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Job reference: 2023 enquiry 53

Address: 100-102 Northgate, Huddersfield HD1 6AR

Date: 20-11-2024

Extra notes: **design and access statement
change of use from former office use (Eciii) on first and attic to form 3no residential
apartments use (C3) via prior notification pursuant with use class MA approach**

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

This is design and access statement report to support the change of use via the prior notification route.

Site and area assessment

100-102 Northgate building is situated in a prime corner plot at the fringe of the ring road. The host building was vacant for many months and our client retaining the ground and basement for their own use.

The site is located along a busy town centre site on the ring road junction and Lower Fitzwilliam Street. The proposal seeks a change of use from former vacant office use to form 3no residential apartments use within its own floor plates.

The large footplate will be converted into 3no spacious residential apartments. The existing host building is built in natural stone with slates roof. There is adequate yard and capable of achieving a shared 14no car parking spaces which is adequate for the residential apartments and also for their office use. Bicycle parking has also been incorporated close to the entrance.

This application is to be considered under the Class MA which allows most Class E properties (commercial) to be converted into residential properties.

This is a prior approval process where the change of use is already acceptable in principle.

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A prior approval application is being assessed against the following criteria:

- Impact on transport and highway safety
It is within the fringe of town centre, there are shared existing 14no car parking spaces.
- Potential site contamination
Only internal refurbishment works and hence there is no site contamination issue
- Risk of flood
The property is within a low risk of flooding
- Noise from commercial units affecting or could affect residents including impact on existing commercial uses (such as heavy industry)
Noise can be mitigated by providing secondary glazing internally.
- Natural light being required for all habitable rooms
All bedrooms and lounge has windows or existing rooflights allowing natural daylight into habitable rooms
- The impact of the conversion on businesses in the area
All upper floors have been vacant for many months and therefore by converting into residential apartments do not impact on local businesses but complementary and surely bring vitality and complement the surrounding areas
- Fire Safety (where building is over 18m or 7 or more storeys)
The building is less than 11m high is less than 18m and is less than 7 storeys in massing.
- Effect on local nurseries or health centres, where an impact assessment may be required.
Not applicable

While Class E to Residential (Class MA) applications are done via a prior approval process which is typically acceptable in principle, there are a few limitations and restrictions as follows

- **The is no requirement for the properties to be vacant for a period of 3 months before an application for prior approval can be made. No tenants occupy the upper floors of the respective properties.**
- **The building have been of Class E use for example as an office/retail store spaces, for at least 2 years before the application is being submitted.**
- **Buildings are located within a national park, Area of Outstanding Natural Beauty, a World Heritage Site or is Listed**
- **Conversions is not within designated ecological sites such as SSSIs (Sites of Special Scientific Interest) and SPAs (Special Protection Areas)**
- **However, these buildings are within a conservation area and hence a separate a Heritage Impact Assessment report is attached**

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- Planning for prior approval for a valid application is to be deemed approved if no decision is made within 56 days of validation

Therefore the building met with all the above class MA requirements.

Principle of development Sustainable Development

NPPF chapter 2 Paragraph 7-14 and LP1 outlined a presumption in favour of sustainable development. NPPF Chapter 2, Paragraph 7 identifies the dimensions of sustainable development as economic, social and environmental (which includes design considerations). It states that these facets are mutually dependent and should not be undertaken in isolation, ie NPPF Chapter 2, Paragraph 8. The dimensions of sustainable development will be considered throughout the proposal.

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, its location is ideal since it is also close to local shops the Northern Retail Park and superstores such as Tesco or Sainsbury where a quick stop over for groceries is essential but also adequately far enough to enjoy the urban town centre living environment.

16. Plans should:

- a) be prepared with the objective of contributing to the achievement of sustainable development;*
- b) be prepared positively, in a way that is aspirational but deliverable;*
- c) be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;*
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;*
- e) be accessible through the use of digital tools to assist public involvement and policy presentation; and*
- f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).*

All noted.

NPPF Chapter 4. Decision-making

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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 Chapter 12. Achieving well-designed places

124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

The change of use to form residential apartments is considered to be of good design as it accords with those around the area which had already been approved and fully let.

125. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development.

126. To provide maximum clarity about design expectations at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.

127. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

128. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

129. Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for Life⁴⁷. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large scale housing and mixed use developments. In assessing applications, local planning

authorities should have regard to the outcome from these processes, including any recommendations made by design review panels.

130. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).

131. In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

132. The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

All noted.

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 former office upper floors have been marketed vigorously by local letting agents but they remained vacant for many months.

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It is essential to readapt the under used upper floor spaces into fresh residential apartments use so that the building can continue to be preserved. As a result, our clients are considering more investments are needed and hence the change of use modifications which will promote an economic role rather than allowing it to continue to become vacant.

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 will surely add vitality to the surrounding town centre use and promotes some night life activities back into the street scene. The new residential apartments use will be easily accessible. 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 building materials used are mainly internally and are to be sustainable and locally sourced where possible. Local skilled labours are to be employed in providing the refurbishment works. By allowing a positive consent for the change of use will definitely add to the environmental role.

Amount

The total site area is circa 925 sqm.

existing ground floor area internal net

Shop	45sqm
Office	55sqm
Stair core	11sqm
Warehouse	160sqm
Total	271sqm

existing basement floor area internal net

storage	83sqm
total	83sqm

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existing first floor area internal net

offices	107sqm
Stair core	11sqm
Warehouse mezzanine	60sqm
Total	178sqm

existing attic floor area internal net

Stair core	11sqm
Office	73sqm
Total	84sqm

Grand total approx 616 sq.m internal net

Apartment 1	57sqm (spacious 1 bed)
Apartment 2	48sqm (spacious 1 bed)
Apartment 3	74sqm (spacious 1 bed) excluding the floor areas under the slope of less than 1.5m that could be used for storage

As can be seen, these are spacious residential apartments has been achieved. These residential apartments are more than the minimum space standards also have adequate natural daylight into the respective accommodation spaces.

Kirklees Publication Local Plan: adopted 27-2-2019

- **LP1** – Presumption in favour of sustainable development
- **LP2** – Place shaping
- **LP24** – Design

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.*

Therefore fearing further vacancy, our clients have opted for a change of use from vacant offices to form 3no residential apartments. Basically it will complete as a holistic luxury residential apartment block in town centre. We believe that this change of use proposal should be seen as being a sustainable redevelopment and 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.*

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- *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*

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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. The change of use meets with the aspirations of the local and national policies and also meeting with our clients brief and requirements.

Policy LP7

Efficient and effective use of land and buildings

To ensure the best use of land and buildings, proposals:

- a. should encourage the efficient use of previously developed land in sustainable locations provided that it is not of high environmental value;*
- b. should encourage the reuse or adaptation of vacant or underused properties;*
- c. should give priority to despoiled, degraded, derelict and contaminated land provided that it is not of high environmental value;*
- d. will allow for access to adjoining undeveloped land so it may subsequently be developed.*

Housing density should ensure efficient use of land, in keeping with the character of the area and the design of the scheme:

- a. developments should achieve a net density of at least 35 dwellings per hectare, where appropriate;*
- b. higher densities will be sought in principal town centres and in areas close to public transport interchanges*
- c. lower densities will only be acceptable if it is demonstrated that this is necessary to ensure the development is compatible with its surroundings, development viability would be compromised, or to secure particular house types to meet local housing needs;*
- d. more detailed density requirements may be set out in area actions plans, neighbourhood plans, supplementary planning documents and development briefs, where appropriate.*

Policy LP7 is to promote the re-use of existing buildings and the use of brownfield (previously-developed) land to meet development needs and support the regeneration of areas. As mentioned, also the government is promoting the change of use from retail or offices to form residential apartments to encourage regeneration due to the challenges of Brexit fallout and also the on going uncertainties of post Covid and the prolonged Middle East and Red sea wars.

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Policy LP8

Safeguarding employment land and premises

1. Proposals for development or re-development for employment generating uses (as defined in the Glossary) in Priority Employment Areas will be supported where there is no conflict with the established employment uses (as defined in the Glossary) in the area. In instances where the site is out of centre and the proposal includes main town centre uses then policy LP13 will need to be applied.

2. Within Priority Employment Areas, proposals for redevelopment resulting in a non-employment generating use, or for the conversion or change of use of sites and premises in use or last used for employment, will only be supported where:

- a. it can be demonstrated that the site or premises are no longer capable of employment use; and*
- b. the proposed use is compatible with neighbouring uses and where applicable, would not prejudice the continued use of neighbouring land for employment.*

There is evidence that vigorous marketing campaign had been carried out but sadly there has been no interest. Therefore the upper floors cannot sustain employment and as such a fresh use class is needed for regeneration purposes on the upper floors. It is also backed up by the governments promoting the change of use from retail or offices to form residential apartments and hence this prior notification application.

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;*

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- 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.*

As demonstrated in this report, this change of use has not affected the highways proposal as it is on the fringe of the ring road and centre of town where no car parking is required. However, the rear yard is adequately large and can accommodate up to 14no car parking spaces which is being retained.

Assuming that 1.5 car parking spaces are required for the 3no residential apartments, therefore equates to 5no car parking spaces required. Leaving a remaining of 9no car parking spaces on site which is adequate for the existing small office, small retail units on the ground floor and visitors.

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;*

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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.

Car parking is not required since it is within the ring road fringe of town centre development and also situated in close sustainable transportation routes where bus and train stations are within 5 minutes walk.

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;

The form, scale, layout, details are as existing and the change of use respect and enhances the character of the host building and its surrounding area and the original host property. The orientation of the existing property already allows the placing of photovoltaics solar panels (could be done retrospectively when funding is available) onto the proposed south facing aspect pitched roof and maximises its energy usage. Basically the solar panels can be installed later which will accords with policy LP24(a)

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;

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The design has taken into account the secured by design approach and minimise the crime risks as there are no awkward areas in the layout where burglars can hide. Therefore the proposals meets with LP24(b)

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;

not applicable

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.*

Electric vehicle charging point (EVCP) have been proposed and added onto the rear yard. Sustainable green energies can be incorporated to suit.

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;

The windows and doors on the upper floors will provide privacy as the floor levels were already raised up and assist to reduce crime. CCTV have been proposed for

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the overall elevations to reduce crime. The CCTV will monitor remotely the whole site and building on a 24/7 basis.

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;

Since this is an existing building, this change of use will not be capable of catering for accessible access.

g. any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks;

No open space have been created, however, natural daylight and natural ventilation have been achieved onto the upper floors. Following on from the post Covid, since government have encouraged and promoted that people to work from home have sparked a different town centre living ethos. Therefore these generous and spacious residential apartment areas will be welcomed as the layout respected existing walls and constrained by existing window openings and hence resulted in spacious residential apartment sizes.

h. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;

Noted

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

Noted. There are no trees present within the site boundary.

j. the provision of public art where appropriate

Not applicable.

Policy LP26

Renewable and low carbon energy

Renewable and low carbon energy proposals (excluding wind) will be supported and planning permission granted where the following criteria are met:

a. the proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;

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- b. the proposal would not have either individually or cumulatively an unacceptable impact on protected species, designated sites of importance for biodiversity or heritage assets;*
- c. the statutory protection of any area would not be compromised by the development;*
- d. any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;*
- e. any significant adverse effects of the proposal are mitigated by wider environmental, social and economic benefits. Where the above criteria are met, the council encourages dialogue with local community groups promoting community renewable and low carbon energy schemes.*

The creation of district heat networks is encouraged across Kirklees. Heat networks can be developed at different scales and all new developments should consider their potential. Proposals requiring a master plan should explore the potential of developing a heat network, or connecting to an existing network.

Photovoltaics solar panels can be installed at a later date on a retrospective basis to promote the green sustainable energy use (if funding is available). However, EVCP is proposed for charging electric vehicle cars. (if required)

Policy LP35 Historic environment

1. Development proposals affecting a designated heritage asset (or an archaeological site of national importance) 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, or all of the following are met:

- a. the nature of the heritage asset prevents all reasonable uses of the site;*
- b. no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;*
- c. conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and d. the harm or loss is outweighed by the benefit of bringing the site back into use.*

2. Proposals which would remove, harm or undermine the significance of a non-designated heritage asset, or its contribution to the character of a place will be permitted only where benefits of the development outweigh the harm having regard to the scale of the harm and the significance of the heritage asset. In the case of developments affecting archaeological sites of less than national importance where

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development affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in situ as a preferred solution. When in situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development.

3. Proposals should retain those elements of the historic environment which contribute to the distinct identity of the Kirklees area and ensure they are appropriately conserved, to the extent warranted by their significance, also having regard to the wider benefits of development. Consideration should be given to the need to:

- a. ensure that proposals maintain and reinforce local distinctiveness and conserve the significance of designated and non-designated heritage assets;*
- b. ensure that proposals within Conservation Areas conserve those elements which contribute to their significance;*
- c. secure a sustainable future for heritage assets at risk and those associated with the local textile industry, historic farm buildings, places of worship and civic and institutional buildings constructed on the back of the wealth created by the textile industry as expressions of local civic pride and identity;*
- d. identify opportunities, including use of new technologies, to mitigate, and adapt to, the effects of climate change in ways that do not harm the significance of heritage assets and, where conflict is unavoidable, to balance the public benefit of climate change mitigation measures with the harm caused to the heritage assets' significance;*
- e. accommodate innovative design where this does not prejudice the significance of heritage assets;*
- f. preserve the setting of Castle Hill where appropriate and proposals which detrimentally impact on the setting of Castle Hill will not be permitted*

Since the host property is not listed, therefore the change of use does not cause any visual harm and moreover the existing architectural details externally is not affected.

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*

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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 or increase in the air pollution since these are internal refurbishments.

Electric Vehicle Charging Points

Although it is not required, our client is keen to provide a dedicated electric vehicle charging facility externally on the rear yard facade for charging electric vehicles and other ultra-low emission vehicles to meet the following minimum standard for numbers and power output:-

☐ A Standard electric vehicle charging point which is capable of providing a continuous supply of at least 16A (3.5kW). **A 32A (7kW) is preferable and however more likely to be future proof and is being proposed.**

☐ Standard charging points for single residential properties that meet the requirements specified in the latest version of “*Minimum technical specification - Electric Vehicle Home charge Scheme (EVHS)*” by the Office for Low Emission Vehicles. Basically, charging points that provide Mode 3 charging with a continuous output of least 16A (3.5kW) and have Type 2 sockets .

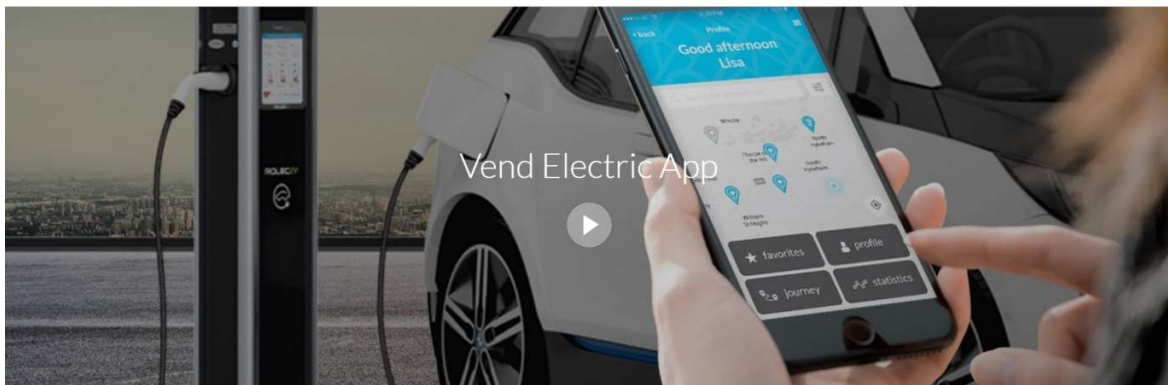
☐ The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.

☐ The installation must comply with all applicable electrical requirements in force at the time of installation.

Our client wants to promote a green sustainable means of transportation and has electric vehicles. See website link <https://vendelectric.com/>

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32A (7kW) is however more likely to be future-proof and is proposed.

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Electric Vehicle charging point

Refuse and recycle waste

The refuse and recycle waste have now been incorporated within the existing rear yard of the building and is unaffected. These waste bins have been provided within the existing rear yard for these additional change of use for these spacious residential apartments. The residents will have access and will bring their waste and to be kept dedicated waste bins area. The management team will bring out the respective waste bins during collection day.

Cycle stores.

The residents can park their own bicycles (if required) adjacent to the rear yard entrance.

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Access statement

This access statement has been produced following the guidance provided in CABE's publication 'Design and Access Statements – How to write, read and use them' (2006).

Access

The host building occupies the corner plot and vehicular access or egress is unaffected. No car parking is needed since it is at the fringe of ring road town centre location where train and bus stations are within a walking distance. However, the rear yard is large with existing 14no car parking spaces of which 5no can be available for residents and their visitors.

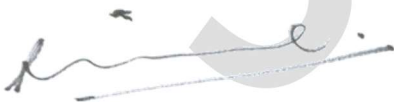
The existing access into the property has not been affected as it used the existing entrance at corner of the covered raised platform. The entrance to residential apartments is via the existing stair off the car park yard. On entering the stair core leads up to the first floor and attic floor via a landing before entering into their respective foyer within their residential apartments.

Summary

The change of use proposal is required for the ever changing needs of any clients business and the building lifespan and to adapt to suit market demand. It is inevitable that this change of use would be needed since the inefficient use of large former office spaces on the upper floor footplates.

Our clients are keen to progress the building works into reality and seek Kirklees planners full support for a positive decision for this prior notification submission.

Prepared by



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for and on behalf of Jade3 Architecture Limited