PROPOSED COMMERCIAL STARTER UNIT (BUILDING CLASSIFICATION E); AT JUNCTION OF PEEL STREET, COOK LANE AND CENTRE STREET, HECKMONDWYKE, WF16 9JE.



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DESIGN AND ACCESS STATEMENT, MARCH 2026

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TABLE OF CONTENTS

1. INTRODUCTION: 2

2. SITE DESCRIPTION AND CONTEXT: 2

3. PLANNING POLICY CONTEXT: 6

4. DESCRIPTION OF DEVELOPMENT: 7

5. DESIGN PRINCIPLES 7

5.1 AMOUNT 7

5.2 LAYOUT 7

5.3 SCALE 7

5.4 APPEARANCE 7

6. ACCESS 8

6.1 VEHICULAR ACCESS 8

6.2 PARKING PROVISION 8

6.3 PEDESTRIAN AND INCLUSIVE ACCESS 8

7. HIGHWAYS AND TRANSPORT CONSIDERATIONS 9

8. SUSTAINABILITY 9

9. DRAINAGE 9

10. WASTE AND SERVICING 10

11. SAFETY AND SECURITY 10

12. CONCLUSION 10

1. INTRODUCTION:

This Design and Access Statement has been prepared in support of a Full Planning Application for the erection of a single commercial starter unit (Use Class E – Commercial, Business and Service) on land located at the junction of Peel Street, Cook Lane and Centre Street, Heckmondwike (WF16 9JE).

The proposal seeks to provide small-scale, flexible employment floorspace within the urban area to support local economic activity.

2. SITE DESCRIPTION AND CONTEXT:

The application site extends to approximately 0.033 hectares and occupies a prominent corner position within an established commercial setting.

The surrounding area is characterised by a mix of commercial, service and light industrial uses reflective of Heckmondwike's established economic character.

The site:Lies within the defined urban area

- Is not within a Conservation Area
- Does not affect a Listed Building
- Is not subject to known landscape or heritage designations



EXISTING SITE ENTRANCE FROM PEEL STREET

The site currently comprises underutilised land and presents an opportunity for modest employment development.



EXISTING VIEW ALONG COOK LANE



EXISTING VIEW ALONG CENTRE STREET



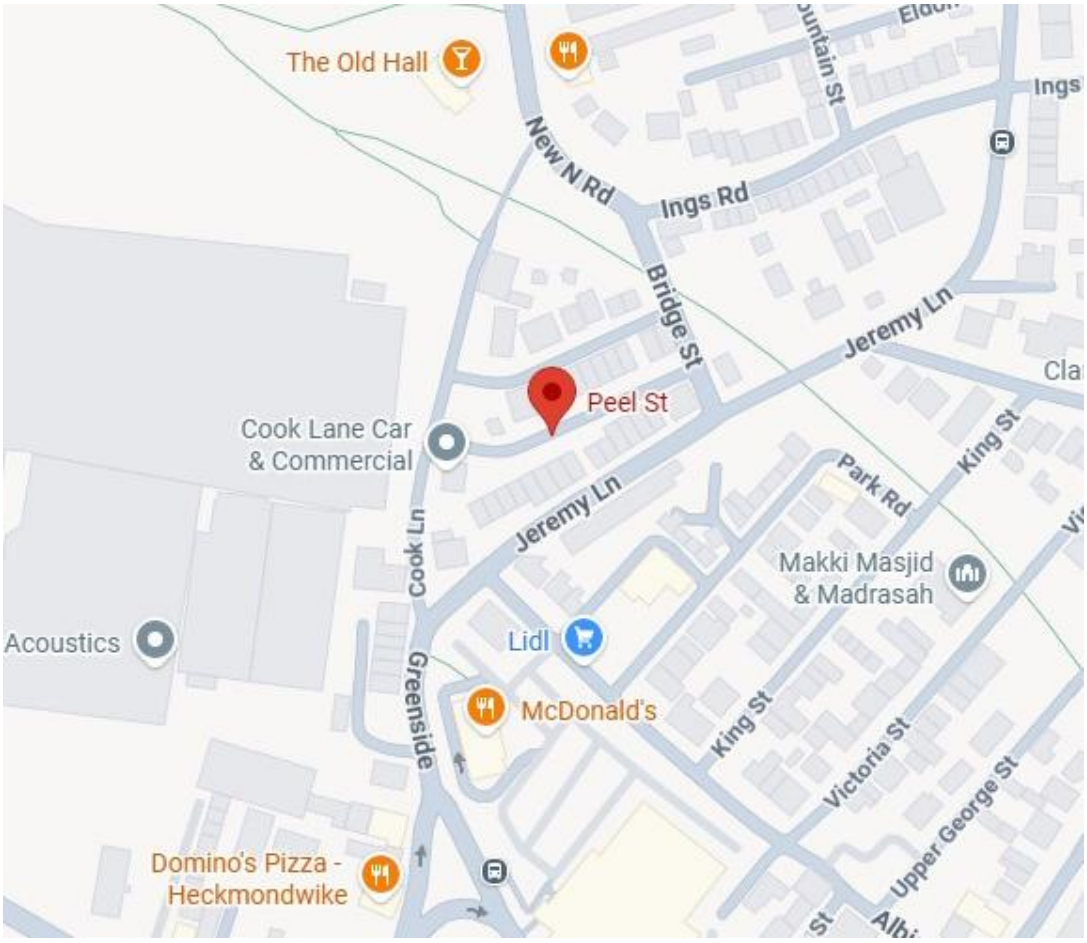
AERIAL VIEW OF PROPOSED SITE AND SURROUNDING AREA (GOOGLE MAPS STOCK PHOTO)



EXTRACT FROM THE PROPOSED SITE LOCATION PLAN



VIEW ALONG PEEL STREET TOWARDS ADJACENT COMMERCIAL UNIT



The map above shows that the surrounding area is already home to several commercial premises ranging from shops, restaurants, numerous cafés and various other retailers.

3. PLANNING POLICY CONTEXT:

The proposal has been developed having regard to the adopted development plan for the area administered by Kirklees Council.

The development:

- Supports small-scale employment growth
- Makes efficient use of previously underutilised urban land
- Reflects the character of the surrounding commercial area
- Provides appropriate parking and inclusive access

The proposal is considered compliant with relevant policies relating to employment development, design quality, accessibility and highway safety.

4. DESCRIPTION OF DEVELOPMENT:

The application seeks full planning permission for:

- 1 no. commercial starter unit
- Use Class E (Commercial, Business and Service)
- Gross Internal Area: 72.93m²
- Single storey building
- Maximum height: approximately 6 metres

The unit is designed to provide flexible commercial floorspace suitable for small businesses, offices or service-based uses.

5. DESIGN PRINCIPLES

5.1 Amount

The proposal comprises a single unit of modest scale (72.93m² GIA). The amount of development is proportionate to the site area (0.033Ha) and reflects efficient land use without overdevelopment.

5.2 Layout

The building is positioned to:

- Positively address the corner junction
- Reinforce the street edge
- Utilise the existing site access
- Provide on-site parking and servicing

The layout ensures safe vehicle manoeuvring and clear pedestrian access to the entrance.

5.3 Scale

The building is single storey with a maximum height of approximately 6 metres.

The scale is appropriate within the surrounding commercial context and remains proportionate to neighbouring development.

5.4 Appearance

The building adopts a simple, contemporary commercial design reflective of its intended function.

Proposed materials include:

- Masonry brickwork at low level
- Composite wall cladding at high level
- Composite roof cladding
- 2 no. PPC metal roller shutters
- 2 no. PPC steel personnel door sets

The materials are durable, low-maintenance and consistent with the established commercial character of the area.

6. ACCESS

6.1 Vehicular Access

Vehicular access to the site will be taken via the existing access from Peel Street.

No alterations to the existing access arrangement are proposed as part of this application.

The retention of the established access ensures continuity of vehicle movements and avoids additional impact on the public highway.

6.2 Parking Provision

The development provides:

- 1 no. accessible parking space
- 1 no. EV charging space
- 1 cycle stand (2 bicycles)

The parking provision reflects the modest scale and flexible nature of the proposed Class E unit.

6.3 Pedestrian and Inclusive Access

Level access will be provided to the main entrance.

Inclusive measures include:

- Accessible parking provision
- Level threshold access
- Compliance with Part M of the Building Regulations

The development ensures safe and convenient access for all users.

7. HIGHWAYS AND TRANSPORT CONSIDERATIONS

The proposed development comprises a small-scale commercial unit of 72.93m² GIA.

Due to its modest size:

- Trip generation will be limited
- Vehicle movements are expected to be low intensity
- No material impact on highway capacity is anticipated

Access is retained via the existing Peel Street access point and no new access works are proposed.

The proposal is therefore considered acceptable in highway safety and capacity terms.

8. SUSTAINABILITY

Given the modest scale of the site and building, large-scale renewable energy infrastructure would be disproportionate.

However, the development promotes sustainability through:

- Reuse of underutilised urban land
- Provision of EV charging infrastructure
- Modern energy-efficient construction
- Compact building footprint
- Durable, low-maintenance materials

The small-scale nature of the unit ensures limited operational energy demand.

9. DRAINAGE

Surface water will be managed through appropriate on-site drainage arrangements, designed in accordance with current standards and building regulations.

Given the limited footprint of the development, surface water runoff will be minimal and can be accommodated within the site.

Foul drainage will connect to the existing mains sewer network.

10. WASTE AND SERVICING

Refuse and recycling storage will be accommodated within the site boundary.

Collection arrangements will utilise the existing highway access from Peel Street.

The scale of waste generation associated with a 72.93m² commercial unit will be limited.

11. SAFETY AND SECURITY

The development incorporates passive surveillance through active frontage and clear visibility from the surrounding streets.

Robust construction materials and secure roller shutters provide appropriate security for a commercial premises.

The proposal accords with principles of secure by design without creating an overbearing street presence.

12. CONCLUSION

The proposed commercial starter unit represents an appropriate and proportionate form of development that:

- Makes efficient use of a small urban site
- Supports local economic growth
- Respects the character of the surrounding commercial and residential area
- Utilises an existing access arrangement
- Provides adequate parking and inclusive access

The development is compliant with the adopted development plan and is considered acceptable in planning terms.

Approval is respectfully requested.