

PLANNING STATEMENT

Land at George Street

Dewsbury

WF13 2LX

Proposal

Change of Use of Vacant Land to Hand Car Wash with Valeting Bays, Two Storage/Office Containers (Sui Generis), Boundary Treatment, Bicycle and Bin Storage, and Landscaping.

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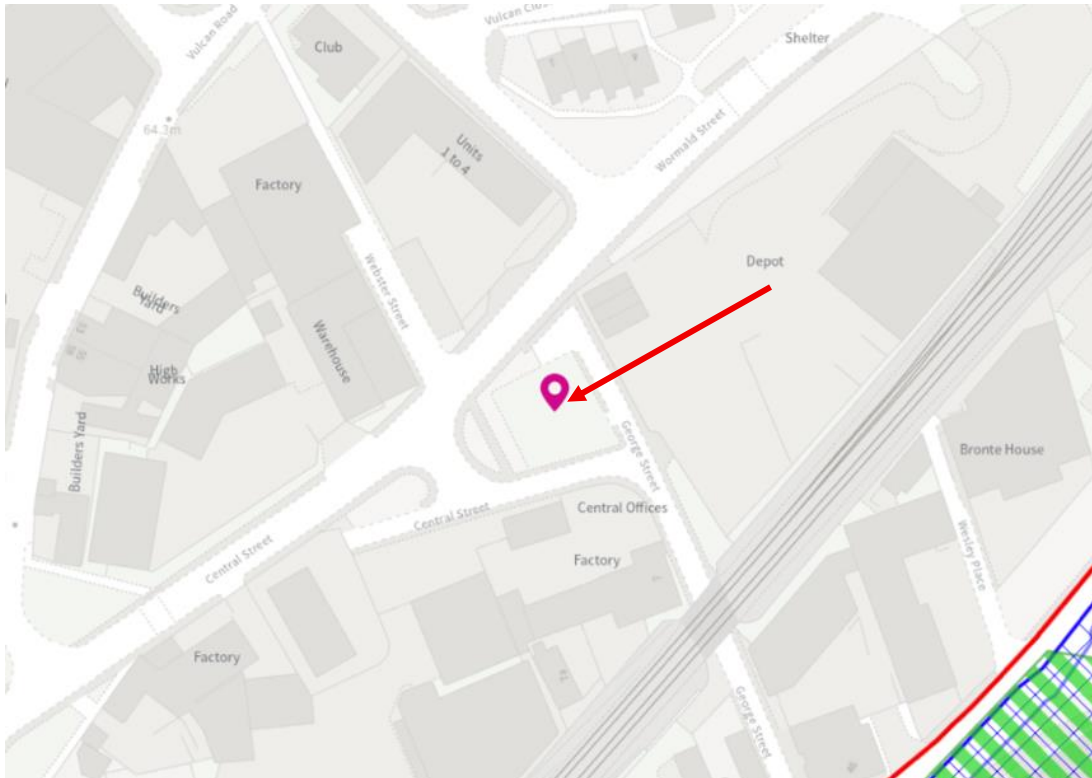
July 2026

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1.0 INTRODUCTION

- 1.1 This Planning Statement is submitted by 'Planning Management Ltd' on behalf of the applicant who is seeking planning consent for the land at George Street, Dewsbury. The land is currently vacant and has been previously approved permission for the erection of a commercial unit at land as shown on the submitted plans. Some ground works and clearance of the site were done at the time however the building was not erected. The site currently consists of gravel.
- 1.2 A pre-application was submitted in April 2026 referenced '2026/20058' for a car wash. The council's response concluded that the proposed development is considered acceptable in principle, having regard to the site's location and its established commercial context, together with the implied fallback position for commercial development on the site.
- 1.3 It is important that the Council maintains a broad portfolio of sites so that potential investment is not lost to the Borough's economy due to lack of suitable sites. Existing employment areas and sites are an important source of employment in the Borough and can often come under pressure to be redeveloped for a higher value end use. This can have implications for businesses and jobs in the Borough. It is therefore important that employment areas and sites are protected from loss to other forms of development either through the redevelopment of individual sites or through the incremental loss of sites in larger employment areas.
- 1.4 The site is positioned within the settlement boundary of Dewsbury, and close to the town centre, it is not located in a Conservation Area. This land is disused and has minimal vegetation on it. The site is surrounded by a variety of uses, including a Council depot and industrial units in different uses and of different scales and materials.
- 1.5 The site slopes downwards to the east. George Street runs along the east, Wormald street to the north on a higher ground level, and Central Street to the south and west.



- 1.6 **Above and Below:** Indicates the location of the site which is unallocated and located in a mainly industrial area.





1.6 Above: View from George Street.



1.7 **Above:** This shows the site from the top of George Street with site on left.



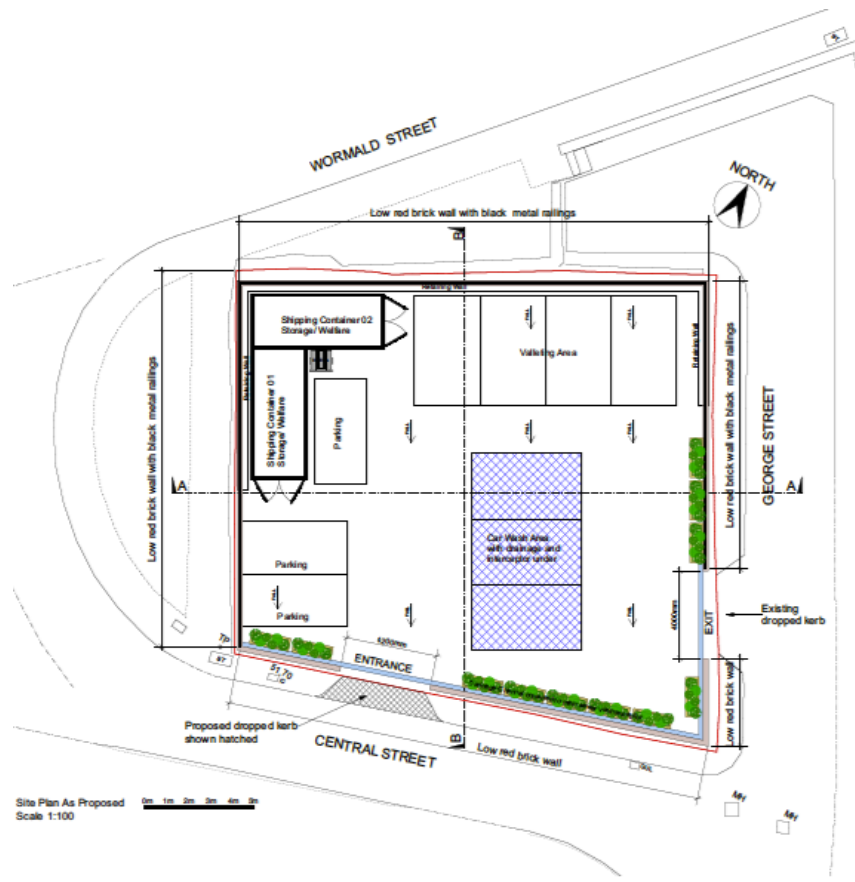
1.8 **Above:** Image shows the 2 level stacked modular buildings at council depot adjacent.



1.9 **Above:** Image from Central Street with gentle slope to ground level.

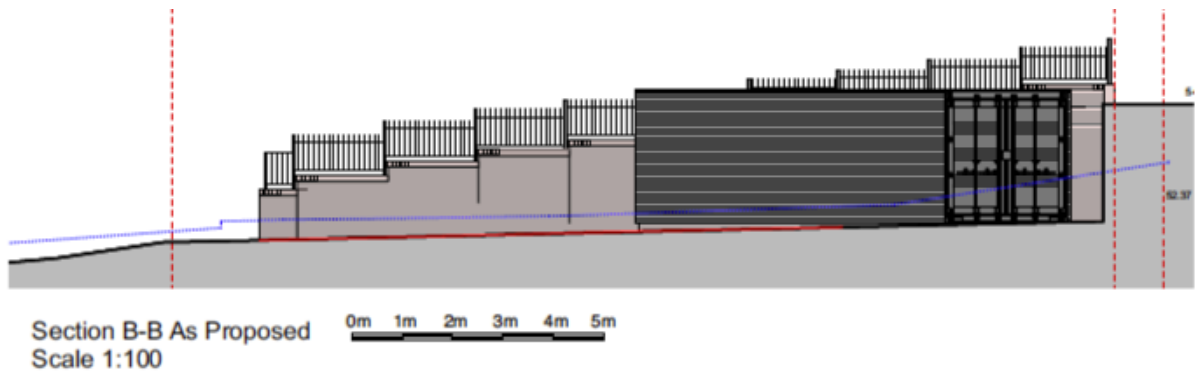
2.0 PROPOSED DEVELOPMENT

- 2.1 The applicant is applying for planning permission to change of use of the land to a hand car wash with valeting bays. The layout submitted shows 3 parking spaces would be provided for staff with 4 valeting bays and a central car washing area with drainage and interceptors under ground level.
- 2.2 A new entrance with be located along Central Street with the existing access retained as an exit onto George Street, as such a one-way system is created.



- 2.3 **Above:** Proposed Site Plan shows the proposed entrance and exit points, positioning of containers and central car wash area.
- 2.4 Two shipping containers would also be positioned along the northern boundary for staff welfare, office space etc.
- 2.5 A new boundary wall with railing above is to be erected to secure the site and improve the appearance of the area. Bin storage is provided externally whilst bicycle storage

for staff would be provided in the storage/welfare facility. Landscaping would be positioned around the edges of the site.



2.5 **Above:** Proposed site section plan from George Street.

2.7 Details of materials to be used is provided in the 'Appendix' section of this document.

3.0. INVOLVEMENT

3.1 Paragraph 40 of the NPPF states;

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.”.

3.2 Pre-application advice has been sought from the Council, this was submitted in April 2026 referenced ‘2026/20058’ The scheme put forward is considered an acceptable proposal providing quality development in this area whilst bringing a mainly disused site into a viable use.

3.3 This Planning Statement and plans have been submitted as part of the advice provided in the Pre-planning response, and to provide a reasoned justification for its acceptability using local and national planning policy and guidance.

3.4 The issues of highways safety, amenity of the surrounding area, design and the principle of the development are taken into consideration.

4.0 HISTORY

5.1 A history check has been undertaken which has revealed the following planning history;

Application 2020/90218

Erection of commercial unit

🏠 Land at, George Street, Dewsbury, WF13 2LX

Received on 22-Jan-2020

✓ Application approved, comment period has ended

5.0 RELEVANT PLANNING POLICY

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 The statutory Development Plan for Kirklees is the Local Plan (adopted 27th February 2019). It states that ‘Our vision needs to consider what Kirklees should be like in the future if the needs and aspirations of those who live, work in, or visit Kirklees are to be met whilst retaining the characteristics that make it attractive and distinctive. It also needs to be flexible to allow us to respond to future challenges in a way that is right for Kirklees and its residents and businesses.’
- 5.3 The statement vision for Kirklees is that people will have access to a range of local facilities including services, health-care and education provision, and adequate infrastructure. Places will be well-connected encouraging sustainable travel including increased opportunities for walking and cycling and improved links to other parts of the Region and beyond.
- 5.4 The following Local Plan policies have relevance to the proposal:
- LP 01 – ACHIEVING SUSTAINABLE DEVELOPMENT
 - LP 02 – PLACE SHAPING
 - LP 21 – HIGHWAY SAFETY AND ACCESS
 - LP 22 – PARKING
 - LP 24 – DESIGN
 - LP 51 – PROTECTION AND IMPROVEMENT OF LOCAL AIR QUALITY
 - LP 52 – PROTECTION AND IMPROVEMENT OF ENVIRONMENTAL QUALITY

NPPF (2024)

- 5.5 The NPPF clearly states ‘that the purpose of the planning system is to contribute to the achievement of sustainable development’ (paragraph 7). Paragraph 10 confirms that ‘in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development’.
- 5.6 Paragraph 11 states that a presumption in favour of sustainable development is at the heart of the NPPF. It goes on to say that ‘for decision-taking this means:
- c) approving development proposals that accord with an up-to-date development plan without delay; or
 - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 5.7 Paragraph 135 of the NPPF, advises that Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 5.8 Paragraph 116 of the NPPF states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- 5.9 The general perspective of the NPPF is that planning should proactively drive growth and support sustainable economic development. It also states that planning should make effective use of land by reusing land that has been previously developed and sets out a presumption in favour of sustainable development. The government is committed to ensuring that the planning system does everything it can to support sustainable economic growth.

National Planning Practice Guidance (NPPG)

- 5.10 The government published its NPPG on 6 March 2014. This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material. Almost all previous planning Circulars and advice notes have been cancelled. Specific reference will be made to the NPPG or other national advice in the Analysis section of the report, where appropriate.

6.0 ASSESSMENT

Principle

- 6.1 The proposed site is unallocated however located in a mainly industrial area with employment uses in the vicinity with a variety of building types and uses. This is an area where flexible employment space alongside support services can support entrepreneurship. The proposed use overall would provide employment in the area and would complement the existing industrial uses that surrounded. It is considered most users of the car wash would be people working and visiting the area.
- 6.2 This is land which needs investment and one that needs bringing up to a good standard. The investment would bring the site to a better and suitable functional use which has been empty for many years.
- 6.3 The proposal would provide a good quality accessible service for local workers and motorists which is much needed in this inner urban area. It would enhance the character of the area by making good use of existing land, it would consider the needs of the surrounding businesses, protect the surrounding built environment and provide jobs within walking distance and reducing the need to travel long distances to other areas.
- 6.4 The effect on residential amenity by reason of noise or other nuisance would be minor given its location amongst other noise generating uses. It is also considered that the proposal would not have a detrimental effect on the safe and efficient operation of the existing transport and road infrastructure. Highways safety and Amenity are further discussed in the relevant section below.
- 6.5 In respect of part of the above policies, the area is predominantly industrial use and the proposed use of the land would be amongst the wider industrial area. The proposal is not therefore considered to have a negative impact on the character of the area and functions. The site is also located in a sustainable area with good access and facilities, and which makes efficient use of the land whilst delivering an appropriate use for the site providing employment to local people.

- 6.6 In light of the above it is considered that the principle of providing a car wash and valeting service is acceptable in Principle.

Scale, massing, and design

- 6.7 The scale of the proposed development has been carefully considered in relation to the surrounding make-up of the area. Given the single storey height of the containers and northern retaining wall which would rise above it the proposal would not impact detrimentally in relation to visual amenity. Only a small portion of the containers would be viewed from the busier Wormald Street. The containers would be clad in grey shiplap to improve their overall appearance in the area, similar to those on the neighbouring site used by the Council. Boundary treatment would also be introduced by way of a low brick wall with railings above. This would ensure the site is appropriately enclosed and presents a satisfactory appearance within the street scene.

Residential Amenity

- 6.8 No residential properties would be impacted by the development in terms of size, massing, loss of light, or overshadowing. The scale of the buildings responds well to the area, creating a harmonised development.

Highways

- 6.9 Policy LP21 of the Local Plan requires all proposals to ensure the safe and efficient flow of traffic within the development and on the surrounding highway network; and where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles.
- 6.10 Paragraph 116 of the NPPF makes clear that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be **severe**’.

- 6.11 3 parking spaces would be provided for customers and staff. Secure cycle storage would also be provided within the office/container area. The surrounding area also exhibits good levels of pedestrian and cycling infrastructure, and there are a high number of public transport opportunities within acceptable walking distance of the site.
- 6.12 It is considered that the impact of the development on traffic is minimal and imperceptible to existing road users and therefore the development would not have a severe impact on the local highway network.
- 6.13 The development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and an abundance of sustainable travel choices.
- 6.14 The one-way system of washing cars, and separate entrance and exit points for customers would ensure free flow of traffic with no waiting on the highway. This is a quiet area with reduced car flow on highways surrounding the site.

Flood Risk

- 6.15 The Planning Flood Map below shows that the site is located in Flood Zone 1.



Biodiversity

The site has been previously cleared to make way for development, and this has been maintained, please see photos below. As such the current ecological value is extremely low, please photos below.

However, in terms of creating value and a 10% biodiversity net gain, planting has been provided around the edges of the site as mitigation a shown on the submitted plans and detailed in the 'Appendix' section below.

It should also be noted that the site is less than 0.2 hectares in size.



Above: The site currently has very little ecologic value

Contaminated Land

A Coal Mining Risk Assessment was submitted, including intrusive site investigations to establish the presence and position of any mine entries as part of the previous approval at the site in 2020. Following the review of this information, the Coal Authority withdrew its objection and confirmed that development was acceptable, with no conditions required.

In relation to this proposed scheme, there are no significant changes to the site circumstances, as such the findings of the previous investigation remain relevant.

7.0 CONCLUSION

- 7.1 It has been demonstrated that the proposed development can be carried out in full compliance with the Council's policies in the Local Plan and the National Planning Policy Framework. The development would provide a good quality commercial use development which would bring a positive contribution without creating a significant detrimental impact on the amenity of the local occupiers.
- 7.2 In addition, the development would bring an enhancement to the land and the surrounding area. As such the proposal should be supported in full by the Council.
- 8.3 When considering future development, the Council should take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will work proactively with applicants jointly to find solutions, which means that proposals can be approved wherever possible, and to secure development that improves the economic, social, and environmental conditions in the area.

APPENDIX

Materials

Boundary wall.



Above: lbstock chester red blend facing brick 65mm.



Above: Boundary to consist of black railings above stone wall. Proposed location can be viewed on submitted pans. Railings to be of metal, coloured matt black.



Above: Dark Grey Embossed Shiplap Composite Wall Cladding - 2900mm, matt finish, 21mm thickness.

Landscaping

11 No. planters to be placed along the eastern and southern boundaries of the site as shown on submitted Proposed Site Plan. Planters to be 0.5m in height.

The species below have been specifically chosen for their hardiness, tolerance to containerised conditions, and high visual value required to satisfy visual amenity planning conditions.

Plant Name	Botanical Name	Quantity	Pot Size	Function
<u>Box Leaf Holly</u>	<i>Ilex crenata</i> 'Dark Green'	11	5 L	Evergreen structural center anchor
<u>Purple Coneflower</u>	<i>Echinacea purpurea</i>	11	2 L	Mid-tier summer pollinator attractant
<u>Caradonna Wood Sage</u>	<i>Salvia nemorosa</i> 'Caradonna'	11	2 L	Mid-tier vertical texture accents
<u>Creeping Jenny</u>	<i>Lysimachia nummularia</i>	11	1 L	Ground cover and trailing edge softener

Each individual container unit, arrange the 4 specified specimens in a linear, tiered format. Space the structural *Ilex crenata* exactly in the center point, flank it with the *Echinacea* and *Salvia* spaced **450mm** apart, and position the trailing *Lysimachia* at the absolute outer edge to cascade over the 0.5 m vertical wall facade.

- **Topsoil base:** 315 L (70%) premium screen-selected, peat-free loam-based compost.
- **Drainage aggregate:** 90 L (20%) washed horticultural grit or sharp sand to prevent waterlogging.

- **Moisture retention:** 45 L (10%) organic matter or composted bark mulch to reduce watering frequency.

- **Freeboard allowance:** Leave a 50 mm gap between the top of the soil substrate line and the absolute top rim of the container wall to stop soil run-off during heavy rain events.

Five-year maintenance and establishment plan

To successfully discharge typical UK landscape planning conditions, you must formally commit to a structured maintenance framework:

- **Failure replacement:** Any plant that dies, becomes diseased, or is damaged within 5 years of the initial installation must be replaced like-for-like in the next planting season.
- **Irrigation scheme:** Manual watering must occur twice weekly during the first two consecutive frost-free spring and summer seasons to ensure root establishment,
- **Weed management:** Soil surfaces must remain clear of competitive weeds through hand weeding and a topped-up 50mm layer of organic bark mulch.
- **Pruning schedule:** Structural evergreens must be trimmed back **annually in late winter** to maintain a tidy form and preserve clearance over pedestrian walkways.