



Morbaine

PROPOSED RETAIL DEVELOPMENT HUDDERSFIELD ROAD, MIRFIELD

DAS01
DESIGN AND ACCESS STATEMENT

CONTENTS

1.0 Introduction

2.0 Background & Context

This section describes the development site and its place within the wider context

2.0 Planning & Policy

This section outlines relevant planning policies for this outline planning application

- 2.1 National Planning Policy Framework
- 2.2 Kirklees Local Plan Strategy

3.0 Site Analysis, Opportunities & Constraints

This section provides a commentary on the site analysis and details the opportunities and constraints presented

5.0 Proposed Design & Parameters

This section provides a commentary on the proposed design and outlines the design codes/parameters of the outline application

- 5.1 Site Layout
- 5.2 General Composition, Massing & Scale

6.0 Conclusion

The final section evaluates the design proposal and outlines how the proposal is sufficient to be approved on design grounds

NOTE: DOCUMENT TO BE READ AT A4 TO ENSURE IMAGE QUALITY AND TEXT LEGIBILITY

ALL DRAWINGS IN THIS DOCUMENT ARE NOT TO SCALE. PLEASE CONSULT THE CORRESPONDING DRAWINGS FOR FURTHER INFORMATION.

1.0 INTRODUCTION

This Design and Access Statement is prepared by The Harris Partnership (Architects) on behalf of Morbaine Ltd. It supports an outline application for a retail development on land off Huddersfield Road, Mirfield, described as follows:

Outline planning application for the demolition of existing buildings and erection of Class A1 retail unit with associated car parking, servicing, access and landscaping (all matters reserved except access).

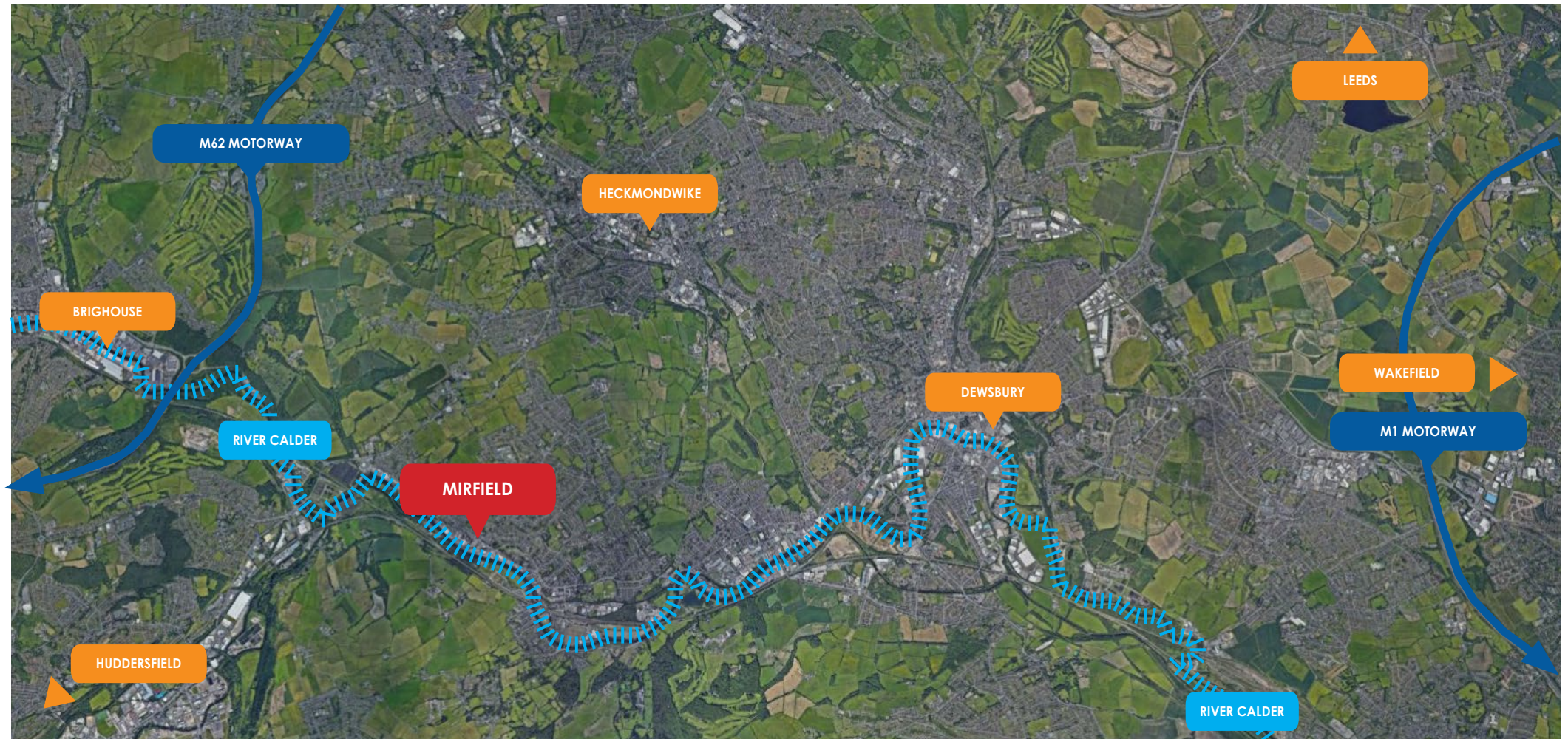
The purpose of this document is to describe the development site, its surroundings and brief planning history. The document will also provide a short review of planning policy and outline the concepts and design parameters behind the proposed development of the site.

The Design and Access Statement has been prepared in accordance with Kirklees Council and Local Validations Requirements and seeks to provide an explanatory commentary on the design parameters of the development site and its place within the wider context of Mirfield. This Design and Access Statement is intended to be read alongside the accompanying drawings and reports which complete this outline planning application.

1.0 BACKGROUND AND CONTEXT

The development site is situated within the town and civil parish of Mirfield, Kirklees and is approximately 6 miles northeast of Huddersfield. Mirfield is in a well-connected

location with the A644, linking the M1 to the east and the M62 to the west. It is also served by Mirfield train station.

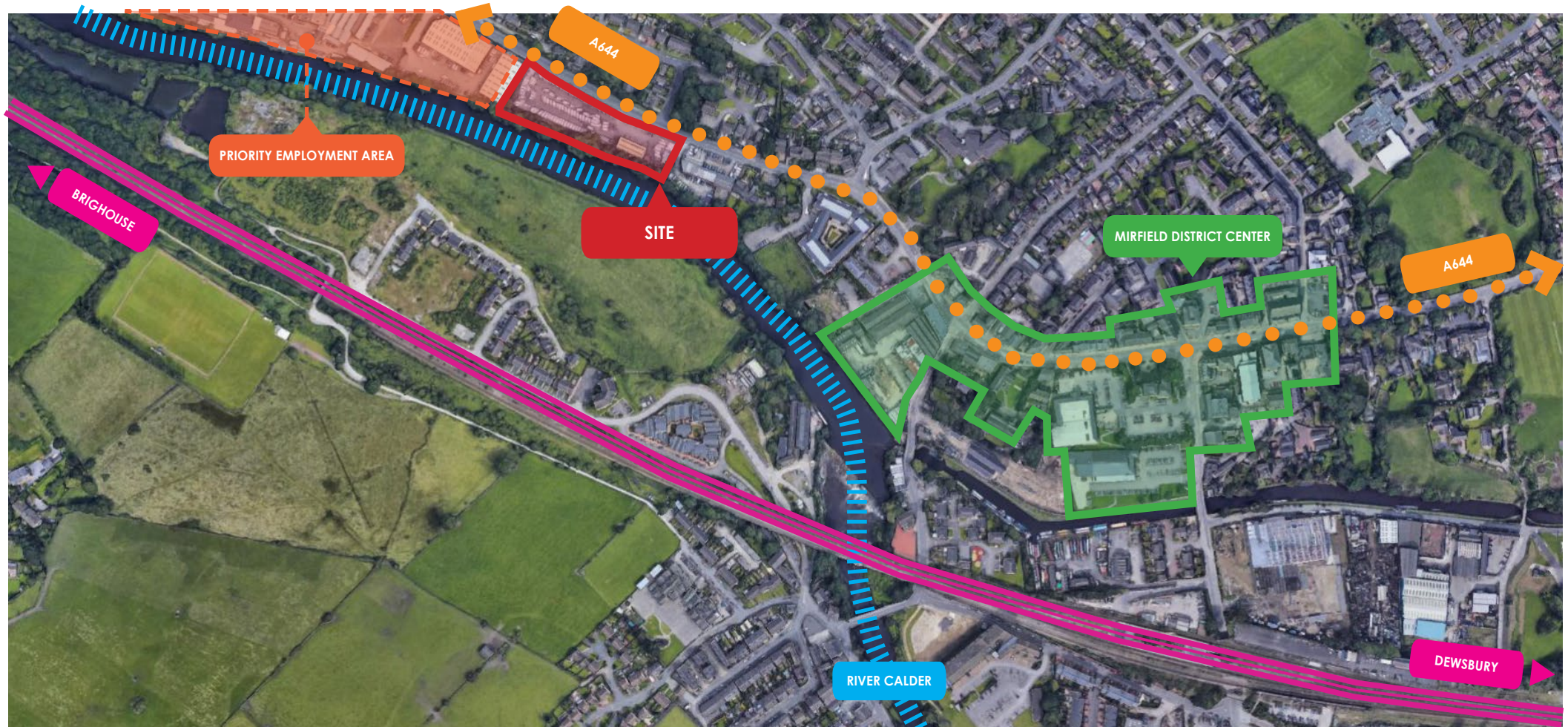


1.0 BACKGROUND AND CONTEXT

The development site is in a prominent location on Huddersfield Road (A644). The site is bounded to the south by the River Calder, with a well-established tree line to the embankment forming the southern boundary

treatment. Immediately to the north of the site are a number of detached/semi-detached residential properties and greenspace. The adjacent properties along Huddersfield Road are of mixed industrial use with the site

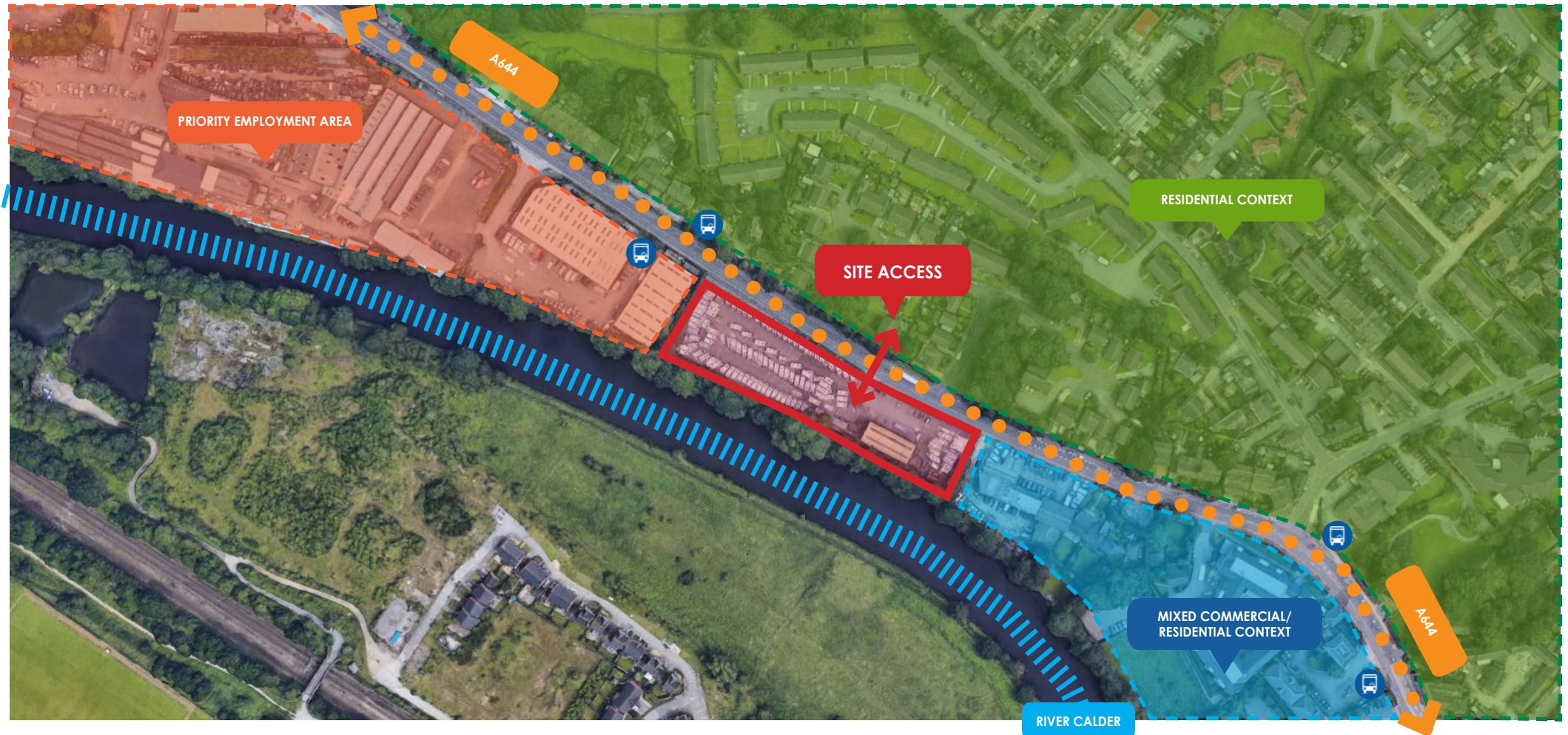
currently occupied by Kenmore Caravans (a caravan dealership). 300m east of the site along the A644 is Mirfield District Centre.



1.0 BACKGROUND AND CONTEXT

The site has good vehicular links to the M1 to the east and M62 to the west along the A644/A638. Further to this, the development site is well connected via public transport, with Mirfield train station 0.5 miles to the southeast

and lies on the 262 Bus Route, with bus stops within 300m of the site in either direction.



1.0 BACKGROUND AND CONTEXT



1.0 BACKGROUND AND CONTEXT



1.0 BACKGROUND AND CONTEXT



2.0 PLANNING POLICY

This section sets out the relevant national and local planning policy framework upon which to assess the design and access arrangement of the proposed development. The key design policies which are relevant to this development and outline planning application are found within:

The National Planning Policy Framework (NPPF); Published 2012

Kirklees Local Plan Strategy and Policies; Adopted 27 February 2019

2.1 National Planning Policy Framework

Section 7 of the NPPF explains that good design is a key aspect of sustainable development is indivisible from good planning and should contribute positively to making places better for people.

Planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;

- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping. Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

2.0 PLANNING POLICY

2.1 Kirklees Local Plan Strategy and Policies

In February 2019 Kirklees adopted their Local Plan Strategy and Policies and as a result some of the previously saved policies in the UDP were replaced. Policies pertinent to this outline application include:

Policy LP1 – Presumption in favour of sustainable development

Policy LP2 – Place shaping

Policy TS5 – Mirfield to Dewsbury to Leeds and North Kirklees Growth Zone

Policy LP24 - Design

As stated in the Local Plan development should reflect:

- a. the settlement's size and function; and*
- b. place shaping strengths, opportunities and challenges for growth; and*
- c. spatial priorities for urban renaissance and regeneration; and*
- d. the need to provide for new homes and jobs;*

The Kirklees Local Plan defines Mirfield & Dewsbury as one distinctive character area, bounded by steep slopes and containing significant areas of historic or architectural interest.

Local Plan Strategy 5.2

The Kirklees Local Plan aims to deliver growth and sustainable development in the Mirfield and Dewsbury character area through the protection/allocation of key employment opportunities in areas of high unemployment in Mirfield. The site lies adjacent to a large (7.05 hectare) Priority Employment Area within Mirfield.

Local Plan Strategy 13.2

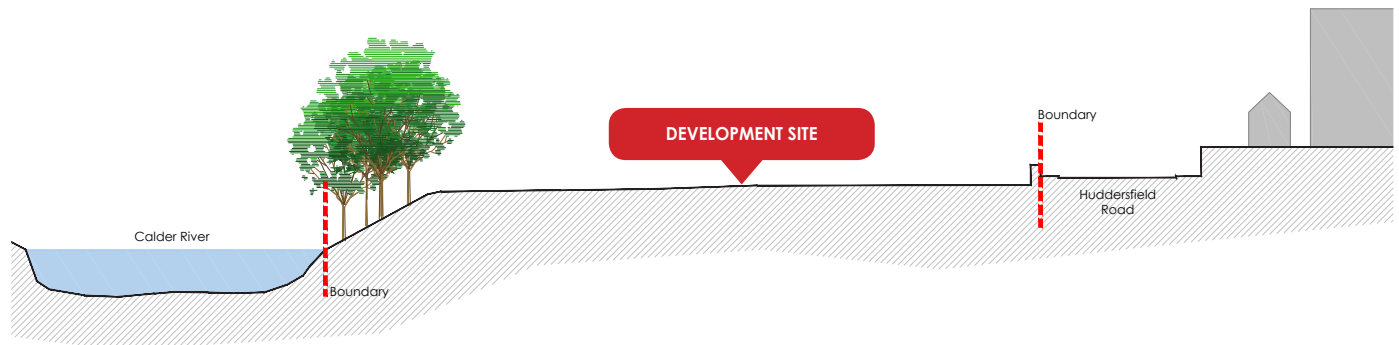
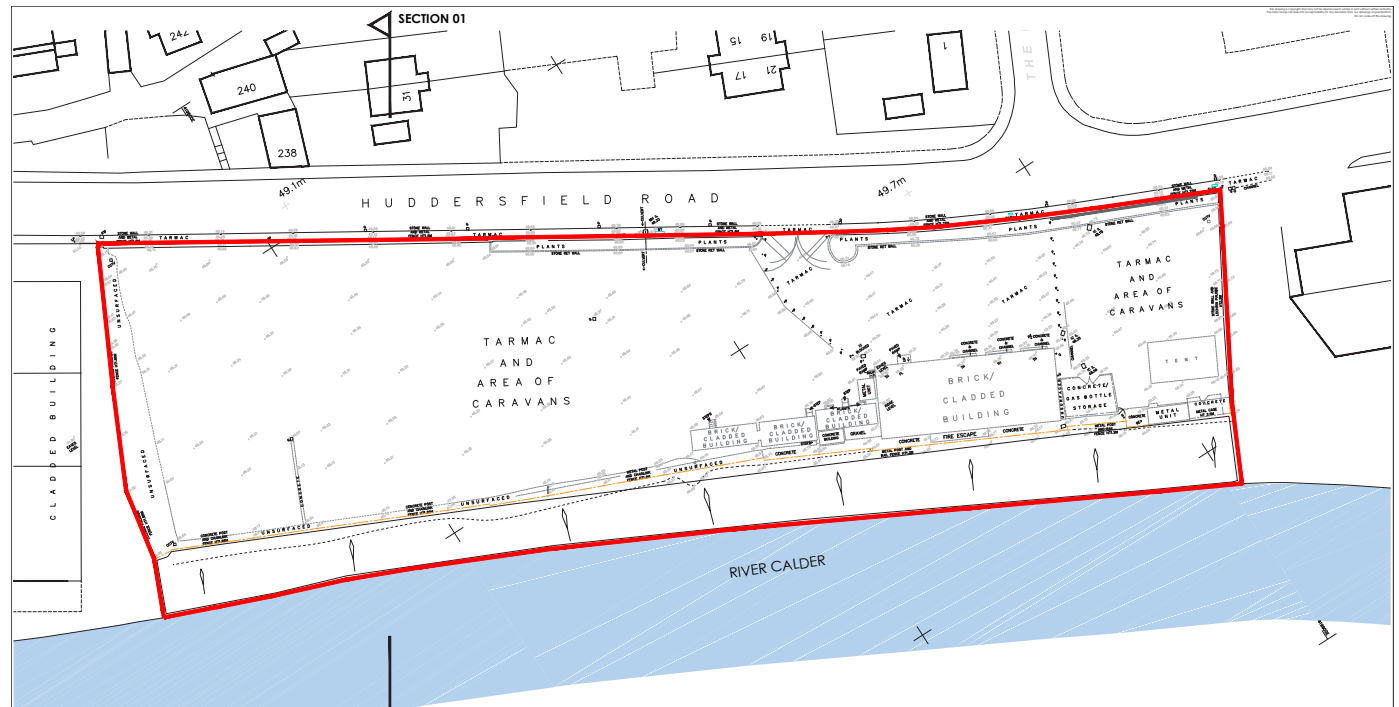
Site lies adjacent to the Strategic Green Infrastructure Network

3.0 SITE ANALYSIS, OPPORTUNITIES & CONSTRAINTS

In total, the red line outline application area for the site covers 1.86 acres (0.75 hectares). The site is proportionally narrow, bounded by the A644 to the north and the River Calder to the south.

The plateau of the site is relatively flat and sits below the level of Huddersfield Road. A high quality stonework retaining wall runs along the length of boundary to Huddersfield Road and is topped with a metalwork railing. Towards the northwestern edge of the site the boundary is treated with a palisade fence.

The boundaries to the east and west of the site are defined by mature vegetation and security fencing. To the south, the embankment to the River Calder is defined by a metal post and chain-link fence, with the embankment covered in mature vegetation down to river level. Currently, access into the site is through a single junction from Huddersfield Road, which is gated.



3.0 SITE ANALYSIS, OPPORTUNITIES & CONSTRAINTS

The site, context and policy appraisal undertaken in this document has provided a thorough understanding of the issues surrounding the site. These can be identified as opportunities and constraints that can be applied to the site which, in turn, will influence the nature of the development proposed. These are summarised below and in the following illustrations/graphics.



3.0 SITE ANALYSIS, OPPORTUNITIES & CONSTRAINTS

The key opportunities presented by the site are as follows:

- The creation of new jobs and investment within Mirfield, which have both direct and indirect positive effects on the local economy;
- The relatively flat plateau of the existing site;
- An opportunity to contribute positively to the existing streetscene and provide a prominent built frontage onto Huddersfield Road, given the prominent position of the site;
- To enhance and contribute positively to the local character area of Mirfield;
- The site's accessibility in relation to the Mirfield District Centre and its close proximity to a number of transport links.

-  Close proximity to employment area
-  Relatively flat existing plateau level to site
-  Opportunity to positively contribute to streetscene
-  Well defined, boundary treatment
-  Well defined existing access
-  Well connected, close proximity to highway



3.0 SITE ANALYSIS, OPPORTUNITIES & CONSTRAINTS

There are a number of constraints which will influence the form, scale, positioning and massing of the proposed development:

- The site proportions limit the efficient orientation of the proposed development;
- The level difference between the site and Huddersfield Road limit the active frontage available directly onto Huddersfield Road;
- The embankment and river to the south of the site limits the developable area of the site and the mature vegetation should be preserved where possible;
- The requirement for the outline approval to remain as flexible as possible in order to attract and meet market demand.

-  Feasible build zone given site proportions
-  Mature vegetation to embankment
-  Level difference between plateau & road to be treated sympathetically
-  Close proximity to river edge
-  Site proportions limit feasible build zone

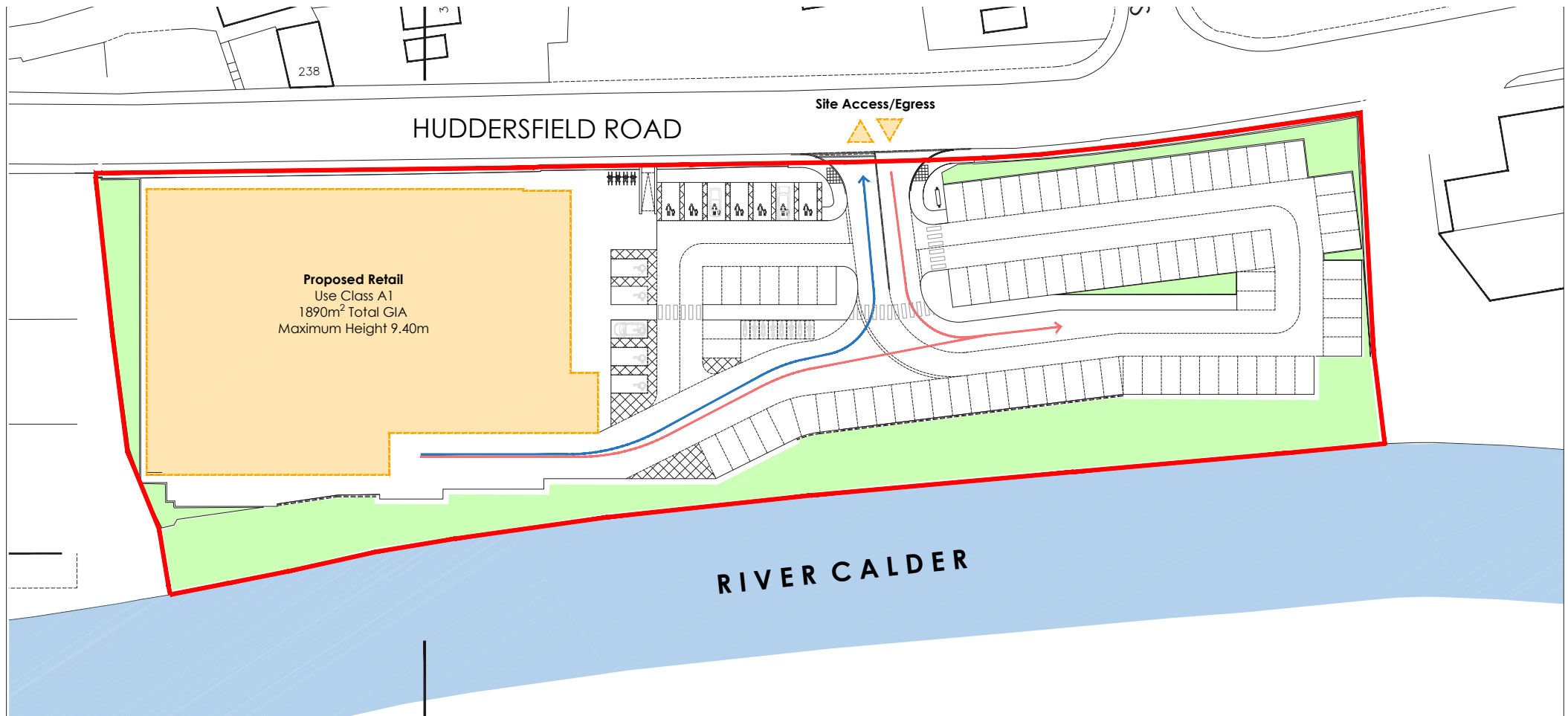


4.0 PROPOSED DESIGN PARAMETERS

The proposal is an outline planning application including means of access from Huddersfield Road for a retail development and associated parking. The precise development will be determined at Reserved Matters stage when

details of scale, layout, appearance and landscaping will be submitted for approval. Outline approval is sought to ensure flexibility for future occupiers.

The following section will explain the design parameters of the outline application and the aspirations of the development.



4.0 PROPOSED DESIGN PARAMETERS

4.1 Site Layout

The layout is driven by the site constraints and proportions of the site. It is proposed that the retail unit will occupy the widest part of the site to the west, with the accompanying car parking proposed to the east.

As such, the proposed massing and scale should respond accordingly to the residential properties across Huddersfield Road and the industrial units on the adjacent site.

The main vehicular access into the site will retain and modify the existing junction to

improve circulation into the site and enable the safe access and egress of servicing vehicles.

The layout of the proposed retail unit and associated car parking shall allow for adequate circulation within the site for both pedestrians and vehicles.

The servicing route for the proposed foodstore shall remain as clear as reasonably practical from the customer vehicle circulation areas. The servicing access will be shared with the customer access (given the site constraints), but shall be made legible and safe for

pedestrians.

The orientation of the foodstore shall allow a frontage onto Huddersfield Road in order to positively contribute to the streetscene. Furthermore, the entrance to the foodstore shall be clearly indicated through a legible elevational treatment.

Cycle hoops are to be provided inline with the minimum required by Kirklees Council and situated close to the main pedestrian links and proposed unit entrance.



PROPOSED OUTLINE MASSING & SCALE STREET SCENE

4.0 PROPOSED DESIGN PARAMETERS



4.0 PROPOSED DESIGN PARAMETERS

4.2 General Composition, Massing & Scale

The design and scale of the building must be sympathetic to the urban character area of Mirfield.

Building heights are to be in keeping with the surrounding context and residential vernacular.

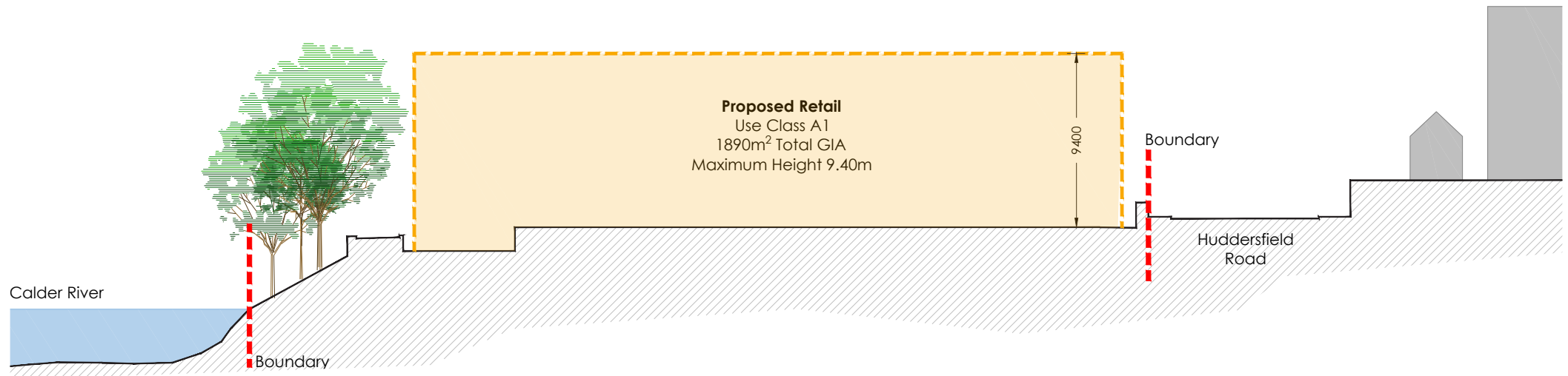
The building must work with the existing levels of the site and provide a positive contribution

to the Huddersfield Road streetscene. To achieve this it is proposed that the massing will be at its highest onto Huddersfield and fall away towards the River Calder, mirroring the terrain. This will create a generous frontage to the Huddersfield Road and overcome the level difference between the site and the road.

Ground levels to the proposed retail unit will relate to the proposed levels, with level access off pedestrian routes. Strong, coherent and safe pedestrian routes will also be provided.

Materials should be of good quality across the elevations of the proposed unit and contribute to the urban character area of Mirfield, utilising a sympathetic palette in harmony with the surrounding context.

The overall composition of the elevations must contribute to the Huddersfield Road streetscene and guide pedestrians into the site through the thoughtful integration of glazing and a legible form.



4.0 PROPOSED DESIGN PARAMETERS



4.0 PROPOSED DESIGN PARAMETERS



5.0 CONCLUSION

This Design and Access Statement is prepared by The Harris Partnership (Architects) on behalf of Morbaine Ltd. It supports an outline application for a retail development on land off Huddersfield Road, Mirfield, described as follows:

Outline planning application for the demolition of existing buildings and erection of Class A1 retail unit with associated car parking, servicing, access and landscaping (all matters reserved except access).

Through the design process, careful consideration has been given to a number of design parameters in order to outline the aspirations of the development. These aspirations have resulted from a detailed appraisal of the site and its constraints and seek to positively contribute to the urban character area of Mirfield.

In terms of accessibility, this outline application makes provision for both vehicular and pedestrian access into the site. The location of the proposal is such that the development is highly accessible and legible by both pedestrians and vehicles.

To conclude, the commentary in this Design and Access statement and accompanying drawings describes how the proposed development will respond to the needs of the wider community and contribute positively to the local context. The development can therefore be considered to comply with local and national planning policy in relation to design matters.

Morbaine

