DESIGN & ACCESS STATEMENT AND PLANNING STATEMENT

14/01/26
Proposed Conversion to 11 Self-Contained Flats
Castle Hall, 33 Lee Road, Dewsbury, WF13 3BE
Ref-149

1. Introduction

This combined Design & Access and Planning Statement accompanies the planning application for the conversion and internal reconfiguration of the property at **Castle Hall, Lee Road, Dewsbury** to form **11 self-contained residential flats**.

The proposal seeks to make efficient and sustainable use of an existing building within an established residential area, delivering high-quality accommodation while addressing access, parking, servicing, waste management, amenity space and security in accordance with local planning expectations.

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2. Site Context and Surroundings

The application site at **Castle Hall, Lee Road, Dewsbury (WF13 3BE)** is located within a well-established residential area characterised by low-rise housing, local streets, and communal green spaces. The site occupies a prominent yet contained position on the southern side of **Lee Road**, close to its junction with **The Crescent**, forming part of a coherent residential neighbourhood.

The surrounding context is predominantly residential in nature, comprising a mix of terraced and semi-detached dwellings with private rear gardens and shared landscaped areas. Properties to the north and west front directly onto Lee Road and The Crescent, while residential blocks and communal green space lie to the south and east. The wider area is defined by low building heights, generous spacing between properties, and a suburban character.

The site itself contains an existing building set back from the highway, with landscaped areas to the rear and side. Vehicular access is taken from Lee Road, and the plot benefits from a relatively generous curtilage compared to neighbouring properties, allowing for on-site parking and servicing without overdevelopment.

In terms of connectivity, the site is well related to the local road network, with direct access to Lee Road and close proximity to **Huddersfield Road (A644)**, providing convenient connections to Dewsbury town centre and the surrounding area. The location is also served by local bus routes and is within reasonable walking distance of shops, services, and community facilities, supporting sustainable travel choices.

Overall, the site is appropriately located for residential use. Its established setting, accessibility, and relationship to surrounding housing make it suitable for the proposed conversion to flats, allowing the development to integrate comfortably into the existing urban fabric without detriment to the character or amenity of the area.

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3. The Proposed Development

The proposal comprises the **internal conversion and reconfiguration** of the existing building at **Castle Hall, Lee Road, Dewsbury** to provide **11 self-contained residential flats** arranged across ground and first floor levels.

Each unit is clearly identified and numbered on the submitted drawings, with layouts designed to provide practical, modern living accommodation. The scheme delivers a mix of unit sizes suitable for single occupants and small households, contributing positively to local housing provision.

No external alterations are proposed as part of the development. The works are entirely internal in nature, and the **existing roof form, building height, and external elevations will remain unchanged**. As a result, the proposal will preserve the established appearance of the building and ensure that the development integrates seamlessly with the surrounding residential context.

This approach enables the efficient reuse of the existing structure while maintaining the character of the street scene and avoiding any visual or townscape impact on neighbouring properties.

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4. Design Principles

4.1 Use

The development is entirely residential (Use Class C3), which is compatible with the surrounding land uses and contributes to local housing supply.

4.2 Amount

The proposal delivers **11 residential units** without overdevelopment of the site. The number of units reflects the capacity of the building and site while maintaining appropriate standards of amenity.

4.3 Layout

The layout prioritises:

- Logical internal circulation
- Functional room arrangements
- Efficient use of floor area
- Clear identification of each residential unit
- Minimisation of shared corridors where possible

The development comprises the following units:

- **Unit 1 – 87.6m²**
- **Unit 2 – 64.0m²**
- **Unit 3 – 25.4m²**
- **Unit 4 – 26.8m²**
- **Unit 5 – 60.5m²**
- **Unit 6 – 53.6m²**
- **Unit 7 – 72.5m²**
- **Unit 8 – 78.2m²**
- **Unit 9 – 31.9m²**
- **Unit 10 – 60.8m²**
- **Unit 11 – 55.4m²**

This mix of unit sizes provides accommodation suitable for a range of occupiers, including single residents and small households. Each unit is fully self-contained and arranged to provide appropriate living, sleeping and service areas within a coherent and efficient floorplan.

The arrangement ensures that all units benefit from practical layouts, adequate internal amenity space, and convenient access, while maintaining a clear hierarchy between private dwellings and shared circulation areas. The overall configuration makes optimal use of the existing structure without overdevelopment or compromise to residential quality.

Externally, the site layout accommodates parking, refuse storage, secure access and private garden space in a clear and organised manner.

4.4 Scale and Appearance

No excessive changes to the overall scale of development are proposed. The scheme works within the existing built form and respects the residential character of Lee Road. The layout improves functionality while maintaining visual compatibility with its surroundings.

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5. Affordable Housing Statement

The proposed development comprises the conversion of an existing building to provide **11 self-contained residential flats**.

The scheme does not trigger a requirement for on-site affordable housing provision. The development involves the **reuse of an existing building footprint**, with no external extensions or additional land take, and represents a small-scale windfall scheme rather than a major residential development.

In this context, the proposal makes a positive contribution to local housing supply by:

- Delivering additional residential units within an established urban area;
- Making efficient use of existing built form; and
- Providing a range of unit sizes suitable for single occupants and small households.

Given the scale, nature, and form of development, it is not considered reasonable or viable to require on-site affordable housing provision. The proposal nevertheless supports wider housing objectives by increasing the availability of residential accommodation in a sustainable location.

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6. Open Space Statement

The development has been assessed in relation to the Council's expectations for open space provision, including the requirements of **Policy LP63** and the **Open Space Supplementary Planning Document (SPD)**.

The proposal does not involve a large-scale or high-density residential development and makes use of an existing building within an established residential area. As such, the development is not of a scale that would necessitate the provision of new areas of **Public Open Space** on site.

However, the scheme provides appropriate and functional **private outdoor amenity space for residents**, as shown on the Proposed Site Plan. The external areas of the site are designated as **private garden space for the use of residents only**, ensuring access to usable outdoor space in accordance with residential amenity standards.

In addition, the site is located within a residential neighbourhood that benefits from existing open and landscaped areas in the surrounding locality. The proposal therefore:

- Avoids placing undue pressure on existing public open space;
- Provides on-site private amenity for occupiers; and
- Aligns with the objectives of LP63 and the Open Space SPD by delivering appropriate amenity without the need for formal public open space contributions for a development of this size.

The development is therefore considered acceptable in terms of open space provision and residential amenity.

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7. Access

Vehicular access is taken from Lee Road into the on-site parking area as shown on the Proposed Site Plan. Pedestrian access is provided via controlled entry points, ensuring safe and convenient movement between parking areas, bin storage and building entrances.

Access arrangements are designed to be intuitive, legible and secure for all residents.

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8. Transport Statement

8.1 Parking Provision

The development provides **11 on-site car parking spaces**, equating to **one space per residential unit**. To achieve this, the site layout incorporates **8 newly created parking spaces** formed by setting back the existing hedge line along Lee Road, increasing on-site capacity and reducing the likelihood of overspill parking on the public highway.

This level of parking provision is considered appropriate for the scale and nature of the development and reflects a balanced approach that supports resident needs while avoiding unnecessary dominance of car infrastructure.

8.2 Parking Justification

The proposal has been designed to:

- Meet the anticipated parking demand of residents
- Reduce reliance on on-street parking along Lee Road
- Provide safe, clearly defined and easily accessible parking bays within the site boundary

The provision of one space per unit represents a proportionate and practical solution for a residential scheme of this size in a suburban location. The additional parking spaces further demonstrate a proactive approach to managing vehicle demand and mitigating potential impacts on neighbouring streets.

8.3 Highway Safety and Operation

The parking layout allows vehicles to enter, manoeuvre, park and exit safely within the site. The arrangement avoids conflict with pedestrian routes and ensures that vehicles do not obstruct access points, refuse collection areas or neighbouring properties.

There is no intensification of access points onto Lee Road beyond the existing arrangement, and the proposed development will not result in material harm to highway safety or the free flow of traffic.

8.4 Sustainable Transport

The site is located within an established urban area with access to local services and public transport. The development makes efficient use of existing infrastructure and does not generate traffic levels that would exceed the capacity of the surrounding road network.

Overall, the transport and parking strategy is considered acceptable in planning terms and appropriate to the site context.

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9. Waste Management

A dedicated refuse and recycling area is provided within the site. The bin store is designed to accommodate:

- **3 × 1100-litre general waste bins**
- **3 × 1100-litre recycling bins**

This provides sufficient capacity for the 11 residential units.

The bin storage area is positioned for **easy access by residents and collection operatives**, with level access and a clear route to the collection point. This ensures efficient servicing without inconvenience to residents or obstruction of the public highway.

The waste strategy promotes proper segregation of refuse and recyclable materials and accords with local authority requirements for flatted developments.

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10. Crime Statement

The proposed development has been designed with a strong emphasis on safety, security, and the

principles of **crime prevention through environmental design**.

The scheme incorporates the following security measures:

- **CCTV coverage** of external areas and key access points;
- **Gated access and boundary fencing** to control entry to the site;
- Clear definition between **private, communal and service areas**; and
- A layout that promotes natural surveillance of entrances, parking areas, and shared spaces.

- The garden areas will be enclosed by proposed fencing/gates as shown on the site plan to maintain privacy and security

These measures reduce opportunities for unauthorised access, improve visibility, and enhance residents' sense of safety. The clear separation of private residential areas from parking and servicing zones further discourages misuse of external space.

The development therefore provides a secure living environment for future occupiers and will not give rise to crime or anti-social behaviour issues. The proposal is fully aligned with best-practice principles for safe and inclusive design and is considered acceptable in planning terms.

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11. External Amenity Space

The external areas of the site are designated as **private garden space for residents**. These spaces are not open to the public and are intended to provide safe, usable outdoor amenity for occupiers.

The layout ensures that outdoor areas are:

- Clearly defined
- Secure
- Easily accessible from the building
- Appropriately separated from parking and servicing areas
- This approach supports residential amenity and contributes positively to the quality of the living environment.

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12. Planning Assessment

The proposal represents sustainable development by:

- Making efficient use of an existing building within an established residential area
- Delivering additional housing without excessive site coverage or visual harm
- Providing appropriate parking and servicing arrangements
- Ensuring high standards of residential amenity, security and accessibility

The development is well related to local services, infrastructure and transport networks, and has been designed to avoid adverse impacts on neighbouring properties or the public realm.

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13. Conclusion

The proposed development at **Castle Hall, Lee Road, Dewsbury** delivers a high-quality residential scheme that:

- Provides **11 self-contained flats**
- Includes a proportionate and well-justified **transport and parking strategy**
- Incorporates a robust **waste management arrangement**
- Enhances **security** through CCTV, gates and fencing
- Provides **private garden space** for residents
- Makes efficient and sustainable use of the site

The proposal fully addresses design, access, transport, waste, amenity and security considerations and is considered acceptable in planning terms.