



## DESIGN & ACCESS STATEMENT

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Change of use of ground floor public house to dental clinic  
and taxi office

at:

159 – 161 Manchester Road  
Longroyd Bridge  
Huddersfield  
West Yorkshire  
HD1 3LE

for:

Hilmia5 Property Ltd

job nr:

24090

date:

27 February 2026

## Introduction

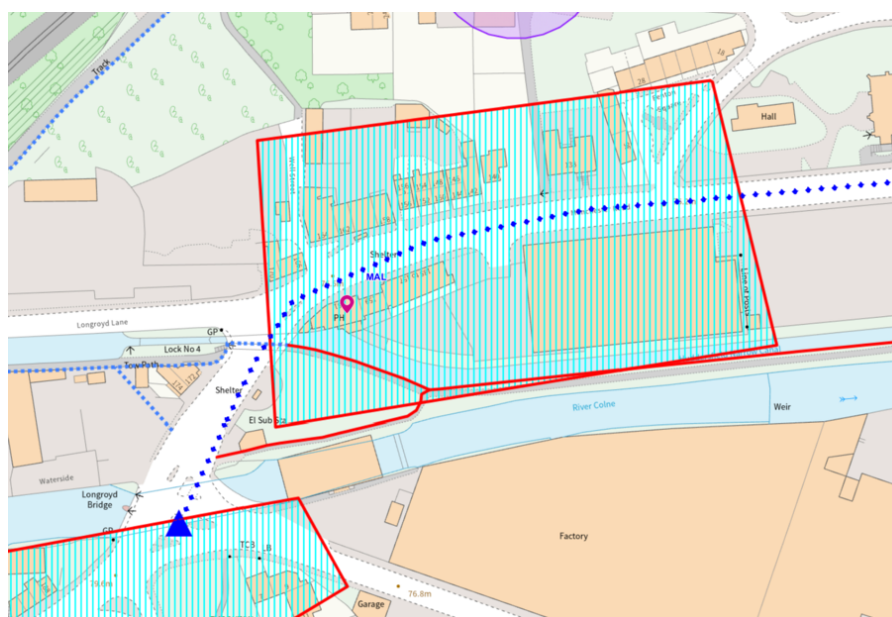
This Design and Access Statement has been prepared by ADP Architecture and Design Ltd on behalf of Hilmia5 Property Limited. It provides the necessary information to support a planning application for the proposed change of use of the ground-floor public house (with basement) to a dental practice and taxi office at 159–161 Manchester Road, Longroyd Bridge, Huddersfield, HD1 3LE. A pre-application enquiry was submitted in June 2025 (Kirklees reference 2025/20444), and the development proposals and this Statement have been prepared with full consideration of the advice received as part of that process.



The site – Google Maps Extract. April 2025

The application is centrally positioned on Manchester Road, immediately adjacent to the junction with Longroyd Lane, approximately 750m from both the Huddersfield Town Centre boundary and Huddersfield Bus Station. The property lies within the Manchester Road/Longroyd Lane, Huddersfield (MAL) local centre and fronts directly onto the TS3 Huddersfield Southern Gateway corridor. This major infrastructure scheme aims to reduce congestion, improve journey times, and enhance air quality along the southern edge of Huddersfield town centre.

To the south of the site, established core walking and cycling routes run along the Huddersfield Narrow Canal, providing connections eastwards to Chapel Hill and Newsome. Proposed active-travel improvements will extend these routes westwards towards Paddock and Milnsbridge. Public transport access is excellent, with a bus stop located approximately 32m to the southwest, a second stop around 80m to the east and an additional stop directly opposite the site serving eastbound routes towards Huddersfield. Overall, the site occupies a highly sustainable location. Manchester Road contains a mix of uses, though the immediate surroundings of the application site are predominantly commercial.



The site – Kirklees Local Plan Interactive Map Extract. February 2026

The property comprises a two-storey detached building constructed from natural stone and formerly operating as a public house with residential use above. It occupies a prominent position within the street scene, maintaining a strong built frontage with minimal separation from neighbouring buildings. The building sits directly behind the footway and is largely visible as part of the established character of Manchester Road.

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### Existing Use

The site comprises a former public house at ground-floor level (with basement), which ceased trading in July 2024, and a self-contained residential unit (private flat) at first-floor level. The residential accommodation is independent from the commercial ground floor and is not affected by these proposals; its use will remain unchanged. The existing ground-floor & basement use of the building is sui generis.

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### Proposed Use

The proposal seeks to change the use of the ground floor & basement to a dental clinic (Use Class E). A small section of the ground floor is to be used as a taxi office (sui generis), and as this area already falls within a sui generis use, no change of use is required for that part of the building.

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### Relevant Planning History

There is not considered to be any planning history which is relevant to the consideration of this application for change of use.

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### Land Allocation and Relevant Planning Policies

The site is unallocated on the Kirklees Local Plan (2019).

List of policies of the Kirklees Local Plan, relative to this proposal:

PL1 – Achieving Sustainable Development  
 LP2 – Place Shaping  
 LP3 – Location of New Development  
 LP13 – Sustainable Travel  
 LP20 – Town centre uses  
 LP21 – Highway Safety  
 LP22 – Parking Provision  
 LP24 – Design  
 LP48 – Community facilities and services  
 LP49 – Educational and health care needs  
 LP51 – Protection and Improvement of Local Air Quality  
 LP52 – Protection and Improvement of Environmental Quality

List of policies of the National Planning Policy Framework, relative to this proposal:

Chapter 2 – Achieving Sustainable Development  
 Chapter 4 – Decision-Making  
 Chapter 7 – Ensuring the Vitality of Town Centres  
 Chapter 8 – Promoting Healthy and Safe Communities  
 Chapter 9 – Promoting Sustainable Transport  
 Chapter 12 – Achieving Well-Designed Places  
 Chapter 14 – Meeting the Challenge of Climate Change, Coastal Change and Flooding  
 Chapter 15 – Conserving and Enhancing the Natural Environment  
 Chapter 16 – Conserving and Enhancing the Historic Environment

Supplementary Planning Guidance/Other Documents

- Highway Design Guide
- Waste-management-design-guide-new-developments

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### Principle of Development and Design

The site represents a sustainable location in accordance with Policy LP2, which promotes development in areas that are well connected, accessible, and able to support strong, healthy communities. The proposal also aligns with LP1 – Achieving Sustainable Development, as it makes efficient use of previously developed land, supports the delivery of essential community services, and directs growth to locations where existing infrastructure and transport choices can be maximised. Situated within the Manchester Road/Longroyd Lane Local Centre and directly on a major transport corridor, the site benefits from excellent public transport accessibility, with multiple bus stops located within a short walking distance and established walking and cycling routes running adjacent to the Huddersfield Narrow Canal. Its

close proximity to Huddersfield Town Centre further supports sustainable travel by reducing reliance on private cars. The proposed dental practice and taxi office would make efficient use of an existing building within the urban area, reinforcing the character and function of the local centre and contributing to the provision of essential services within a highly accessible location. This approach is fully consistent with the NPPF, particularly the core policies on sustainable development, promoting sustainable transport (Chapter 9) and making effective use of land (Chapter 11). Overall, the proposal accords with LP1, LP2 and the NPPF by directing development to a sustainable, well-connected location where existing infrastructure can be utilised to its fullest.

The proposal meets the requirements of Policy LP13 – Sustainable Travel, as it is located in an area with excellent accessibility to public transport, walking and cycling infrastructure. Multiple bus stops are situated within a short walking distance of the site, providing frequent services to Huddersfield Town Centre and surrounding communities, thereby reducing dependence on private car travel. The site also benefits from established walking and cycling routes along the nearby Huddersfield Narrow Canal, promoting active travel choices for staff, patients and visitors. LP13 seeks to ensure that new development minimises the need to travel, encourages sustainable travel behaviour, and makes efficient use of existing transport networks; this proposal achieves all three aims by repurposing a well-located existing building within a highly connected urban corridor. The introduction of a dental practice—an essential service typically accessed locally—further aligns with LP13’s objectives by placing healthcare provision in a location where sustainable travel modes can be maximised, thereby reducing transport-related impacts and supporting the wider transition to low-carbon travel patterns across the district.

The former public house ceased trading in July 2024 and has remained vacant since, demonstrating that it is no longer viable as a community facility. Policy LP48 sets out five criteria (a–e) to assess proposals involving the loss or change of use of existing community facilities, and several of these criteria are applicable in this case. In respect of **critterion (a)**, there is clear evidence that the building is no longer economically sustainable for its previous use, with the prolonged period of vacancy supporting the conclusion that continued operation as a public house is unviable. In relation to **critterion (b)**, the proposal introduces alternative uses—a dental practice and taxi office—which both provide meaningful community benefit and therefore ensure that the site continues to serve local needs rather than resulting in a loss of service provision. The proposal also aligns with **critterion (d)**, as an equivalent or enhanced community function is being provided through the introduction of health-care services, which respond directly to identified local demand and contribute to the well-being of the population. Furthermore, the building has not been nominated as an Asset of Community Value, nor is it identified as a protected community asset, satisfying **critterion (e)** by confirming that there is no policy-based requirement to retain the existing use. The re-use of the vacant building for essential services therefore represents a policy-compliant form of development in accordance with LP48, ensuring continued community value while addressing vacancy and under-utilisation.

The proposal also engages Policy LP49, which supports the delivery of new educational and health-care facilities where they address identified local needs. In accordance with **critterion (a)**, the introduction of a dental practice directly contributes to meeting existing and future healthcare demand within the area, particularly given the site’s proximity to Huddersfield Town Centre and the significant student population associated with the University of Huddersfield. This will include a mixture of new NHS and private patients. Under **critterion (b)**, the town-centre-edge location offers excellent accessibility by public transport, walking and cycling, ensuring that the facility can be conveniently used by local residents, students and workers without creating undue reliance on the private car. With regard to **critterion (c)**, the development makes efficient use of an existing building within a sustainable urban location, ensuring that health-care provision is delivered in a way that minimises environmental impact and supports the effective use of existing infrastructure. Taken together, these factors demonstrate that LP49 weighs strongly in favour of the proposal, as it provides much-needed healthcare services in an accessible and sustainable location, meeting the policy’s objectives of supporting community well-being and ensuring adequate provision of facilities for current and future populations.

The proposed use as a dentist would fall under Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended). A taxi office would be a sui generis use. Both uses would constitute main town centre uses.

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#### Scale

There are no extensions proposed to the building, and therefore the scale of the development is entirely defined by the existing structure. As a result, the scale will remain unchanged by this application. The internal floor area of the proposed use remains the same as the existing layout, totalling 242 sqm.

### Visual Amenity – Design and Appearance

Only a minimal level of external alteration is proposed as part of the development, with the sole change being the adaptation of an existing window opening to form a new doorway within the front (north) elevation. As illustrated on the submitted elevation drawing (see extract below), this modification is modest in scale and respects the proportions, materials and architectural character of the existing façade.



north elevation - front

Consequently, the proposal would have little, if any, impact on the appearance of the host building or the wider street scene. The works therefore comply with Policy LP24 of the Kirklees Local Plan, which requires developments to maintain local character, protect visual amenity, and ensure that alterations are sympathetic to their context.

### Residential Amenity

The proposed change of use is not expected to give rise to any adverse impacts on residential amenity. The surrounding area is predominantly commercial in character, with only a limited number of residential properties within the immediate vicinity. The operational nature of a dental practice typically generates activity during standard daytime hours, which is compatible with neighbouring commercial uses and does not result in undue noise or disturbance. The small-scale taxi office element is administrative in nature and will not function as a late-night waiting area or vehicle dispatch hub, thereby ensuring activity levels remain modest and controlled. No external plant, lighting or other installations are proposed that could affect occupants of nearby properties, and the scheme does not involve extensions or physical alterations that would impact privacy, overshadowing or outlook. The proposal therefore complies with Policy LP24 in respect of protecting residential amenity, ensuring that the development operates without materially harming living conditions for existing or future occupiers.

### Highway Safety

The proposed development is not expected to result in any adverse impacts on highway safety or parking provision, in accordance with Policies LP21 and LP22 of the Kirklees Local Plan. The site is located on a well-established primary route with good visibility and frequent public transport connections. The dental practice will generate modest and evenly distributed vehicle movements throughout the working day, while the taxi office will operate solely as a small administrative function and will not accommodate waiting taxis, dispatch operations or on-site vehicle storage. As such, no changes to the existing access arrangements are required, and the proposal will not introduce points of conflict that could affect the safe operation of the surrounding highway network. Given the highly sustainable location, excellent accessibility by bus, foot and cycle, and the modest level of parking demand associated with the proposed uses, parking needs can be comfortably accommodated within the surrounding area without causing congestion or obstruction. The dental practice and taxi office will employ six full-time and four part-time members of staff, all of whom will travel by public transport or park within Huddersfield Town Centre and walk to the site, further reducing any parking pressure. Overall, the scheme complies with LP21 by ensuring safe and efficient highway operation is maintained and with LP22 by ensuring parking provision is proportionate, sustainable and reflective of the site's urban context.

### Summary

The proposal offers a sustainable and policy-compliant reuse of a vacant building, providing valuable community services in a highly accessible location. The development introduces only minimal external alterations, has no adverse impacts on amenity, highway safety or parking, and accords with the relevant policies of the Kirklees Local Plan and the NPPF. Overall, the scheme represents an appropriate and beneficial enhancement to the local centre, and planning permission is respectfully sought.

ADP Architecture and Design Ltd