

Report in support of proposed Industrial Development at

Thongsbridge Mills, Holmfirth

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Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:

- 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; or*
- specific policies in this Framework indicate development should be restricted.*

At the heart of the document are 12 Core Planning Principles which include:

proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;

The proposed development will provide much needed employment opportunity in an area in need of investment on previously developed land:

encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;

2.2 Local Planning policy is provided by the Kirklees Unitary Development Plan (UDP). A number of policies are salient to this proposal:

Policies G1 and G4 relate to regeneration to create both economic wealth and employment but also include a high standard of design.

Policies BE1 and BE2 relate to the quality of the design. Although industrial in nature, the scheme proposes areas of landscaping with semi-mature trees, well laid out servicing and parking spaces, glazed entrances and a minimalist, unadorned architecture sympathetic to its setting.

In terms of Transport policies, T10 seeks to ensure new development does not overly burden the existing Highway network. Extensive work has been requested by the Council in relation to the improved site access to ensure it is appropriate for both the Food Store and this development and works are now progressing on site to reflect this. A Transport Statement also accompanies this application.



3.0_Planning Assessment

As previously noted the principle of development has been established by both the most recent Outline Approval and the historic approvals on site and has been further reinforced by the proposed re-allocation of the site in the draft UDP.

The illustrative proposals submitted with the previous application suggested a quantum of development which this application follows and the layout broadly matches the original scheme. The addition of modern Industrial space in an area bereft of employment opportunities is seen as a wholly appropriate action which it is opined conforms with planning policy. Indicative internal layouts have been shown with areas of storage, office and trade counter but these uses are ancillary to the primary B1(c) use defined by the approval.

Agency advice has suggested there is a strong demand for units of this size - and initial approaches have been positive - which suggest the development could re-invigorate a local centre and ensure its longer term future - and the potential employment for the local community associated with it - all as evidenced by the information submitted in support of this application

4.0_Design

4.1_Use

The scheme proposes B1 Light Industrial Use with ancillary trade counter/ storage areas and associated delivery and parking areas

4.2_Amount

The Scheme provides 2262sqm GIA in six units across two blocks with mezzanine areas within 5 of the units.

4.3_Layout

The proposed light industrial space is split across two blocks which are separated by a large service yard/ parking court, linked by a site access road to specialist detail.

The existing entrance from Huddersfield Road has been the subject of protracted negotiations with Kirklees and the agreed design is currently on site to serve the Aldi Foodstore which is in build. The new B1 development will be accessed from this entrance with a T-junction linking to a site road running parallel to Huddersfield Road back into the site.

Block 1 offers its gable to the revised road, with the bulk of the building running parallel to the access road. An enclosed car park within a stone wall helps to reconcile levels and offers planting opportunities. Delivery bays are accessible from the access road with parking spaces interspersed and HGV turning facilities further into the site.

Block 2 defines the northern end of the service yard with three units offering both pedestrian and delivery access. Parking is provided to the Eastern boundary of



the site with a perimeter footpath and retrained landscaping reinforcing the boundary.

4.4_Scale

The proposed portal framed buildings follow industry standards with 6m haunch height and 6 degree roof pitch. Elements of glazing, canopies and large scale roller shutter doors break the units into smaller elements.

4.5_Landscaping

An indigenous landscaping scheme has been proposed with elements of planting focused around the site perimeter and the Huddersfield Road elevation. Species have been selected in combination with the Ecological Consultants to provide diverse habitats to complement the existing riverside setting.

4.6_Appearance

The proposed units are envisaged as simple, functional buildings. Profiled metal wall cladding will be built above a reclaimed stone plinth whilst profiled roofing will incorporate elements of glazing to improve the internal environment. Ppc metal doors and roller shutters will serve the internal spaces whilst a glazed slot will signpost the entrance and potentially serve as a reception space internally subject to tenant requirements.

5.0_Climate Change Mitigation

The issue of Climate change will be addressed through the construction of the new buildings. The proposed envelope will meet the current Building Regulations in terms of Part L and Thermal Performance and the dwellings will be served by new low nox A-rated boilers to provide hot water on thermostatic controls. Lights will be energy saving and will be fitted with timers whilst water saving devices will be fitted to all sanitaryware.

Local Contractors and local materials will be used for the works where possible and waste will be recycled as applicable. Recycling provision will also be provided.

Discussions will be held with renewable energy providers to explore possible technologies which subject to funding may be introduced.

6.0_Access

The scheme is a response to the conditions on site. The level plateau created by the filling of the Mill Pond is below the level of Huddersfield Road and the associated dwellings. The site entrance ramps from the main road and sweeps into the proposed development with the change in level effectively mitigated outside the red line. Falls within the development reflect the general lie of the land but gradients are negligible and level access is available from parking



spaces to all the unit entrances as evidenced by the supporting information. Unit entrances are provided with oversize doors to provide min 900mm clear openings. Internally all doors will achieve a minimum clear width of 800mm in the open position.

Any protection and/or fixed objects on circulation routes will not reduce the effective width of the clear space below 750mm.

The position of all accessible switches and socket points are to comply with the requirements of Approved Document Part M2, Section 8, diagram 29 - set between the zone of 400mm minimum above finish floor level and a maximum of 1200mm above finish floor level.

7.0_Ecology and Environment

The ecological value of the site has been assessed as low - the site has been stripped and filled in association with previous approvals - but the Ecological appraisal has been revisited and a method statement for the removal of Himalayan Balsam accompanies this application.

8.0_ Walkover Inspection

A walkover inspection of the site has revealed no evidence of subsidence. A combined Phase I/ II Study accompanies this application.

9.0_ Incoming Utilities Assessment

The nearby properties evidence that services are available from the local network immediately outside the site in the highway. Capacity studies will be undertaken as part of the next stage of the design.

10.0_ Drainage assessment

The EA's web-based flood zone map shows the site is located in Flood Zone 1, with less than 1 in 1000 chance of river flooding. Concerns have been raised that the River Holme does flow in the immediate vicinity however and an evacuation strategy should be developed with stakeholders.

A scheme detailing foul and surface water drainage accompanies this application.

