

# DESIGN & ACCESS STATEMENT

## Spurn Point, Manchester Road

Farrar Bamforth Associates Ltd  
Chartered Architectural Technologists



 **D M Textile Machinery Ltd.**  
TEXTILE MACHINERY SUPPLIERS

August 2019 – 19/D23

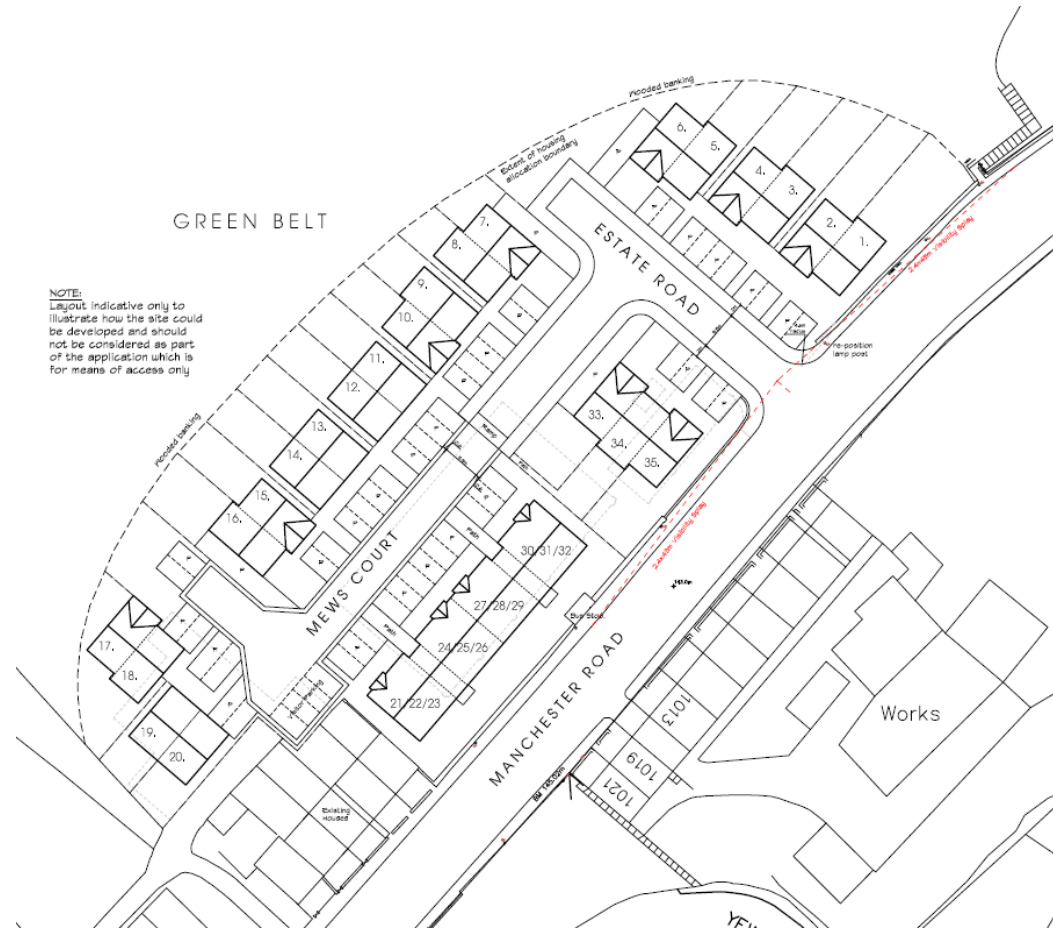
# [1] INTRODUCTION

- 1.1 Farrar Bamforth Associates Ltd have been appointed by DM Textile Machinery Ltd to prepare and submit an outline planning application with access as the only reserved matter to change the use of this industrial site into residential use.
- 1.2 A pre application enquiry has already been submitted under application no. 2019/20187 and the consultee's responses discussed at a meeting with Adam Walker, the planning officer on 4<sup>th</sup> July 2019.
- 1.3 In the Highways response to the pre-application enquiry a speed survey and a stage 1 road safety audit were required to be submitted as part of the outline application. Paragon highways have been appointed to provide this information.
- 1.4 Rogers Geotechnical Services Ltd have already prepared a Phase 1 Desk Top Study for the site and this report is also submitted with the application.



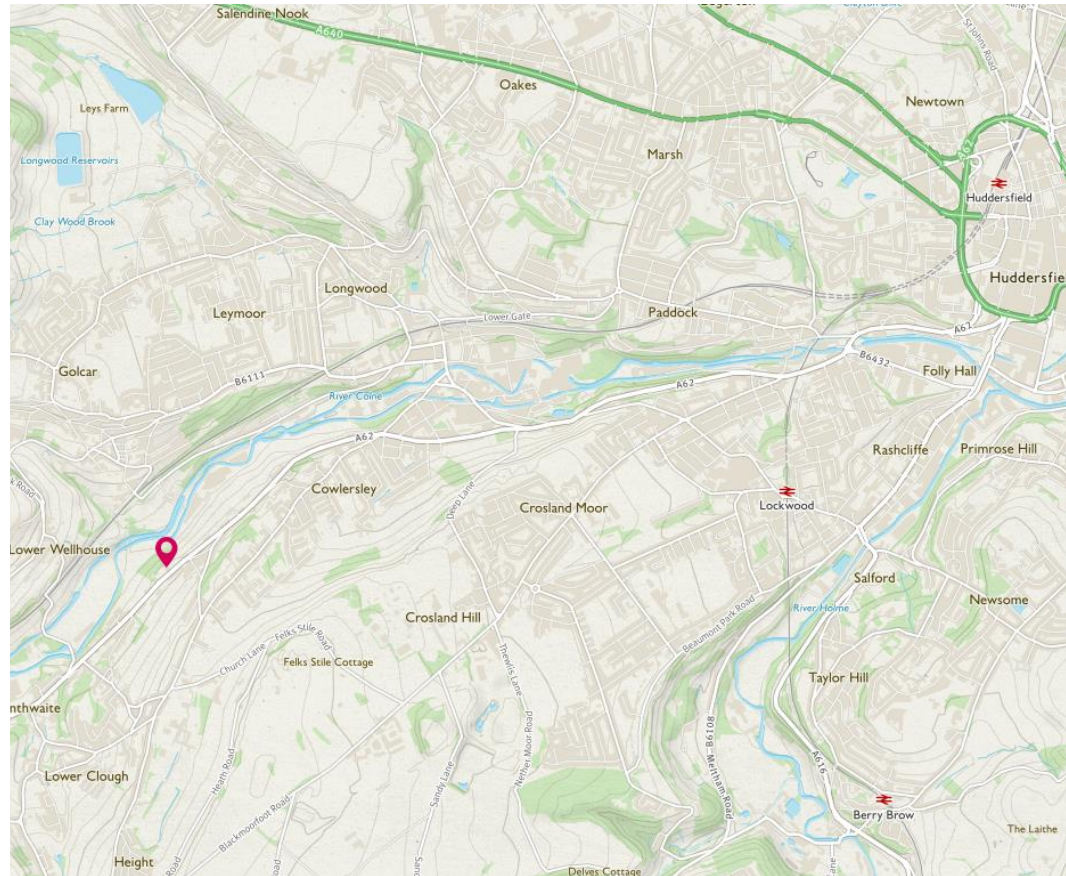
## [2] PROPOSAL

- 2.1 The proposal is for outline planning approval to change the use of the existing industrial site into residential use. The only reserved matter to be considered under this application is means of access.
- 2.2 A site layout has been provided to accompany the application to illustrate how the site could possibly be developed, with a combination of houses and apartments. However, this layout should not be considered as part of the application which is for means of access only.
- 2.3 The site is currently occupied by D.M. Textiles Machinery Ltd who are suppliers of the pre-owned and reconditioned textile machinery. Prior to this ownership, the site was occupied by a former well know local building contractor.
- 2.4 In the new Kirklees Local plan the site has been allocated from industrial to house land and given designation H174.
- 2.5 The attached application is to obtain an outline planning approval to confirm this new designated use.



## [3] SITE LOCATION

- 3.1 The site is located at Spurn Point, on the northern side of Manchester Road (A62) Linthwaite, Huddersfield. The post code is HD7 5RF and the OS Reference is SE10743 15473.
- 3.2 In the wider context, Huddersfield Town Centre is 2.5 miles, Slaithwaite Railway station is 2.3 miles. The nearest motorway junction on the M62 heading west is 3 miles and heading east is 4 miles. The local centre of Slaithwaite with shopping and leisure amenities is 2.2 miles away.
- 3.3 The A62 heading west gives access into Lancashire, Manchester city centre and its wider conurbation.



## [4] SITE CONTEXT

4.1 The site area of developable land is approximately 0.63 hectares, to the rear (north) of the application site, there is a further 2.6 hectares of wooded land which slopes down to the Huddersfield Narrows Canal and Rive Colne. This land is designated Green Belt on the local plan and is part of the larger swathe of Green Belt running along this section of the northern slope of the Colne Valley.

4.2 The site fronts onto Manchester Road and is set down from pavement level with a retaining wall and stone boundary wall delineating the front boundary. Mid way along the site frontage a bus shelter juts into the site level with the pavement so the retaining wall continues along the sides and rear of the shelter.

4.3 The south west boundary of the site wraps round the rear gardens of a row of terraced houses and under dwellings which face onto Manchester Road.



4.4 Just beyond where the northern boundary of the developable land arcs round to meet Manchester Road, there is a gap in the stone wall at the rear of the pavement with steps leading down to a footpath, which traverses the wooded slope mentioned above, to terminate onto the towpath of the Huddersfield Narrow Canal.

4.5 Being situated on Manchester Road the site had excellent connectivity to the local centres of Milnsbridge, Linthwaite, Slaithwaite and Marsden both by bus and rail.

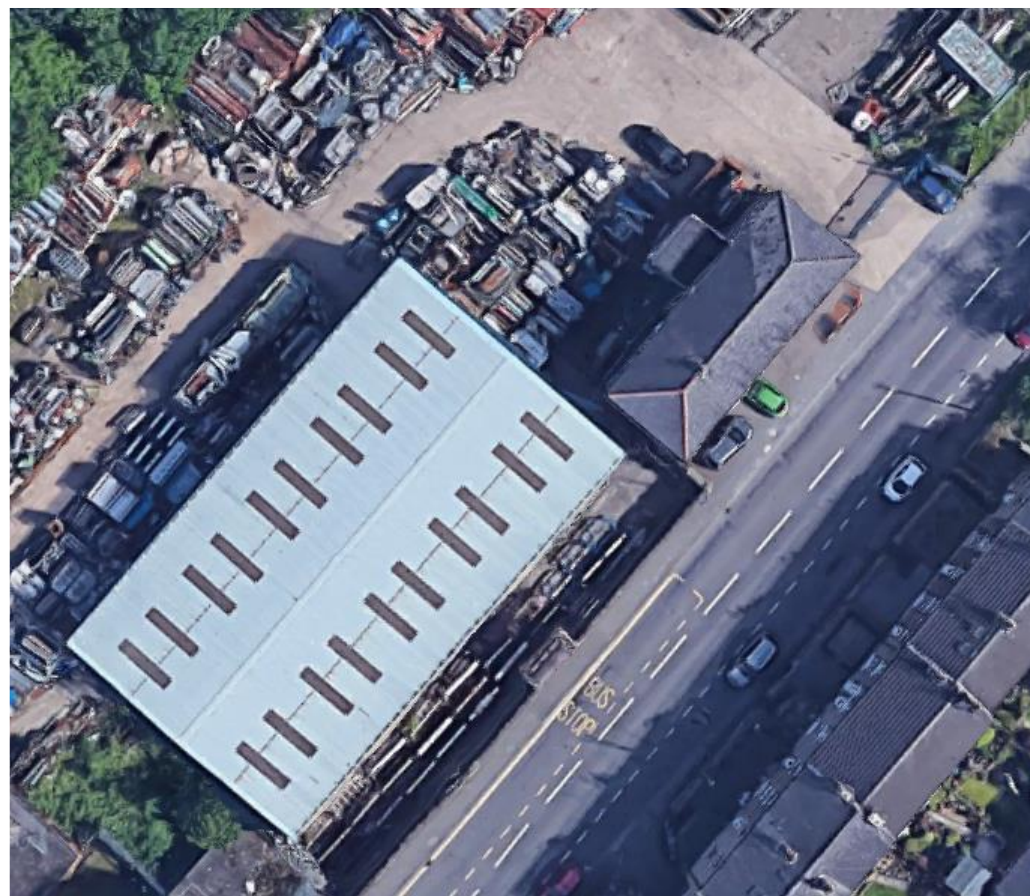
## [5] SITE ANALYSIS AND LAYOUT

- 5.1 The site has always been in industrial use both as its former use as a builder's yard and offices and with its current use as a supplier of pre-owned and re-conditioned machinery.
- 5.2 The site is virtually level, which is unusual for this locality, where the land tends to fall away from the road down to the valley bottom. It would be safe to assume that when the site was used as a builder's yard it was filled using material brought back from building sites over time and the sloping ground was gradually reclaimed as a level platform. At the outer perimeter of the level yard, the ground falls away steeply until it meets the natural slope of the original land.
- 5.3 This land reclamation has structural stability implications for the proposed houses and new road, whereby ground testing needs to be carried out and substructure designed accordingly.
- 5.4 Similar testing will be required to ascertain the level of contamination in the ground and appropriate remedial measures taken to satisfy housing requirements which have a sensitive end user classification.
- 5.5 The existing buildings on site currently comprise stone build office building, a large workshop with an overhead crane and smaller, older industrial buildings on the south western boundary. All the buildings are to be demolished to give a clear site.
- 5.6 The proposed access to serve the development is to be in the same position as the existing access but with the footways shown on the site layout leading off the existing footway and the kerb radius as shown.
- 5.7 The layout as shown is for illustrative purposes only, as means of access is the only reserved matter to be considered under this application.
- 5.8 All mains services are existing on the site. Foul drainage can be readily connected to on site and surface water can also be connected via attenuation or alternatively taken to the river for discharge.



## [6] CONSULTATIONS

- 6.1 A pre-application consultation has already been carried out on the site and a meeting held with Adam Walker on 4<sup>th</sup> July 2019 to discuss the outcome of the consultations.
- 6.2 The consultation responses can be viewed under pre-application no. 2019/20187



## [7] ACCESS

- 7.1 The site is accessed off A62, Manchester Road using the existing access point but altered to comply with the Council's Highways requirements.
- 7.2 It is proposed that the estate road configuration then turns 90deg to the south west and continues running parallel to Manchester Road, but retaining a stub of road continuing off the original leg to form a turning head. The estate road then terminates in a ramp and changes to a mews court arrangement with a shared access and 600mm margins instead of footways.
- 7.3 A speed survey has already been carried out to determine the visibility splays as required by Highways in the pre-app consultation, even though Manchester Road has a 30mph limit along this stretch of road. The readings dictated that the visibility splay to the left when exiting the site should be 2.4m x 45m and 2.4m x 43m, both of which are easily achievable.

