road with generous splays to allow clear unobstructed visibility on to Low Road. 2.4m x 43m sightlines are fully achieved and these are demonstrated on drawing 180-23-PL01_C.

Low Road adjacent the site and the proposed FFL of the building and surrounding yard have a level difference of 1.6m. To ensure a safe and manageable access road gradient the proposal incorporate and access approximately 17.5m long with a maximum gradient of 1:10 to transition the levels, this accords with the Kirklees Highways Design Guide SPD.

The proposed access is 4.5m wide and given the nature of the commercial unit the maximum length vehicle entering the site will be a long wheel based Mercedes Sprinter Van or similar with an overall length of 6.967m. Vehicle tracking is provided on the accompanying drawings demonstrating this vehicle can enter, exit and turn within the site.

Bin storage is located on site adjacent the West facing Elevation houses within a bin store. This will then be presented at the side of the carriageway in the same manner as all the neighbouring properties collection points, thus a refuse vehicle does not need to enter the site.

Parking is provided within the site for 7 vehicles in addition to the 4 internal bays proposed. 4 spaces are provided for employees, these are shown end to end as they will arrive and leave the site at a similar time so end to end parking is not an issue.

A further 3 spaces are provided for customers. Given the nature of the business it is anticipated these will not be in constant use, the very nature of bringing a vehicle for an MoT and or testing/repair would be singular, you arrive on site, leave your vehicle and either have an accompanying car you then immediately leave the site in or you simply wait on site until the works are complete and leave in the vehicle the customer arrived in. Once a customer has arrived and deposited the vehicle a member of staff would then drive the vehicle into the unit and would commence works, the parking space then becomes free for the next customer arriving. The business will be operated on an appointment only basis, this ensures multiple vehicles are not located on the site.

In addition EVCP's are proposed to 3No. parking bays, this exceeds the 10% minimum requirement.

Agent Request

Hinchliffe Architecture & Design Ltd would politely ask to be contacted by the delegated Planning officer prior to a formal determination of the application.

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Climate Emergency

The proposed design scheme is mindful of Kirklees Councils Planning Application Climate Change Guidance. As such measures have been implemented into the proposal to ensure the scheme accords to Kirklees target for achieving 'net zero' carbon emissions by 2038. The following measures are to be implemented:

- The proposal will have 3 electrical vehicle charging point installed (minimum output of 16A/3.5kW).
- Air Source Heat Pump
- Rainwater harvesting will be utilised via rainwater butts.
- Smart energy metering and visual displays showing energy consumption will be installed.
- All lighting internally and externally will be LED to minimise energy consumption. External security lighting will be sensor operated.
- Building services controls will be incorporated preventing unnecessary energy consumption.

