OFFICE HEFT
ARCHITECTS



Wesley Place Motorcyle Shop

Design and Access Statement
May 2026



Contents

1.0 Executive Summary

2.0 Site Context and Existing Condition

3.0 Design Context

4.0 Amenity & Highway Safety

5.0 Ecology & Sustainability

6.0 Conclusion & Climate Change Statement



1.0 Executive Summary

1.1 Introduction

Craigs Motorcycle Shop: Extension

This Design and Access Statement is written in support of an application for a new extension to an existing Motorcycle shop in the centre of Dewsbury. The scheme is replacing an existing building to the front of the shop which ocupies the corner of the current site.

The proposal has been redesigned to be a more uplifting, light filled building that is more public facing and celebrates its context. It will create a new street frontage that will uplift the existing building frontage whilst also creating new reasons for people to visit Dewsbury.

The key outcomes of the new building are to:

- Increase local commercial retail context.

- Provide a new experience and reason for people to visit Dewsbury

- Safeguard existing jobs

- Uplift the quality of the building context.

1.2 Project Team

Client: Craigs Motorcyles

Architect: Office Heft Architects

Office HEFT Architects was established by Joseph Marshall in 2024. The practice is founded on a cross-sector speciality focusing on buildings connection to place as a driver for the design work.. Prior to setting up Office HEFT, Joseph worked for both DRDH Architects and London and Studio Mumbai Architects in India. His last completed building, Sidcup Library and Cinema, won a national RIBA award in 2025.

Relevant Experience

— Sidcup Libary and Cinema (with DRDH Architects)
— Log Hotel Onomichi Japan (with Studio Mumbai Architects)

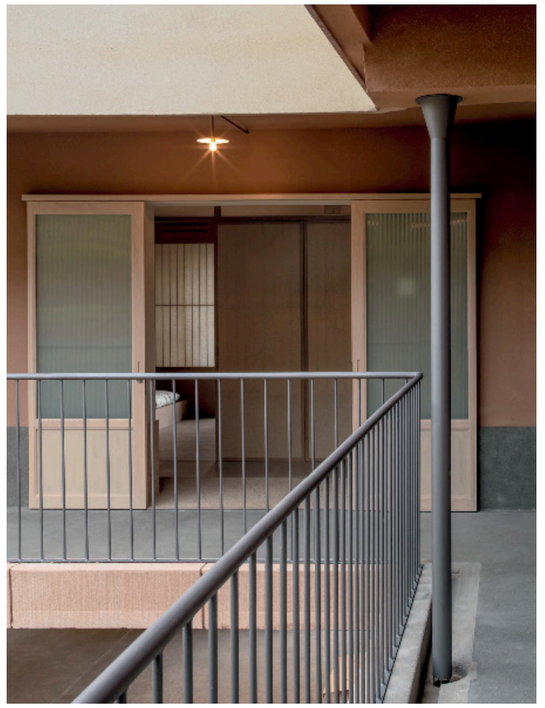


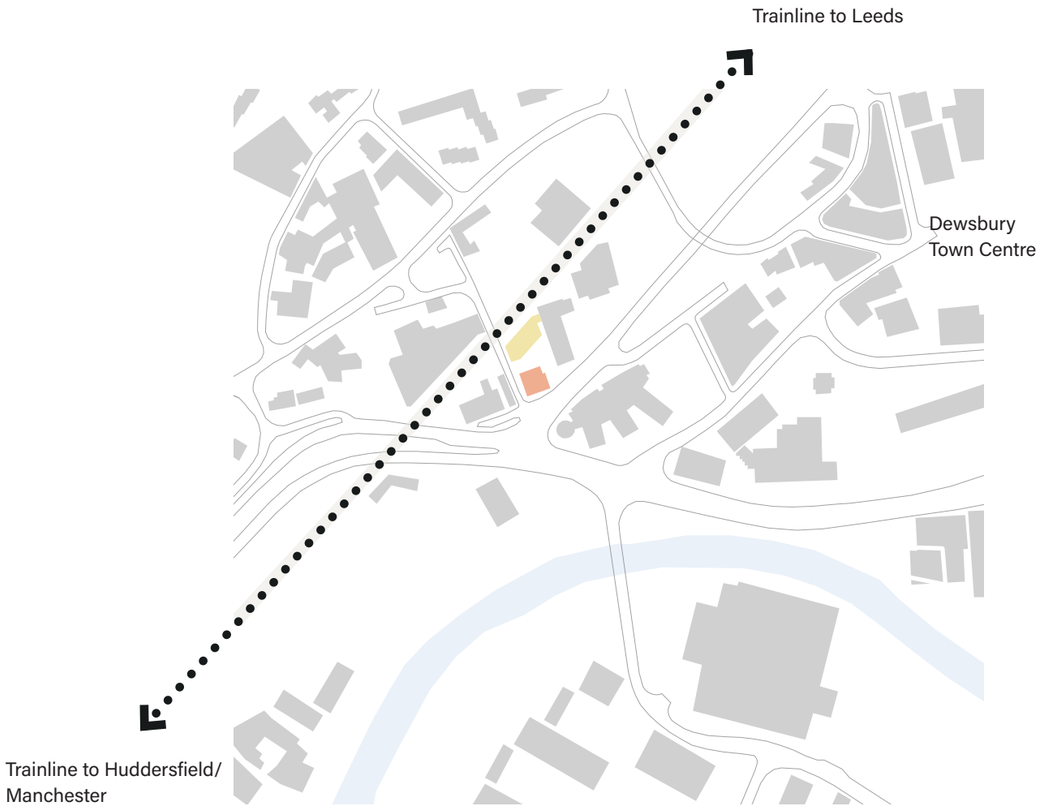




Bottom left: Views of Sidcup Library and Cinema from the street and community library spaces.

Top right: Views of the courtyard and walkways within the hotel in Onomichi, Japan.







2.0 Site Context and Existing Condition

2.1 Site Context and analysis

Craig's Motorcycle shop is located only a stone's throw away from Dewsbury station, along with the proximity to the M62 it offers unique access to a greater national audience. Being a more specialised shop retailing off-road motorcycles and apparel, the existing client base are prepared to travel the country to visit the shop





Site photos illustrating the approach along Dewsbury Ring Road and off George Street

Site proximity

There are a number of key design moves we think would open up the design of the shop that would make it a destination for users and make a clear statement about the need for physical specialised retail spaces in town centres.

— Linking to the arm of commercial/ public realm on Dewsbury Ring Road

— Signposting a key venue

— Making the most of its prominent position on the corner of the junction

— Building a case for specialised retail spaces close or within town centres

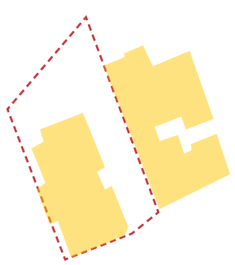
2.2 Site history

The site occupies an area of land between George Street and Wesley Street. Historically these have been occupied by a mix of smaller retail and larger warehouse units, some of which still exist today.

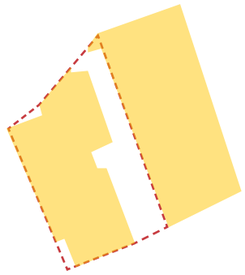
Re-building the connection to the Street.

Currently the rear shed occupied by Craig's Motorcycles is seperate to the front building which makes up the street front. This is a new building which doesnt have any connection to the existing fabric or context in both use and form.

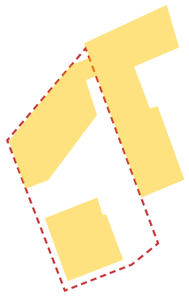
With the new extension there is not only an opportunity to repair the street frontage into a semblance of what existed before, but also infill the void that had been left with more recent development.



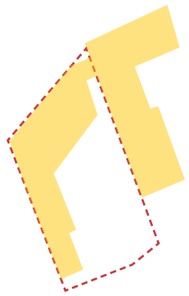
1880s - massing



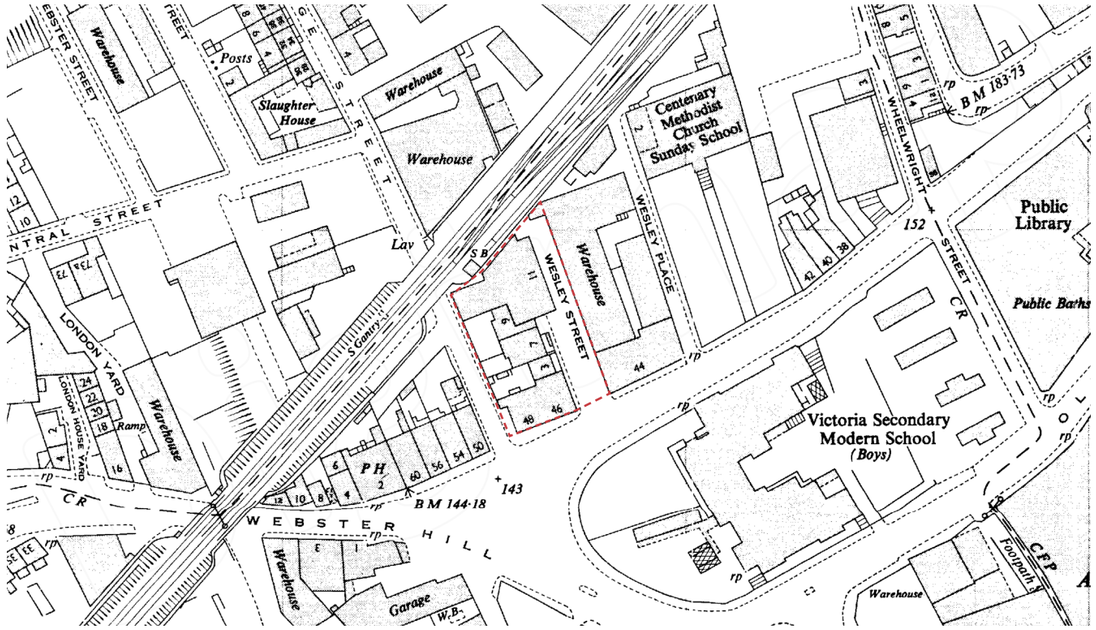
1930s - massing



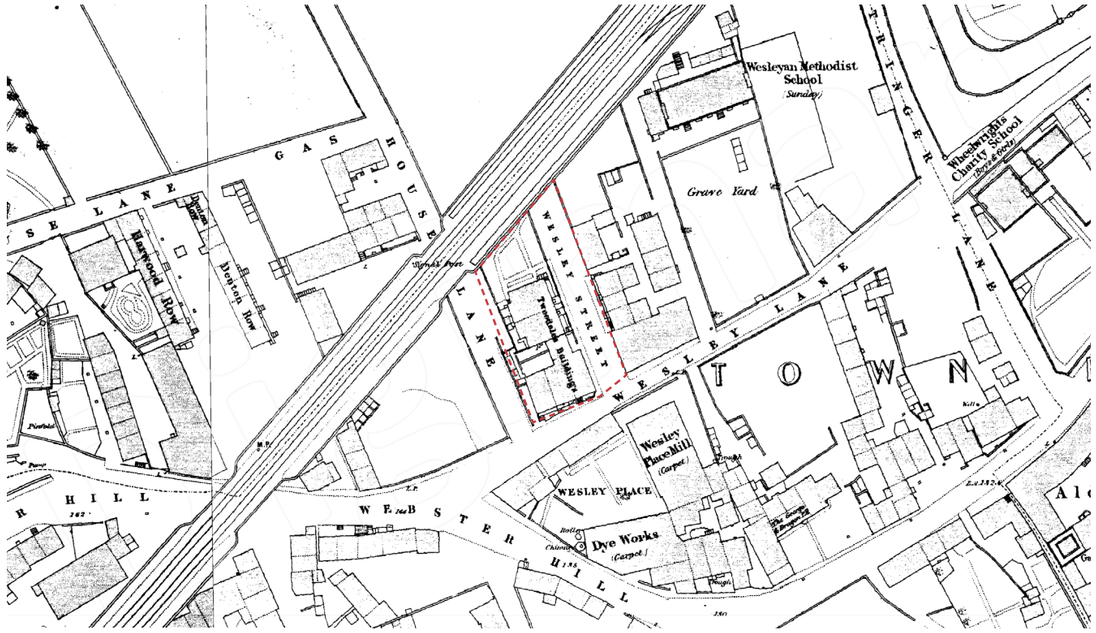
Existing - massing



Proposed - massing



1930 - Historic map of Dewsbury and Wesley Place.



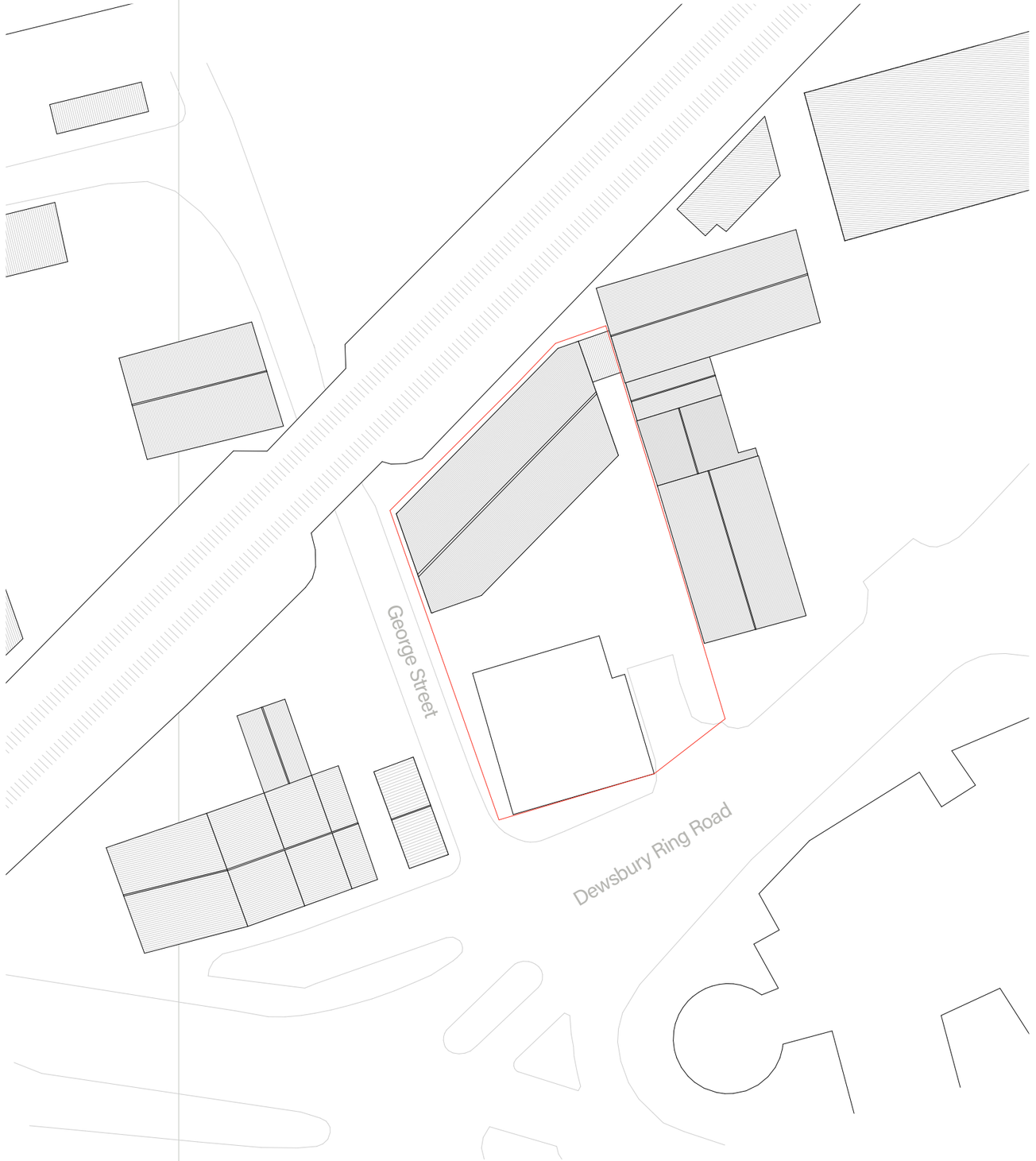
1880 - Historic map of Dewsbury and Wesley Place.

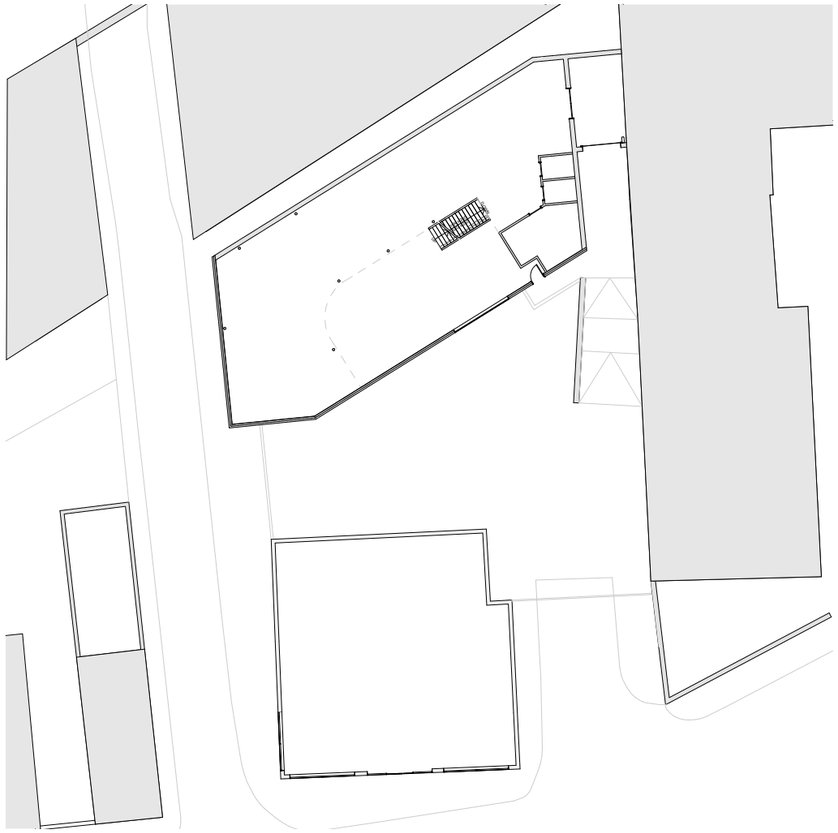
2.3 Existing Site

The site boundary including the existing shops is highlighted in red. The side is flanked by Dewsbury Ring Road to the South and George Street to the West.

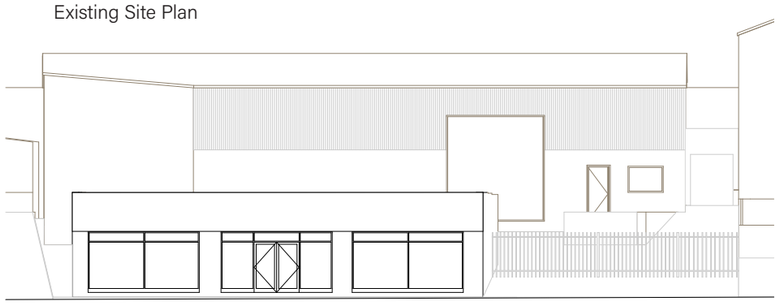


North

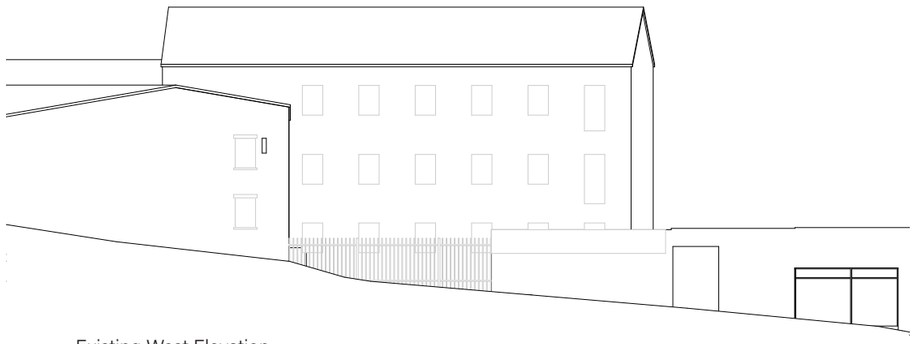




Existing Site Plan



Existing South Elevation



Existing West Elevation

2.4 Existing Building

The project looks to repurpose and replace the existing footprint of the building at the front of the site. This would help to rebuild the frontage to the street along George Street and reinsate the yard of Wesley Place.

As part of the project agenda we are assessing the existing fabric and considering re-use of elements where possible. Some items we are assesing are the existing slab, existing post base foundations and some of the external steelwork.





Above:
Image of the shed and existing front building from George Street

Right:
Image of the entrance to Craig's Motorcycles from Dewsbury Ring Road.

3.0 Design Context

3.1 Planning Policy

Whilst it is anticipated that relevant planning policy falls within the scope of the advice sought through this application, the following documents and subsequent policy has been highlighted as relevant to this submission:

Kirklees Local Plan

LP1 - Presumption in Favour of Sustainable Development
The extension will provide both an economic and enviromental role as it aims to enliven the area close to Dewsbury Ring Road.

LP2 - Place Shaping
Providing specialised retail space close to Dewbury Town Centre this will not only retain the jobs of the shop but promote investment and employmeny near the town centre

LP7 - Efficient and Effective Use of Land and Buildings
The extension to the shed will be sited in the place of the existing building to front of the plot, although this will require demolition of an existing structure, where possible existing foundations and material will be reused. The new extension will also provide a more attractive street frontage which attempts to repair the existing urban fabric.

LP18 - Dewsbury Town Centre
The expansion of Craig's Motorcyle shop will provide Dewsbury with one of the largest specialist off-raod motorcyle shops in the North of England. This will promote reasons for visitors to also visit the town.

LP21 - Highway and Aceess
The reinstatement of the yard will provide a larger range of parking for users of the building, whilst also allowing for safer and less congested deliveries and access to the current site.

LP22 - Parking
The parking area for the shop will provide private parking for users of the building.

LP24 - Design
The proposed extension to the existing shop has been through a series of intensive iterative design processes. This will provide a high quality of design which has considered a large range of constraints of the site.

LP25 - Advertisement and Shop Front
Signage to the front of the building will clearly outline and promote the use and retail speciality of the building.

LP25 - Renewable and Low Carbon Energy
Where possible low carbon materials will be specified throughout the buildings. The approach to the design has been one focussing on off the shelf materials which can be locally acquired. This will reduce the need for carbon intensive bespoke processes or large transport distances. The structural approach to the extension promotes a demountable system or one that could be used for a variety of uses in the future.

LP27 - Drainage
The load on the existing drainage network will be minimal due to the size and nature of the project. Where necessary consideration for further surface water drainage measures will be considered.

NPPF

Chapter 2 – Achieving sustainable development

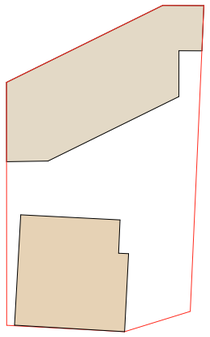
Chapter 11 – Making effective use of land

Chapter 12 – Achieving well designed and beautiful places

Chapter 14 – Meeting the challenge of climate, flooding and coastal change

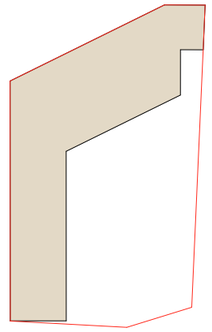
Chapter 15 – Conserving and enhancing the natural environment

3.2 Reconnecting the Urban fabric/ Street Frontage



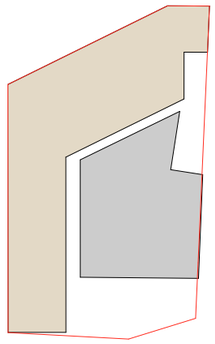
Analysing the existing proposal

- Currently very limited access to space between two volumes
- No opportunity to currently connect
- Not suitable to proposed shop usage.



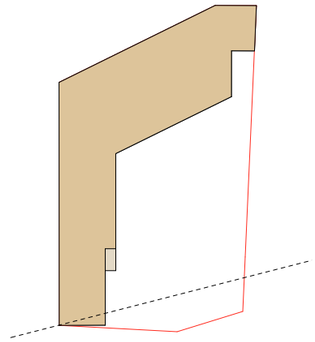
Step 1. Reconnecting Shed to Street Frontage

- First move makes a clear route to connect the existing shed to the front through a new extension
- This replaces the footprint of the existing building.
- Reinsates Wesley Place as an accessible yard.



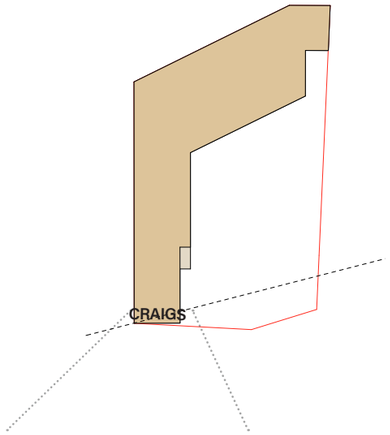
Step 2. Opening up more access and parking to users

- The new connection removes a potion of the existing building and footprint
- This allows for better access and parking within the new horseshoe area.



Step 3. Articulate volumes to align with street

- Stepping part of the ground floor volume away from the lower ground street level
- This creates a less oppressive frontage and connectes with existing street frontage



Key:

Building footprint
Site boundary

Step 4. Remove the long boundaries to street and add large vibrant signage

- Creating new signage along the main road (see precedent image below)



3.3 Proposed Plan

The site plan of the new building is comprised of three simple volumes; The Brick Plinth, The main unit and the entrance. The main unit is a double height space, which brings in light at specific points to increase security at ground level. The entrance offers a secure entry line where guests are greeted at reception. The upper storey includes office and admin areas along with further storage.

Key:

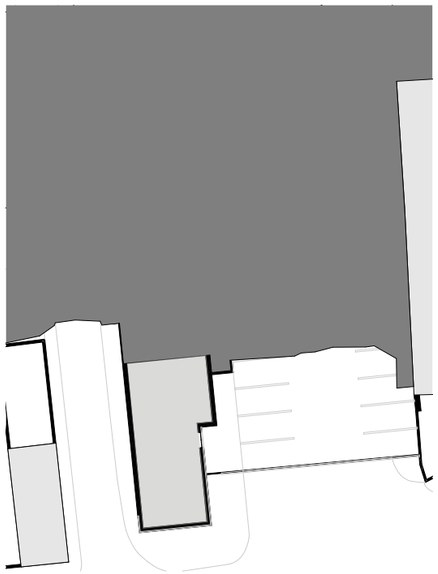
- Entrance
- Retail Floor
- Admin/Office
- Storage/Ancillary/WCs

Existing GIA - 600m2

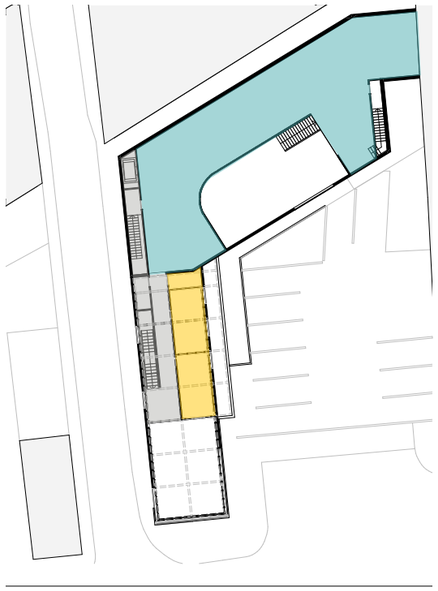
Ground Floor - 350m2
First Floor - 250m2

Proposed Extensions GIA - 340m2

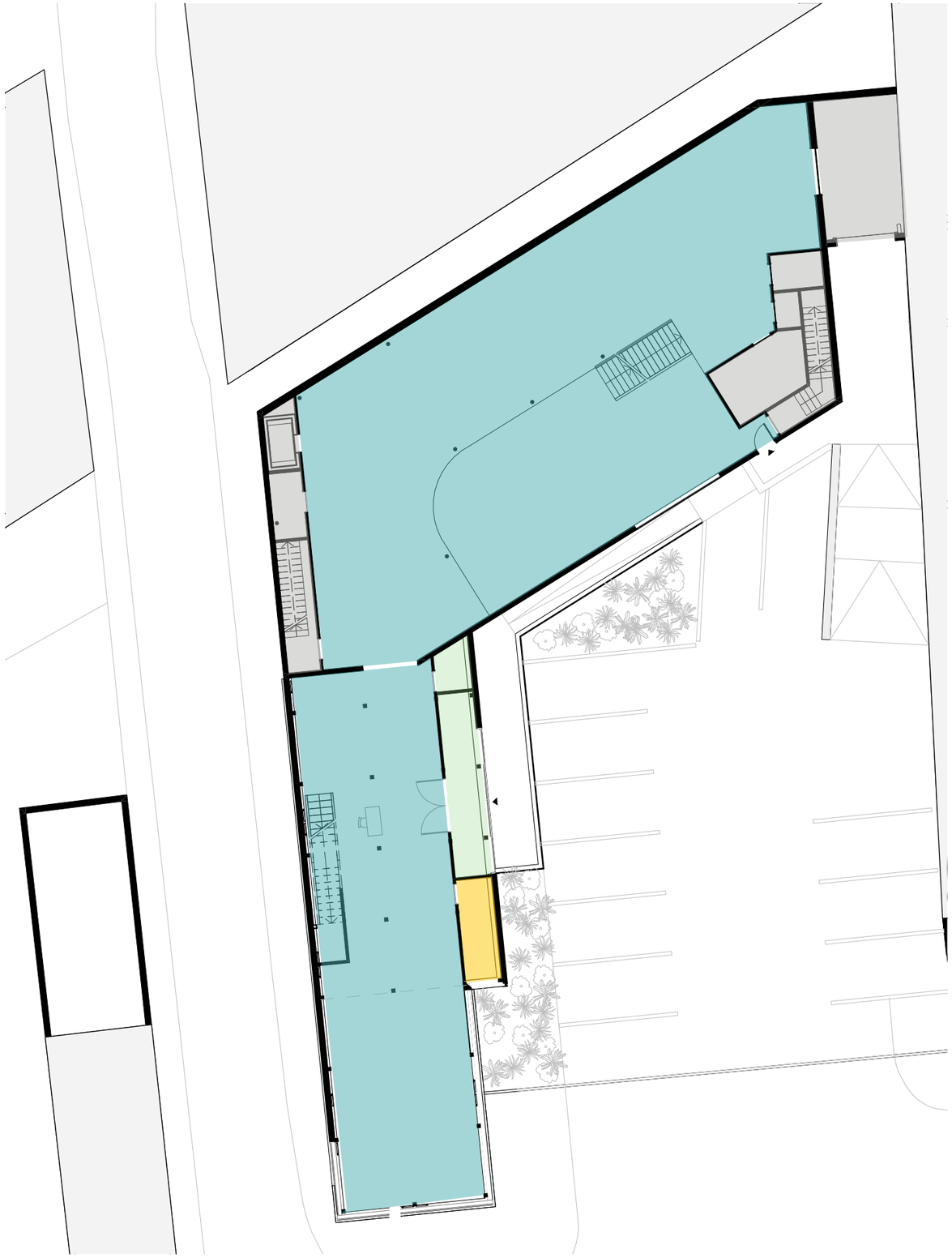
Lower Ground Floor - 120m2
Ground Floor - 145m2
First Floor - 75m2



Proposed Lower Ground Floor Plan
(Streeet Level)



Proposed First Floor Plan



Proposed Ground Floor Plan

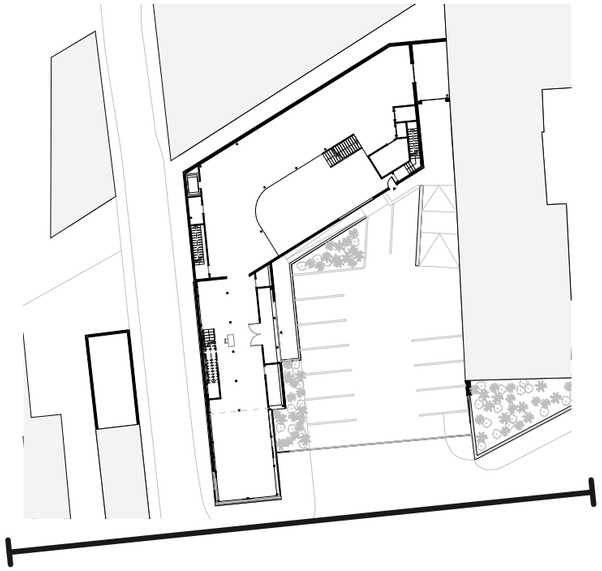
3.4 Street Scene

A new entrance will be formed within the new extension which will be housed within a lower single height volume on the side of the existing. This ensures that the way into the building is clear while also breaking up the form of the extension in order to lessen its visual impact on the surroundings and reflect the rhythm of the adjacent terrace.

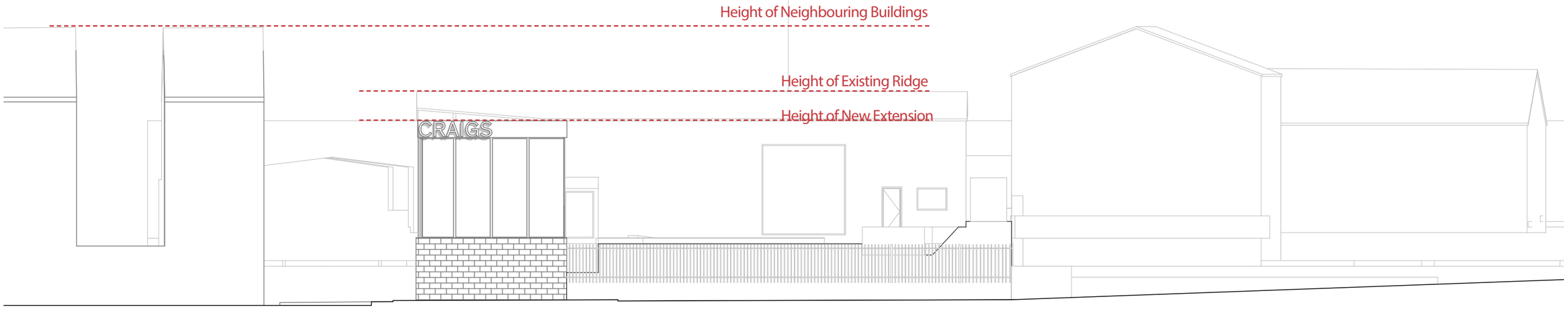
The height of the new extension will match the existing eave height of the rear warehouse. This is lower than the height of the neighbouring buildings on Dewsbury Ring Road.



Right: Adjacent terrace



Below: Elevation of the proposal in context



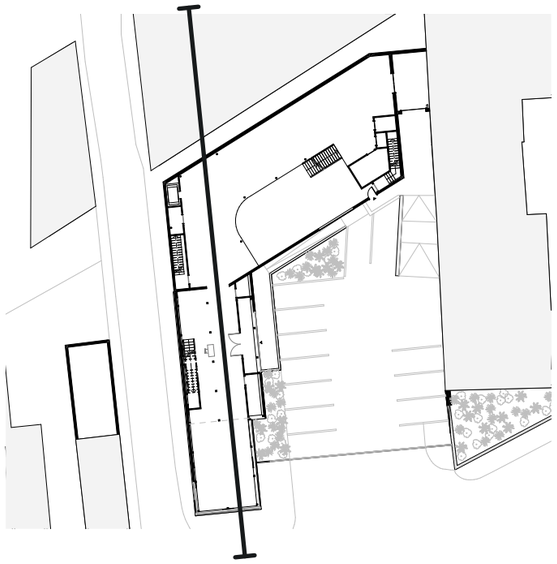
3.4 Street Scene

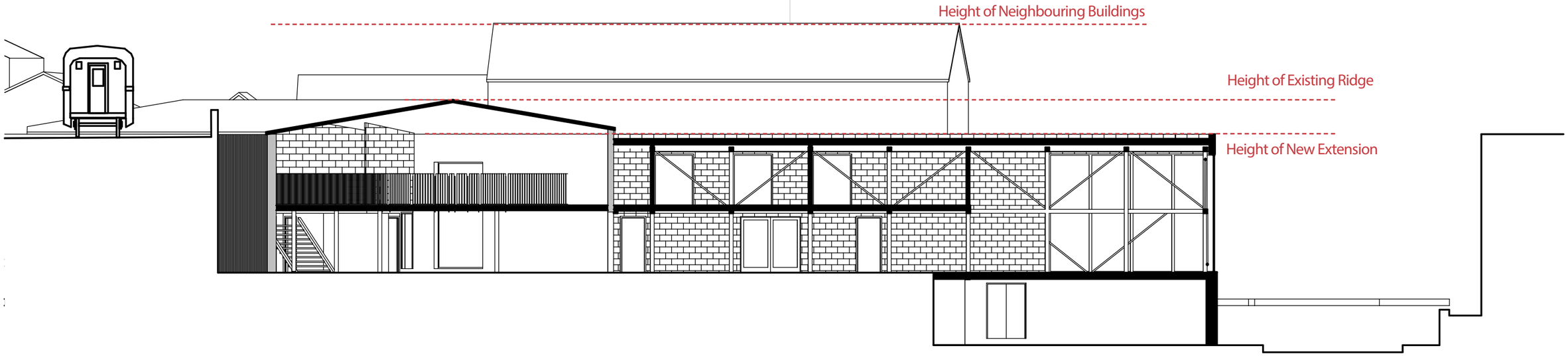
Right: Adjacent terrace

Below: Elevation of the proposal in context









3.5 Form of Extension



3.6 Proposed Materials

When used in a considered manner a metal clad sheet material can be a beutiful material as part of a facade. It also clearly states the industrial nature of the building which this area has always been a part of the history of the area.

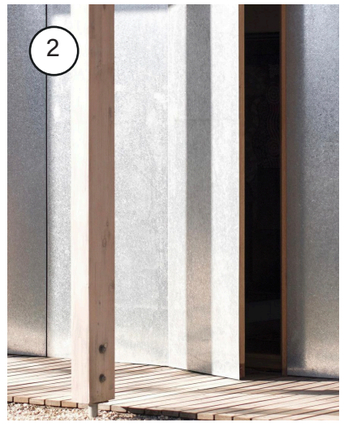
The Yorkshire Sandstone plinth will aim to be made from repurposed stone from the demolished exisitng building and otherwise from locally sourced quarries. This will help to retain a memory of the building that was there and tie in with some of the surrounding buildings.

The decision to use a mill finished aluminium sheeting also adds mirrored/reflective aspect to the extension. This can help it to disappear into the sky and reflect the materials around it, as opposed to a matte grey finish seen in the industrial buildings to the rear.





Corrugated metal cladding



Milled aluminium Columns/Flashing



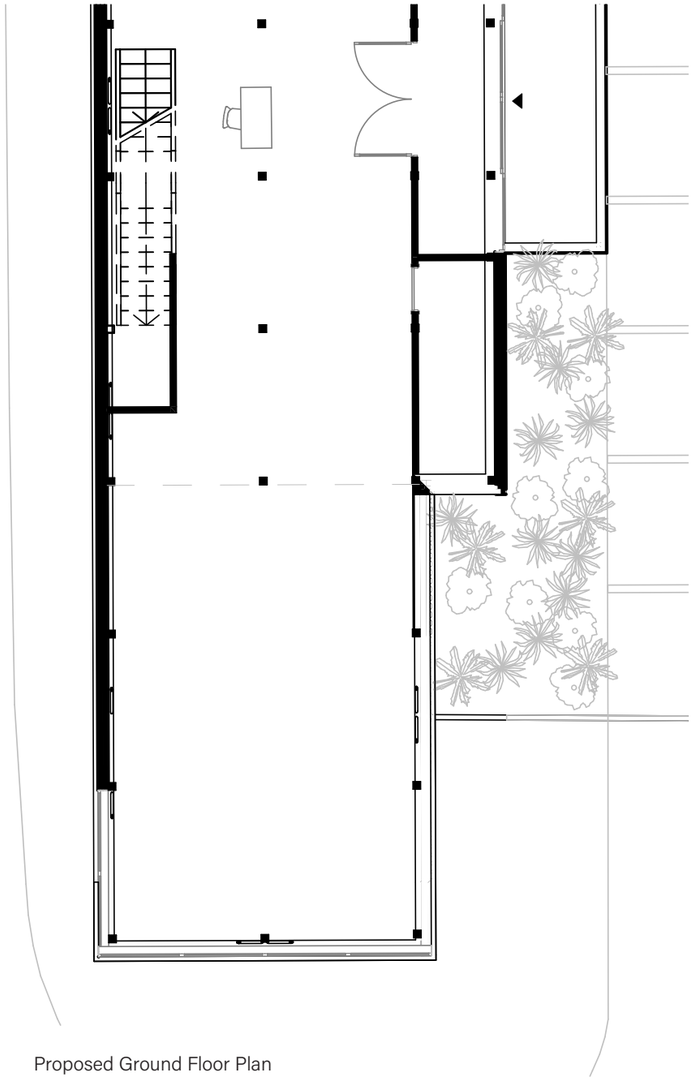
Large Glazing Panels



Yorkshire Sandstone

3.7 Retail Hall Space

The main retail space opens up into a large double height room with natural lighting from a series large floor to ceiling windows. This provides not only a unique retail experience but allows for more impactful merchandising for the shop owners. These spaces will be minimally finished to fit in with the industrial aesthetic.



Proposed Ground Floor Plan

Left: Plan of the propose ground floor

Right: Internal Render of the proposed main retail area.



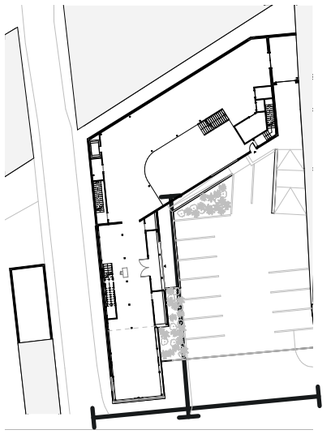
3.8 Proposed Elevations

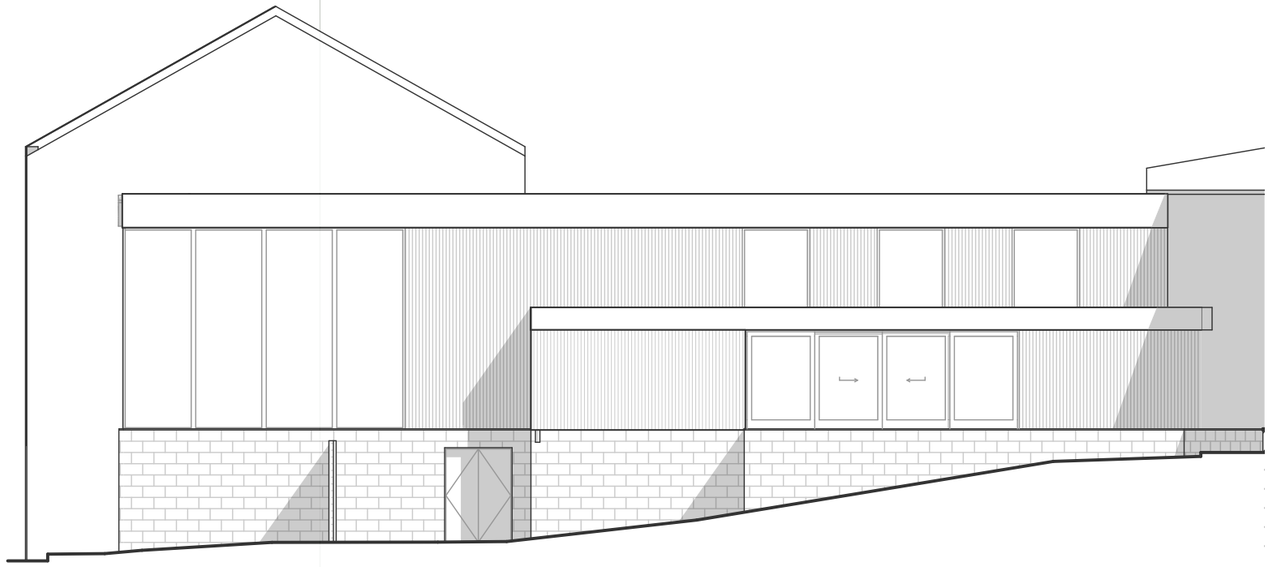
Both the South and East elevations show the relationship with the existing building behind and the ground levels of Wesley Place.

The new extension height will match the existing Eaves of the shed. This allows for a somewhat modest volume in the context of the existing context whilst providing a large amount of space for the users.



Proposed South Elevation





Proposed East Elevation

4.0 Relationship to Context

4.1 Existing Site Materials

The material palette within the vicinity is predominantly stone and the existing building onsite is an individual example of cladding within the street scene.

There is evidence of metal cladding with a grey/ metallic finish in closer proximity behind the listed bridge than the proposed extension to Wesley Place.

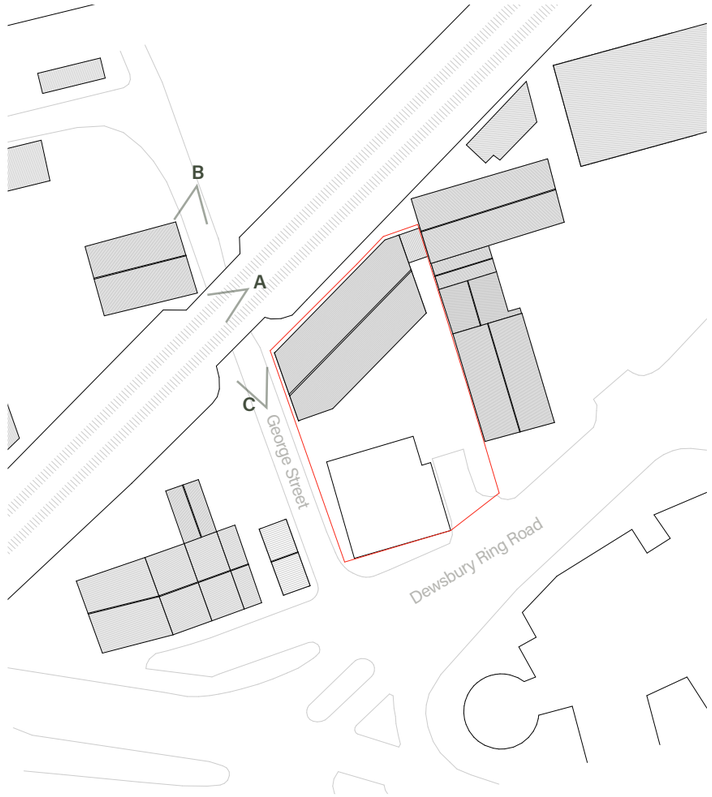
The form and finish of the proposed extension will also be approached in a more sensitive and attractive frontage as it is on a promiant corner of the Ring Road.



Image A



Image B



Left:
Images of surrounding material palette



Image C

4.2 Heritage Impact Assessment

Introduction
This Heritage Statement has been prepared in support of a planning application for the extension of an existing motorcycle shop located on George Street, Dewsbury. The site lies adjacent to the Grade II listed Railway Underbridge MDL1/16.
The purpose of this statement is to assess the significance of the heritage asset and to consider whether the proposed development would affect the significance or setting of the listed structure. The statement has been prepared with reference to national heritage policy set out within the National Planning Policy Framework and guidance produced by Historic England relating to heritage assets and their setting.

Site Location and Context
The application site contains an existing motorcycle shop located on George Street. The proposal relates to an extension to this established commercial premises.
Immediately adjacent to the site is the listed Railway Underbridge MDL1/16 which carries the operational railway line above George Street. The bridge forms part of the historic railway infrastructure associated with the line connecting Manchester, Huddersfield and Leeds.
The proposed works are located entirely within the boundary of the existing commercial premises and do not involve any alterations to the bridge structure or railway infrastructure.

Description of the Heritage Asset
Railway Underbridge MDL1/16 is a Grade II listed structure located on George Street in Dewsbury. The bridge was constructed between 1845 and 1847 as part of the Leeds, Dewsbury and Manchester Railway and was designed by the civil engineer Thomas Grainger.
The bridge is a cast-iron beam railway underbridge spanning a single carriageway beneath the railway line. It is constructed from cast iron, wrought iron and sandstone masonry, with masonry abutments supporting the bridge deck. The abutments incorporate rock-faced masonry finished with ashlar detailing including moulded cornices and pilasters, with iron parapet balustrades above.
Although the original bridge was constructed with cast-iron beams, the deck was strengthened during the later nineteenth century using riveted wrought-iron beams supporting brick jack arches. Some of these jack arches have subsequently been replaced with concrete panels as part of later engineering works.

Significance of the Heritage Asset
The bridge was listed at Grade II in 2018 for its historic and architectural significance. The principal reasons for designation include:

Historic interest
The bridge was constructed during the early expansion of the railway network in the mid-nineteenth century and forms part of the infrastructure associated with the Leeds, Dewsbury and Manchester Railway. It represents a surviving example of a cast-iron beam railway bridge, a form widely used during the early period of railway construction.

Engineering interest
The bridge was designed by Thomas Grainger, a notable civil engineer who was involved in the design and development of several early railway lines in Britain.

Architectural interest
Although relatively modest in scale, the bridge incorporates decorative features including ashlar pilasters, moulded cornices and ornamental iron balustrading, elevating its design above a purely functional engineering structure.

Group value
The bridge forms part of a sequence of similar mid-nineteenth-century railway bridges along this section of the line, including the nearby listed bridges at Toad Holes (MDL1/12) and Ming Hill (MDL1/14), which together illustrate the historic engineering character of the railway corridor.

Setting of the Heritage Asset
The setting of the bridge is primarily defined by the railway corridor and the surrounding urban context along George Street. The immediate area includes transport infrastructure, commercial premises and later development.
The application site forms part of this established urban environment and is functionally separate from the bridge itself. The motorcycle shop occupies an existing commercial plot adjacent to the bridge and does not form part of the historic railway infrastructure.
The bridge continues to be understood primarily as an element of railway engineering within the wider rail corridor.

Recent Changes to the Bridge and Surroundings
The railway line and associated infrastructure have recently been subject to upgrades and engineering works associated with improvements to the railway network.
These works have introduced modern elements within the railway corridor and have altered aspects of the immediate surroundings of the bridge. The setting of the bridge therefore already reflects a combination of historic railway infrastructure and contemporary railway engineering interventions.

Proposed Development
The proposed development consists of an extension to the existing motorcycle shop located adjacent to the bridge.
The works are confined to the existing commercial property and do not involve any physical works to the bridge structure, its masonry abutments, ironwork, parapets or railway infrastructure.
The proposal represents a modest addition to an existing building within an established commercial streetscape. These are located further from the hertiage assest than previous commercial developments further along George Street.

Impact on the Heritage Asset
The proposed development will not result in any direct physical impact on the listed Railway Underbridge MDL1/16.
No alterations are proposed to the historic fabric of the bridge including its cast-iron beams, masonry abutments, decorative ashlar elements or iron balustrading.
In terms of setting, the development occurs within an existing developed site and forms part of the established commercial environment along George Street. The scale and nature of the extension will not interrupt views or alter the structural or visual relationship between the bridge and the railway corridor.
The proposals will therefore not harm the significance or appreciation of the heritage asset.

Planning Policy Considerations
The National Planning Policy Framework requires that development affecting heritage assets should conserve their significance.
As the proposed development does not result in physical alteration to the listed structure and does not adversely affect its setting, the significance of the heritage asset will be preserved.

Conclusion
The application site lies adjacent to the Grade II listed Railway Underbridge MDL1/16 on George Street.
The bridge is a mid-nineteenth-century cast-iron railway underbridge designed by Thomas Grainger as part of the Leeds, Dewsbury and Manchester Railway and is designated for its historic, engineering and architectural interest.
The proposed extension to the existing motorcycle shop does not involve any works to the listed structure and will not adversely affect its setting.

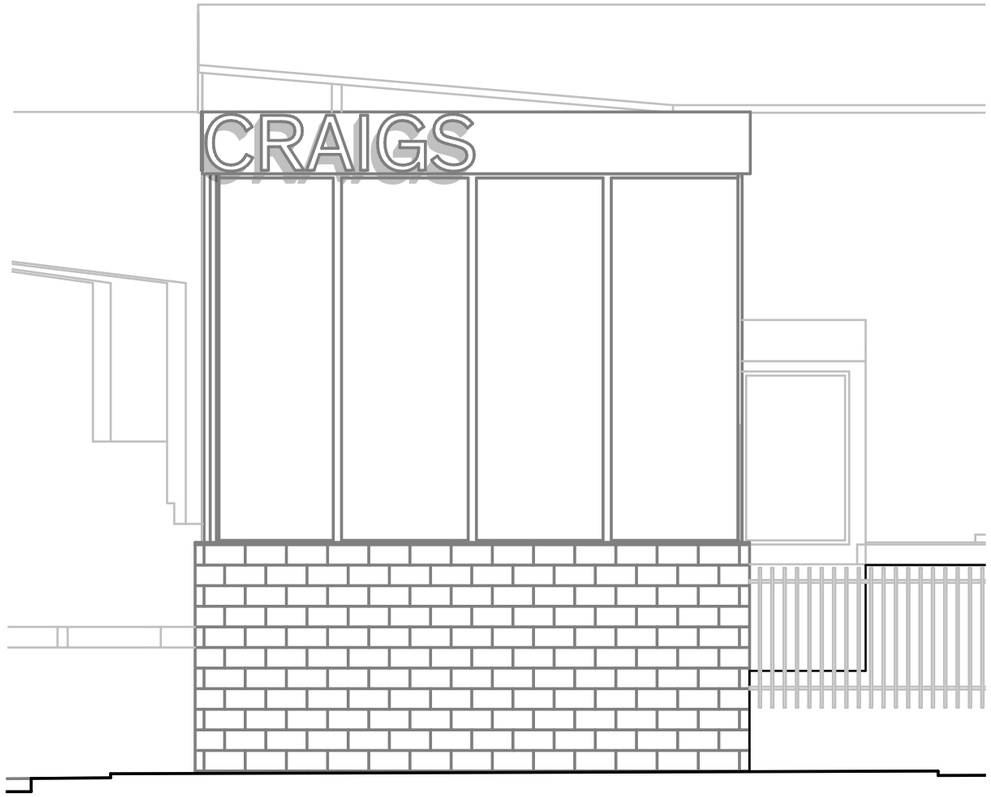
The development will therefore preserve the significance of the heritage asset and is considered acceptable in heritage terms.

4.3 Signage

The signage to the extension will be metal to match the external cladding and located on the front elevation.

Left: Plan of the propose ground floor

Right: Internal Render of the proposed main retail area.



Front Elevation

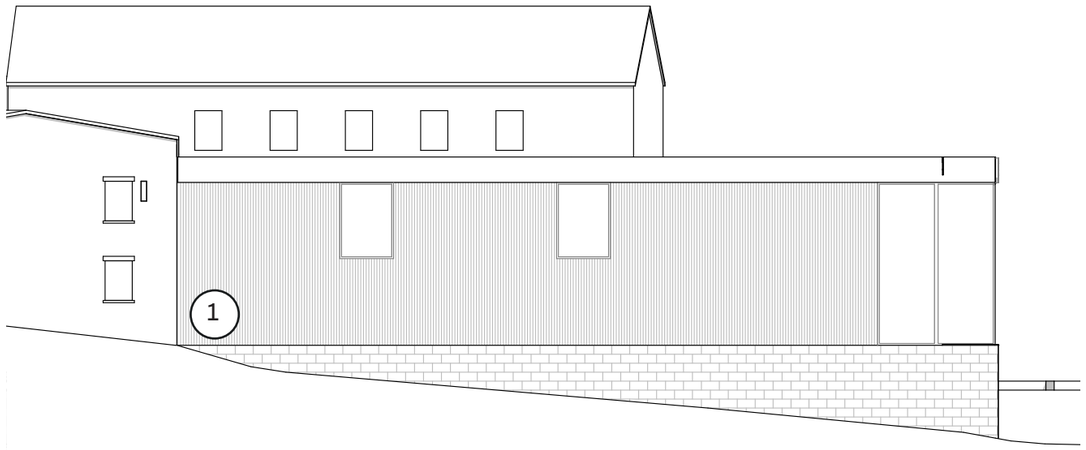




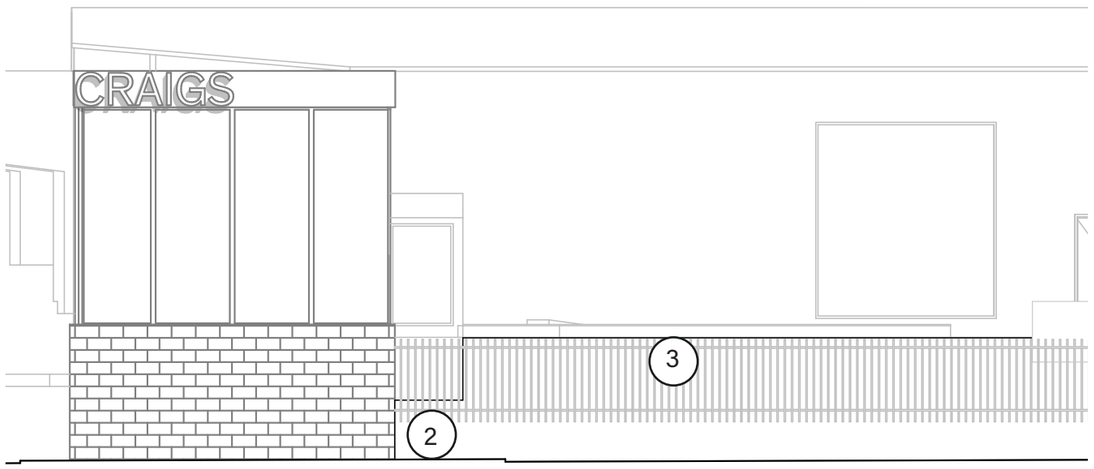


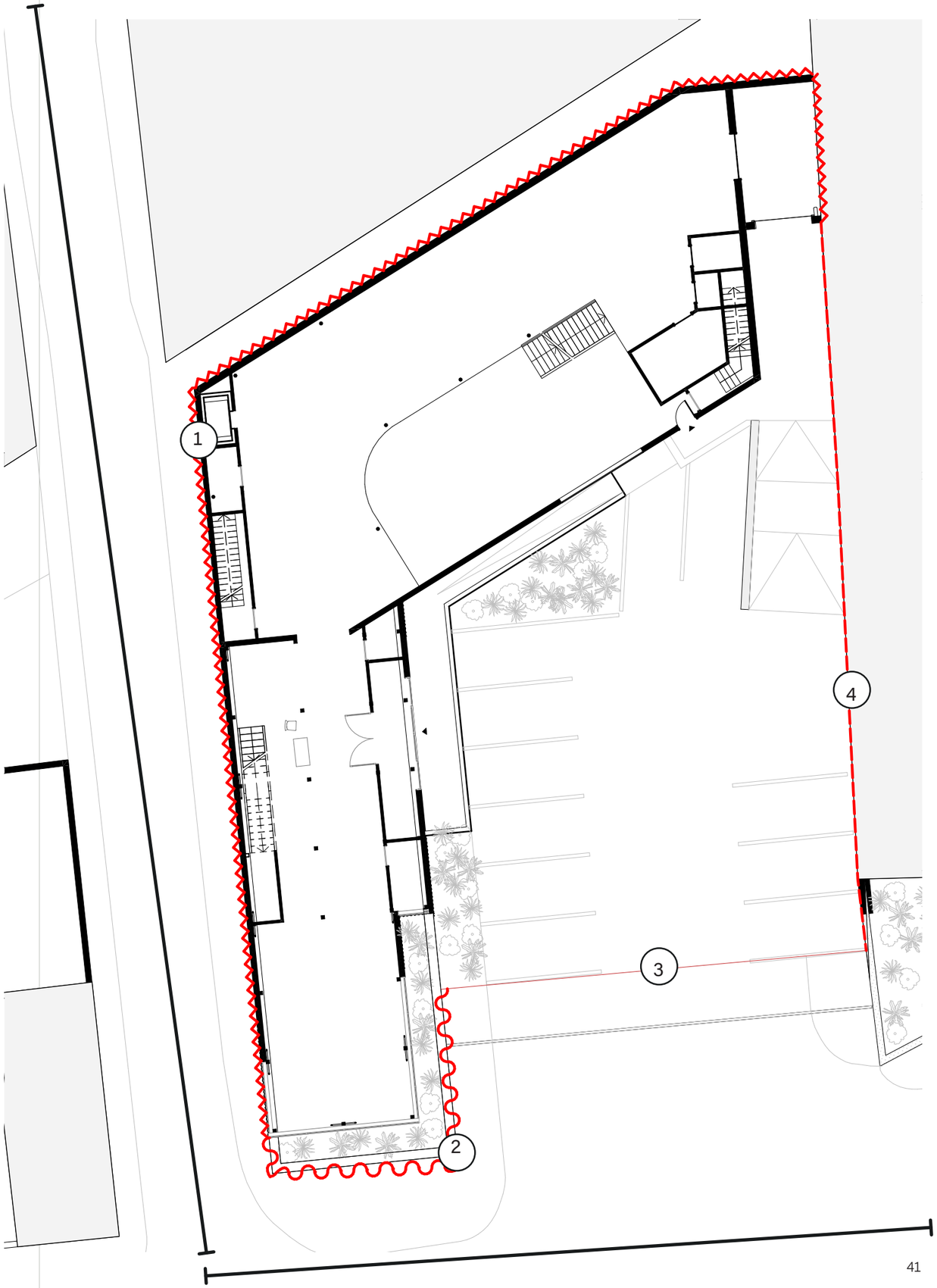
4.4 Boundary Treatments

1. Proposed extension forms boundary to the West, continuing line of existing building. Plinth of Yorkshire Stone becomes more prominent toward South.



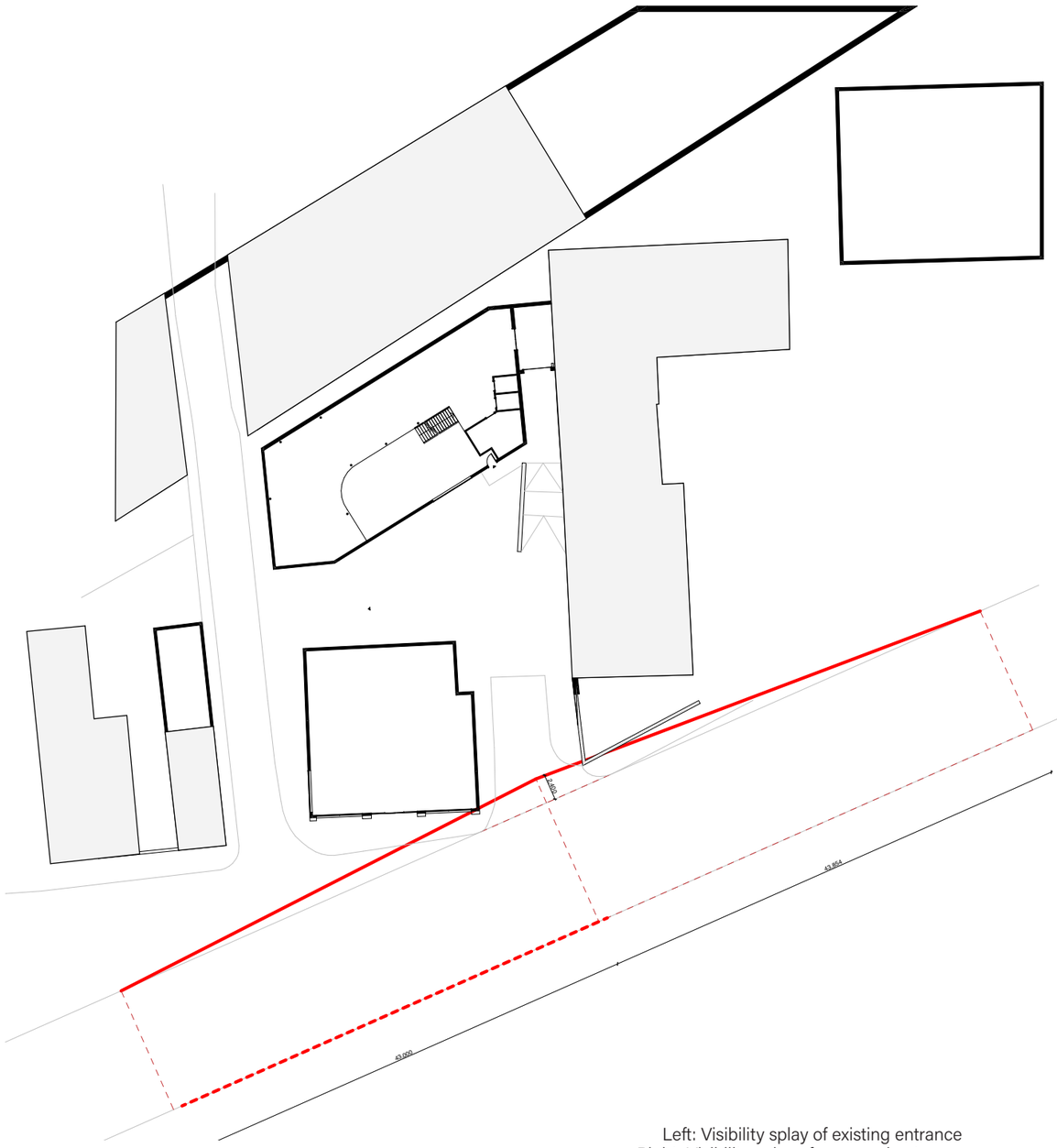
2. Planting of shrubs and long grasses softens boundary to the Ring Road.
3. Fencing provides security to car parking and building.
4. Proposed extension forms courtyard with adjacent building.

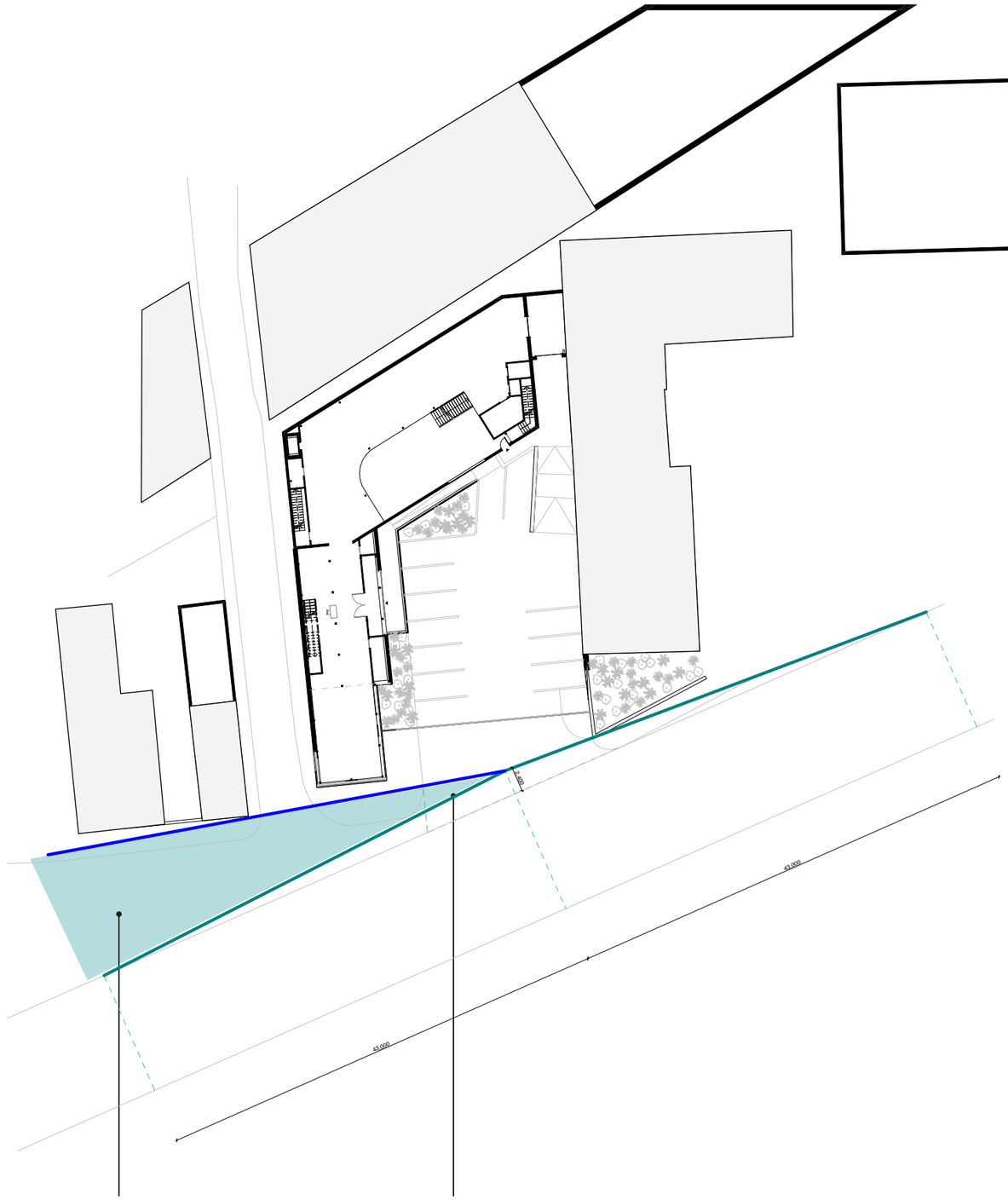




4.5 Visibility Splays

Alterations to property access improves visibility of incoming traffic for vehicles emerging from the shop, as demonstrated by the diagrams below.





Left: Visibility splay of existing entrance
Right: Visibility splay of proposed entrance

Visibility gained by proposal

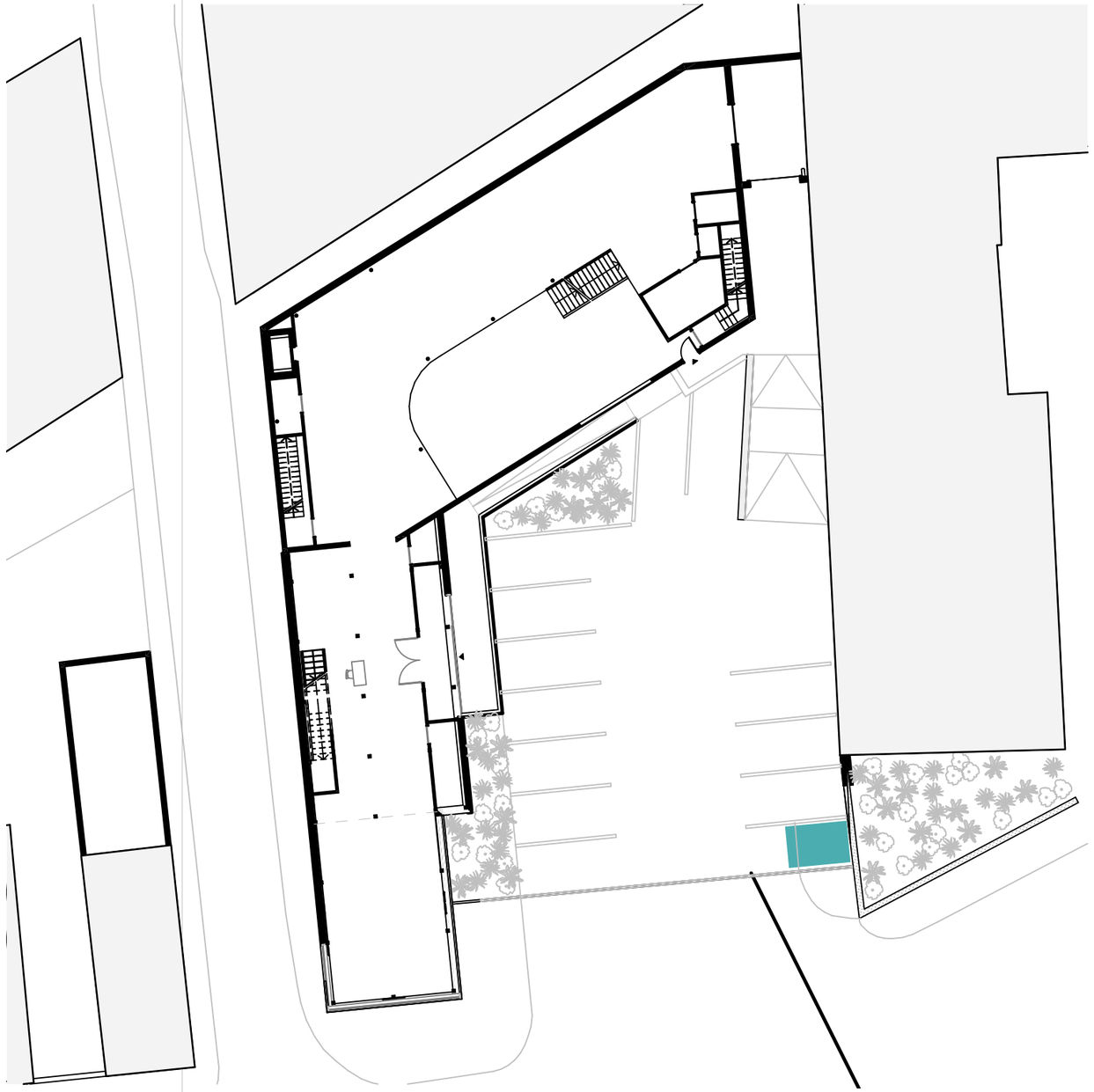
Minimum required visibility

4.6 Waste Collection

The site plan below illustrates a draft layout of the servicing and accessible facilities offered by the shop. All accesible areas will be level access with suitable door widths and legible signage.

The Waste pickup is located adjacent to the existing dropped curb within 5m of the road edge.

Waste Bin Location (Same as Existing)



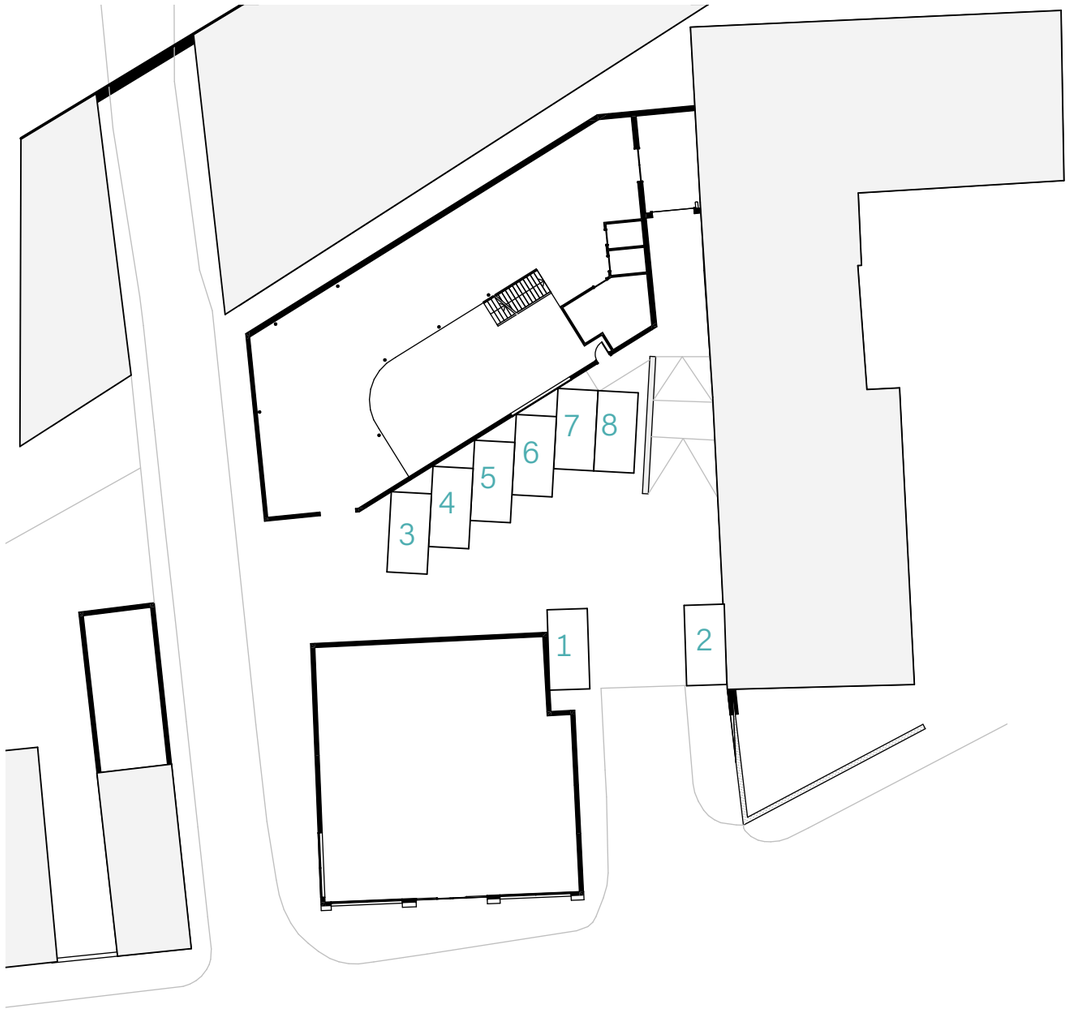
Below: Bin storage location

4.7 Parking Arrangements

The proposal increases the parking provision onsite from 8 spaces to 12 as shown in the diagrams below.

This should allow for clear parking access within the newly formed parking area with a single entrance/exit gate. As there will be more than 12 parking spaces, as set out in AD Part S, an electrical charging point will be included as one of the parking spaces.

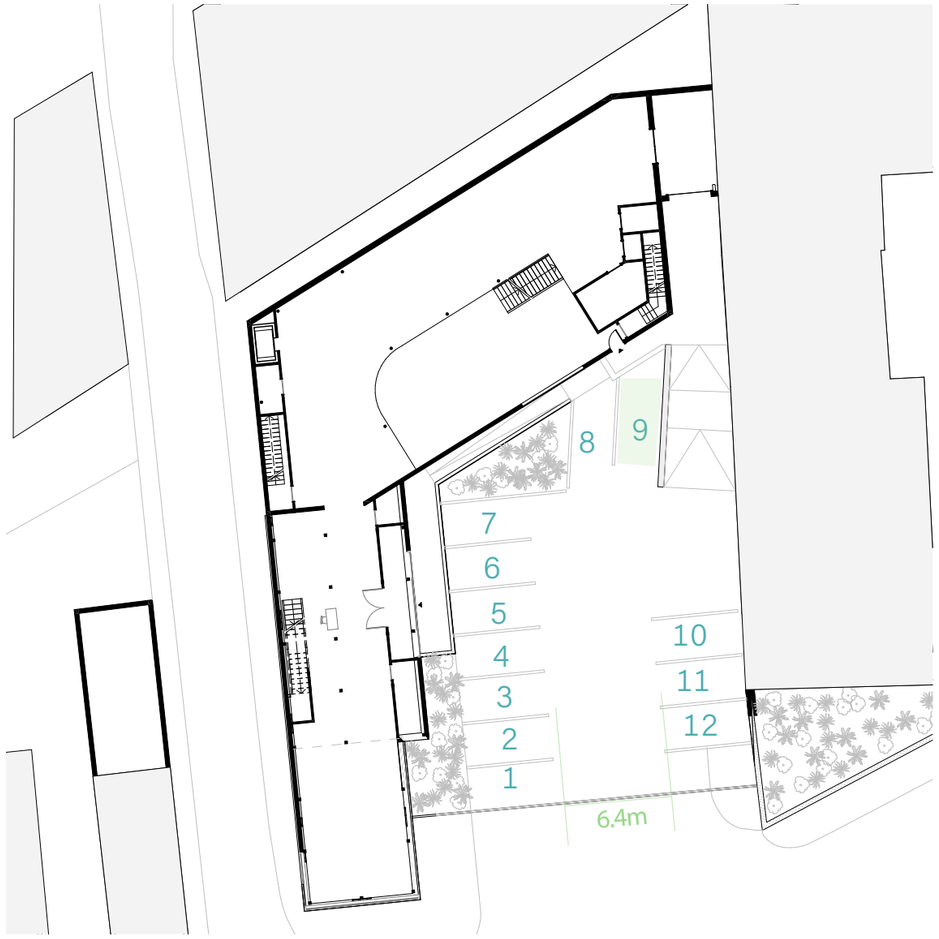
Policy LP21 of the Kirklees Local Plan which states that proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. They can also access the building with nearby transport links, including the nearby train station.



The new proposed parking arrangement has a single entrance/ exit point. This means a two direction aisle is required between the parking bays. This is achieved through an aisle over 6m.

As there will be 12 parking spaces with the proposed changes to the parking arrangement. There will a single electrical charging point, with two additonal space able to access cable routes.

Left: Existing parking provision
Right: Proposed parking provision



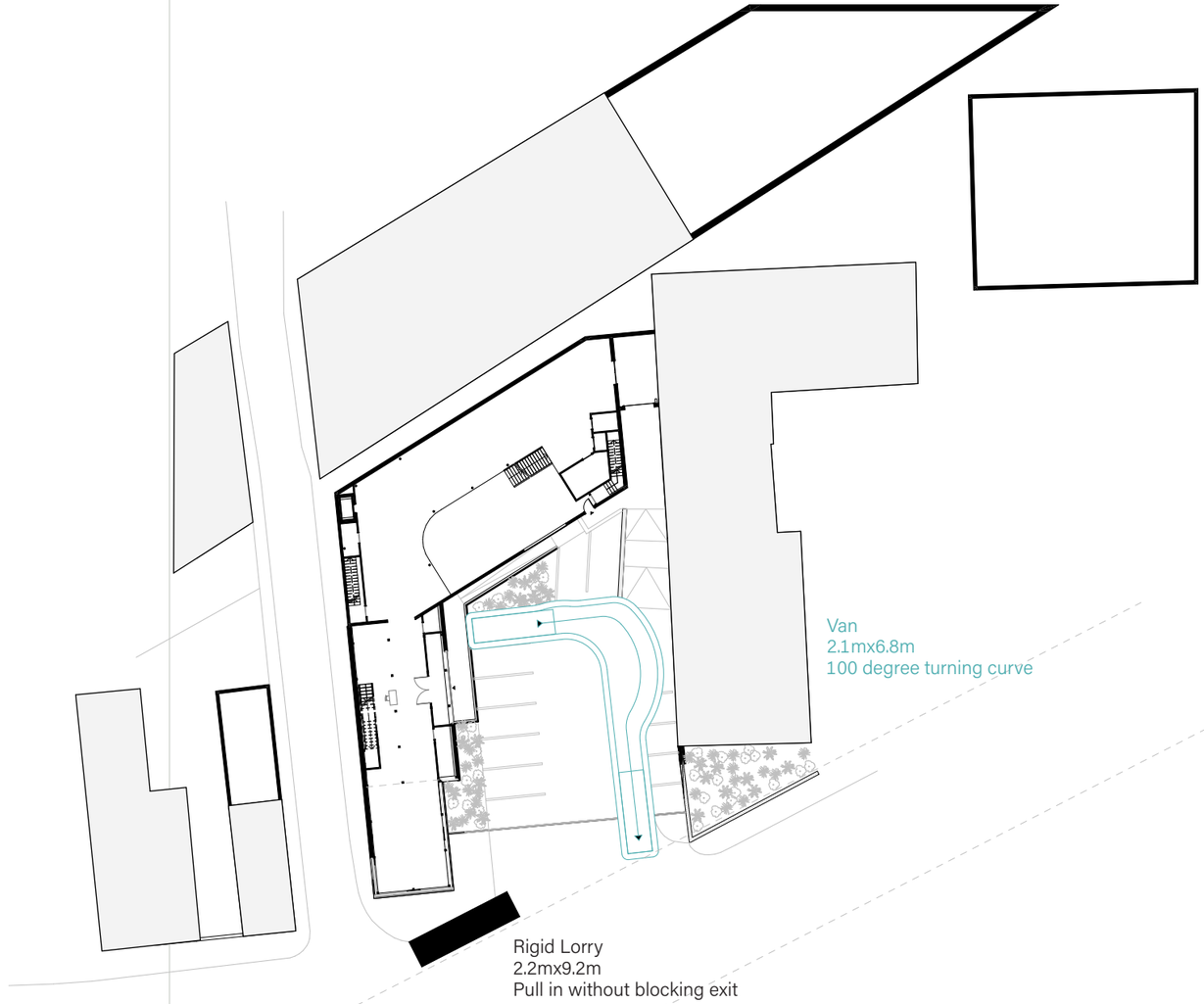
Electrical Charging Point

4.8 Vehicle Tracking for Deliveries

The majority of deliveries are currently taken to the front of the site and blocks part of the road and the entrance to the site.

With the proposed extension and parking arrangement there will be ample space in front of the extension for a lorry to offload any goods without blocking the road or access to parking.

A van also has ample turning and parking space for any delviveries into the gated parking area. These can also be made to the front of the site as per lorry drop offs if necessary.



5.0 Biodiversity & Sustainability

5.1 BNG

As the total site area is less than 1 hectare there is no requirement to engage an ecologist to carry out a Biodiversity Net Gain calculation as this can be done under the Small Development Metric. The calculations for this have been submitted as part of the additonal material.

In order to achieve 10% net gain in Biodiversity, more planting will need to be added into the site. This will be included throughout varies parts of the site including the parking areas.



5.3 Outline Buisness Case/ Operational hours

The core opening hours are:

Craigs Motorcycles
09.00 to 17.30 Monday to Saturday
Closed Sunday

Deliveries and Servicing
— The proposed delivery location will be similar to the existing at thr front of the site. There will now be ample space for a lorry to offload without blocking the entrance/exit as well as the road. This is significant upgrade from the existing condition. Deliveries/loading of bikes will take place once per week between 9.00-5pm from Monday to Friday.
— To limit noise and disruption to neighbours we will request most regular deliveries and servicing from Dewsbury Ring Rd to take place between 08:30 and 10:00 Monday-Friday.
— Local Deliveries will be taken within the gated parking to the front of the site on a daily basis. These are less distruptive and the parking spaces will be used for these.

Access and Security
Pedestrian access is via the main front gate.
These are secured/locked out of hours.

Open
The shopoperator will unlock the shop to the public at the daily opening time.

Close:
The shop operator will lock the shop facilities at the daily closing time.

Waste & Deliveries
The dedicated waste storage area is accessed directly from Dewsbury Ring Road will be used for waste removal and deliveries. The shop operator will be responsible for putting the bins out and returning them to the dedicated storage area according to Kirklees Council's designated collection days.

Accessibility
— The site provides level access for wheelchairs, buggies or users with mobility impairments.
— The external and internal doors into the shop and hall are designed to ensure wheelchair users can access the space and facilities.
— Signage will consider the needs of visitors with visual impairments.

6.0 Conclusion & Climate Change Statement

Climate Change Statement

The proposed works to Wesley Place are inteded to improve not only the site in terms of the entrance and impression of Dewsbury, but also to provide longer lastig employment in the area. This will hoepfully encourage more people to use local resources and support local enterprises such as Craigs Motorcyles, as opposed to international retailers.

The extension although required to demolish the majority of the existing shop to the front of the site will look to retain and reuse as much of the yorkshire sandstone to rebuilds parts of the street frontage. The moves made within the project aim to rebuild the site back to an industrial yard that used to inhabit the site.

Materially the project will also use a very simple palette of easy and locally sourced material. This will reduce the need for deliveries from overseas and bespoke materials which can have larger carbon impacts.

The structural frame, although steel, will look to be as efficient as possible. A structure such as this and the use of materials that can be pieced together without wet trades also opens the question to possible demountability in the future. This means the elements of the walling or structure could have a second life.

Spatially, the use of a large hall space also opens up the possibilities for other function if the shop decides to close in the future. This futureproofing will allow for a building to remain while different occupiers make use of the space.

Conclusion

As is hoped is demonstrated within this supporting planning statement, the proposed extension to Wesley Place, combines an appropriate response to the brief with a sensitive and considered solution with respect to the original building, neighbouring properties and surrounding area.

The proposals seek a reasonable increase in space to facilitate the modernisation and growth of a locally established independant retailer to Dewsbury. Relative to other similar establishments the proposal gives this area of Dewsbury opportunity to flourish, it is felt the proposals have suitably balanced the various considerations and appropriate compromises have been made to achieve a design which fulfils the brief whilst mitigating its impact with respect to these considerations.

As such we hope that the proposals, drawings, supporting statement and additional information are carefully considered in respect of this planning application for approval.

Office HEFT Architects

14 Grange Avenue
Marsden
Huddersfield
West Yorkshire
HD7 6AQ

w: officeheft.com
t: 07590803618
Company no: 15730803
ARB Registered: 110106A