

DESIGN & ACCESS STATEMENT

FOR

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382 Huddersfield Rd, Mirfield WF14 9DL

ISSUED FOR PLANNING APPROVAL:

TREND ARCHITECTURE

2nd July 2026

Ref: TR-A26-0307-Rev.C

- Rev1. DESIGN & ACCESS STATEMENT

1.1 Introduction

This Design and Access Statement has been prepared to support a planning application for the refurbishment, reinstatement of the property at 382 Huddersfield Road, Mirfield, WF14 9DL with minor changes.

The application site comprises a long-derelict former building located within an established mixed-use area along Huddersfield Road.

This statement explains the site context, development proposals, access arrangements, servicing, waste storage, design approach and the manner in which the proposal responds to local planning and highway concerns.

1.2 Site Context and History

The application site occupies a prominent roadside position fronting Huddersfield Road (A644), with Back Lane forming a secondary boundary front and side. The surrounding area is mixed in character and includes a combination of residential dwellings

The building has, however, been vacant and derelict for a considerable period, understood to be in excess of 20 years. During this time the structure has suffered significant deterioration, vandalism and partial collapse. Owing to the unsafe condition of the building, partial demolition and stabilisation works have been undertaken, including the construction of a new retaining wall to the rear in line with the existing built form in order to secure the site and surrounding land.

The site is not within a conservation area, although it sits within an established built-up frontage where the visual appearance and active use of properties contributes positively to the street scene.

1.3 The Proposal

The proposal seeks to bring the former building back

The works include:

- reinstatement and repair of the existing building;
- rebuilding of structurally compromised elements;
- improvement of the front elevation;
- continuation of the pitched roof form to replace the collapsed flat roof section and provide a more coherent appearance;

- rationalisation of the internal layout;
- provision of an enclosed rear courtyard area for waste storage;
- minor visual improvements to the frontage, including straightening of the front elevation.

Materials will be selected to match or complement the original building, particularly through the use of stone-faced external walls, so that the completed development sits comfortably within the surrounding townscape.

1.4 Amount of Development and Layout

The proposed development is modest in scale and should be understood primarily as the repair, rebuilding and reuse of an existing building rather than as a wholly new development.

A rear enclosed courtyard area is formed within the footprint and arrangement of the rebuilt structure, allowing for dedicated waste storage without reliance on external public areas for day-to-day bin storage.

The layout provides:

- a main floor area;
- storage;
- WC provision;
- a rear enclosed courtyard for bin storage;

1.5 Access

Pedestrian Access

Access to the premises will be provided via the existing principal entrance from Huddersfield Road. This reflects the historic arrangement and the established relationship between the building and the street frontage.

To improve the safety and usability of the frontage, additional safety measures are proposed, including:

- a protective railing at the front;
- handrail provision where appropriate;
- a convex safety mirror to assist visibility.

These measures are intended to improve pedestrian safety and leaving the premises.

when entering

Vehicle Access

The proposal does not introduce a new vehicular access into the site. because it reflects the historic roadside format that has long existed in this location.

1.6 Parking and Highway Context

The site has no off-street dedicated parking provision. However, this position is not new and reflects the historic operation of the premises and the wider character of this section of Huddersfield Road, where a number of roadside properties and businesses rely on existing on-street parking as shown on the site plans.

Existing on-street parking is available along Huddersfield Road and has historically served the site. The proposal does not introduce a scale or type of use that would create an unacceptable change to this established pattern.

The application should therefore be considered in the context of:

- the existing roadside character of the area;
- the small scale of operation proposed;
- the low staffing levels expected;

The proposal is not expected to materially increase parking demand beyond the historic pattern associated with the site.

1.7 Servicing and Deliveries

Servicing requirements for the building will be limited and proportionate to its small scale. The building has existing water and electric supply.

Deliveries are expected to be:

- low in frequency, typically once per day or less;
- short in duration, typically around 5 to 10 minutes;

Servicing will take place from Huddersfield Road only, utilising the existing roadside parking arrangement for short-duration stopping associated with loading and unloading.

Importantly, Back Lane will not be used for servicing . This is a key point in response to highways concerns regarding the geometry and visibility at the junction of Back Lane and Huddersfield Road.

Because the development is modest in scale and servicing demand is low, the proposal will not result in harmful or frequent obstruction to the highway network.

1.8 Waste Management

A clear and practical waste management strategy forms part of the proposal.

Waste will be stored in a secure enclosed courtyard to the rear of the premises. This area is specifically intended for bin storage and ensures that bins are kept off the public highway during normal day-to-day operation.

The proposed arrangement is as follows:

- bins will be stored to the rear within the enclosed courtyard;
- bins will only be brought to the front of the premises on designated collection days;
- following collection, bins will be returned to the enclosed storage area;
- bins will not be stored permanently on the footway or highway.

This arrangement ensures that waste storage is contained within the site and does not create visual clutter or obstruction to pedestrian or vehicular movement. The proposal therefore provides a satisfactory waste arrangement appropriate to the scale of development.

1.9 Highway Safety

Highway safety has been carefully considered in the preparation of the proposal.

The main points are as follows:

- the proposal relates to the reinstatement of an existing building rather than the introduction of a significantly more intensive use;
- deliveries will be low in frequency and limited to small vehicles only;
- Back Lane will not be used for deliveries
- additional frontage safety measures are proposed, including railing and a convex mirror.

Accordingly, the proposal is not considered to give rise to unacceptable highway safety impacts.

1.10 Appearance

The proposal will substantially improve the appearance of the site. At present, the building is in a poor and partially collapsed condition, which detracts from the quality of the street scene. The proposed development will reinstate the building in a form that is functional, visually coherent and sympathetic to its surroundings.

The key visual improvements include:

- replacement of poor-quality and temporary elements with proper finished construction;
- use of materials to match the existing building and surrounding context;
- improved front elevation;
- replacement of the collapsed flat roof section with a pitched roof form that better reflects the original appearance and creates a more harmonious overall composition;
- tidying and rationalising of the frontage.

The completed development will therefore make a positive contribution to the character and appearance of this section of Huddersfield Road.

1.11 Conclusion

The proposal represents the sustainable reuse and improvement of a long-derelict former building in a well-established roadside location.

It will:

- bring a vacant and deteriorated building back into active use;
- improve the appearance of the site and wider street scene;
- provide practical arrangements for access, servicing and waste;
- operate at a small scale with low traffic generation and minimal staffing demand;
- avoid reliance on Back Lane for access or servicing.

The proposal is therefore considered to comply with the relevant aims of Policies LP21, LP22 and LP24 of the Kirklees Local Plan, the Kirklees Highways Design Guide SPD, and the relevant sections of the National Planning Policy Framework.

2. TRANSPORT STATEMENT

2.1 Introduction

This Transport Statement has been prepared in support of the proposed refurbishment and reinstatement of the former unit at 382 Huddersfield Road, Mirfield.

Its purpose is to demonstrate that the proposed development is appropriate in transport terms and will not result in unacceptable impacts on the safe and efficient operation of the local highway network.

2.2 Site Location and Highway Context

The site is located on Huddersfield Road (A644) within an established mixed-use area of Mirfield. Huddersfield Road is a principal road serving the area and accommodates a mixture of residential frontage and on-street parking.

The site also adjoins Back Lane. However, Back Lane is a constrained and substandard route, and the proposal does not rely on it for servicing.

The transport context of the site is therefore characterised by:

- roadside frontage development;
- an established pattern of on-street parking;
- local accessibility on foot;

2.3 Existing Use and Fallback Position

It was not

2.4 Proposed Use

The use is intended to serve local day-to-day needs and is not of a scale that would attract significant destination traffic.

2.5 Trip Generation

2.7 Parking Arrangements

No off-street dedicated parking is proposed, reflecting both the existing site constraints and the historic pattern of operation.

This is considered acceptable in this case for the following reasons:

- the premises historically operated without off-street dedicated parking;
- the proposed use is small in scale;

The proposal therefore does not create a transport scenario that necessitates formal off-street parking provision.

2.8 Servicing and Deliveries

Servicing has been specifically considered as part of the proposal.

Servicing characteristics are expected to be:

- infrequent;
- low in scale;
- short in duration;
- capable of being undertaken from Huddersfield Road using existing roadside parking opportunities.

Crucially:

- Back Lane will not be used for servicing;
- all servicing will be focused on Huddersfield Road;

2.9 Back Lane

Concern has been raised regarding the nature of Back Lane and its junction with Huddersfield Road, including its substandard alignment and restricted visibility.

The proposal responds directly to this concern by making clear that:

- Back Lane will not be used for servicing or deliveries;
- the operation of the premises will be based on access from Huddersfield Road only.

This removes the need to rely on the constrained Back Lane junction as part of the functional operation of the site.

2.10 Highway Safety

The proposed development is not considered to result in unacceptable highway safety impacts.

This conclusion is based on the following:

- traffic generation will be low;
- staff travel demand will be minimal;

- frontage safety measures are proposed, including railings and a convex mirror.

Taken together, these factors indicate that the proposal will not materially prejudice the safe and efficient operation of the highway network.

2.11 Conclusion

The proposal:

- is consistent with the historic function of the site;

- will not create significant parking demand;
- will not rely on Back Lane for access or servicing;
- includes practical measures to support frontage safety.

Accordingly, the development is considered acceptable in highway and transport terms and compliant with the relevant objectives of Policies LP21 and LP22 of the Kirklees Local Plan, the Kirklees Highways Design Guide SPD, and the relevant transport principles of the National Planning Policy Framework.