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1.0
Introduction

1.1 Introduction

This D & A Framework Document has been produced by KPP Architects to be submitted in support of the Outline Planning Application for the Phase 2 redevelopment of the former North Bierley Water treatment works site.

The Framework follows closely the requirement set out in Article 9 of The Town and Country Planning (Development Management Procedure) (England) Order 2015. for Outline Planning Applications of this nature to be accompanied by a Design and Access Statement. It explains the design principles and concepts which have informed the outline development proposals including; Use, Scale, Density, Layout and how access issues have been dealt with.

The contents have closely followed the requirements set out in the Planning Policy Guidance website which sets out the formal requirements for Design and Access Statements.

These recommend that applicants follow an assessment-involvement-evaluation-design process. This closely mirrors a good design process and means that the final design will be informed by the wider context of the site.

Therefore the key characteristics of the outline proposals have been influenced by a thorough design assessment process which includes:

- Assessment; including Physical, Social, Economic and Planning Policy context.
- Consultation and Involvement.
- Evaluation.
- Design.

This Document, although submitted with the Outline Planning Application will set out the design principles and parameters to be followed on future Reserved Matters Applications. Many of the detailed elements, such as Design, Layout, Appearance and Landscaping are yet to be finalised. However, it will provide a reference point from which to formulate the future detailed design proposals. Nevertheless, this document does demonstrate that the design process for this Outline stage has paid proper regard to the assessment of the proposed site use, and how it will fit in with the land use around the site and the wider site context.



Above: Application site-highlighted in red

Purpose

The Outline Design Proposals, as laid out within this document informs on the following key factors:

- Use - What the buildings and spaces will be used for and how they fit in with the area and its integration with local facilities and transportation.
- Amount - How much development the site can accommodate.
- Layout - How the buildings and public and private spaces could be arranged on the site, their relationship to one another and the surrounding site context. This will be indicative due to the Outline nature of the application.
- Scale - How big the buildings and spaces could be (their height, width and length). This will be indicative due to the outline nature of the application
- Appearance – Possible indicative styles for the proposed buildings and their reference to their local vernacular. This will be indicative due to the outline nature of the application
- Landscaping - How open spaces and landscaping could be treated to enhance and protect the character of a place and its setting. This will be indicative due to the Outline nature of the application.

This document also informs on the design principles of two potential aspects of access to the development:

- Vehicular and Transport Links - Why the access points and routes have been chosen and how the site responds to the existing road layout and public transport provision.
- Inclusive Access - How people can get to and move through the place on equal terms regardless of age, disability or social grouping.

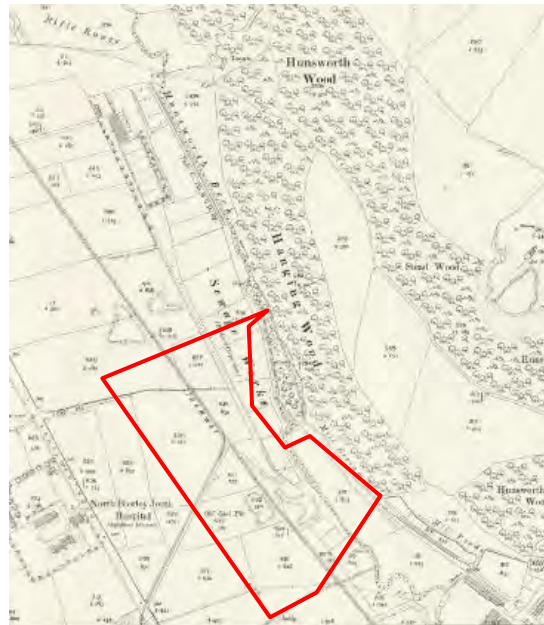


2.0
Context

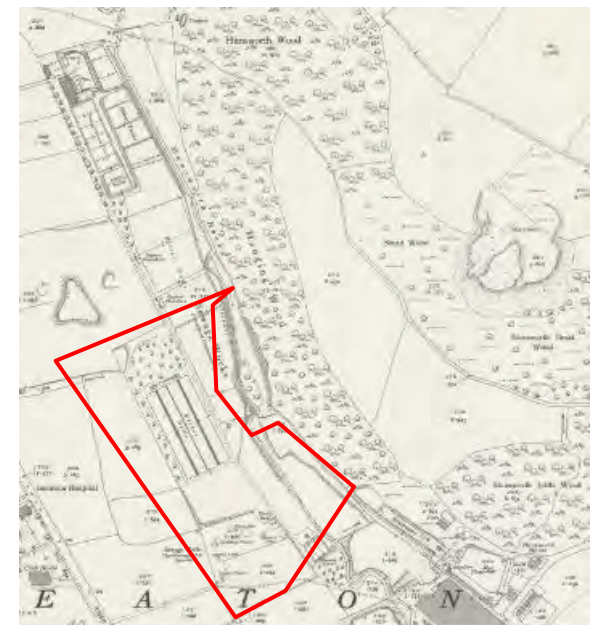
2.1 Existing Site Context



Above: Historic Map circa 1851



Above: Historic Map circa 1905



Above: Historic Map circa 1938

Location

The North Bierley site is located to the south of Bradford adjacent to junction 26 of the M62 and 14km south west of Leeds. The site sits within the Kirklees Metropolitan Council area.

The Site

The site is located to the southern edge of Bradford between Oakenshaw and Cleckheaton, approximately 15km north east of Huddersfield and 5km south of the centre of Bradford. The site is located off the junction the M606 and adjacent to junction 26 of the M62.

The site is bounded to the west by the M606 and south by the M62. To the north and east are Hunsworth Beck and Hanging Wood, with open land beyond. The main access to the north from Cliff Hollins Lane that runs to Oakenshaw under the M606. Phase 1 of the development of this land is in progress to the north.

The location has superb transport links due to its proximity to the M62, but also benefits from Bradford and Huddersfield stations 6km and 12km away respectively from the site along with bus links to Huddersfield, Manchester & Leeds. Leeds and Bradford International Airport lies 20km to the north east of the site.

Site Usage

The site has been partially used as a waste water treatment plant since the early 1930s, with the sloping land closer to the M62 and M606 having been affected by past mining activity and the construction of the two motorways

Key Views – Existing Site



The application site is approximately 19 acres/ 7.7 Hectares (including access road) and lies within Kirklees Employment allocation ES 7, adjacent to a major road network (junction 26 of M62) and forms Phase 2 of the delivery of industrial units within the area allocated for employment.

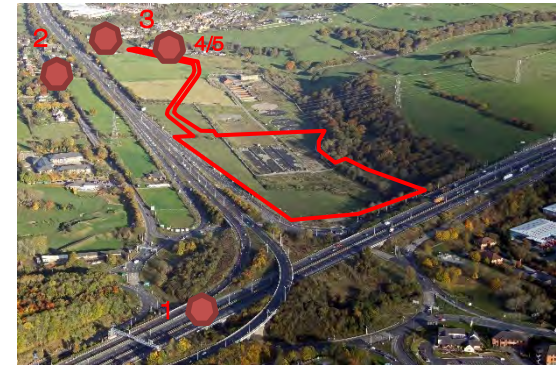
Key Views – Existing Site



1) Roundabout at junction of M62 / M606 looking towards Bradford Road



2) Bradford Road in Oakenshaw looking along Mill Carr Hill Road running under M606 near northern end of proposed site.



3) Junction of Mill Carr Hill Road and Cliff Hollins Lane on main route to proposed site entrance



4) Junction of Cliff Hollins Lane and existing site entrance



5) View at northern end of site at existing site entrance

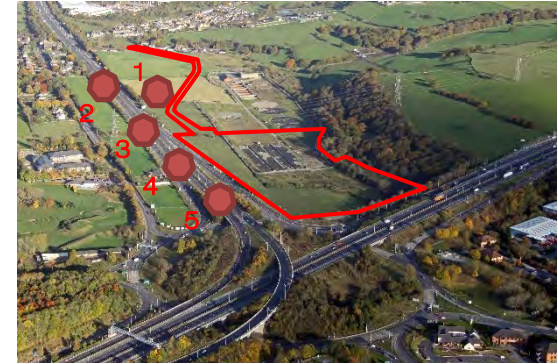
Key Views – Existing Site



1) Aerial view south above adjacent sites currently under development, and along M606 to the south



2) View south along M606 showing existing landscaping to western boundary of the proposed site



3) View towards centre of the proposed site from the M606



4) View from southern end of site on M606 slip road looking north over proposed site



5) View east over proposed site looking towards existing waste water treatment works

Key Views – Existing Site



1) View at junction of M606 slip road at M62 roundabout looking over the southern end of the proposed site



2) View north from the M62 slip road looking up the length of the proposed site



3) View north west from the M62 towards the proposed site hidden behind the adjacent Hanging Wood



4) View south towards northern end of the proposed site from Cliff Hollins Lane

5) Aerial view south towards northern end of the proposed site from above Cliff Hollins Lane showing construction work associated with the Interchange 26 development to the north.

2.3 Site Analysis

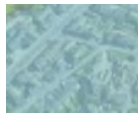
Key



Application site



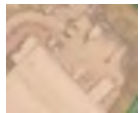
Agricultural land



Existing Residential



Existing School



Existing Industrial /
Commercial



Golf course / Sports field



Trees / Greenspace



Above: Plan showing the development site, surrounding area and main uses

Kirklees Local Plan

This plan is an extract from the Kirklees Local Plan proposals map adopted 2019, application site marked "yellow star."

The site is an allocated employment site, washed over by a Department for Transport Scheme, adjacent to the Green Belt.



Application site



Local Wildlife Site



Greenbelt



Employment allocation



Department for Transport Highway Scheme





Extract from Kirklees Policies Map adopted 2019

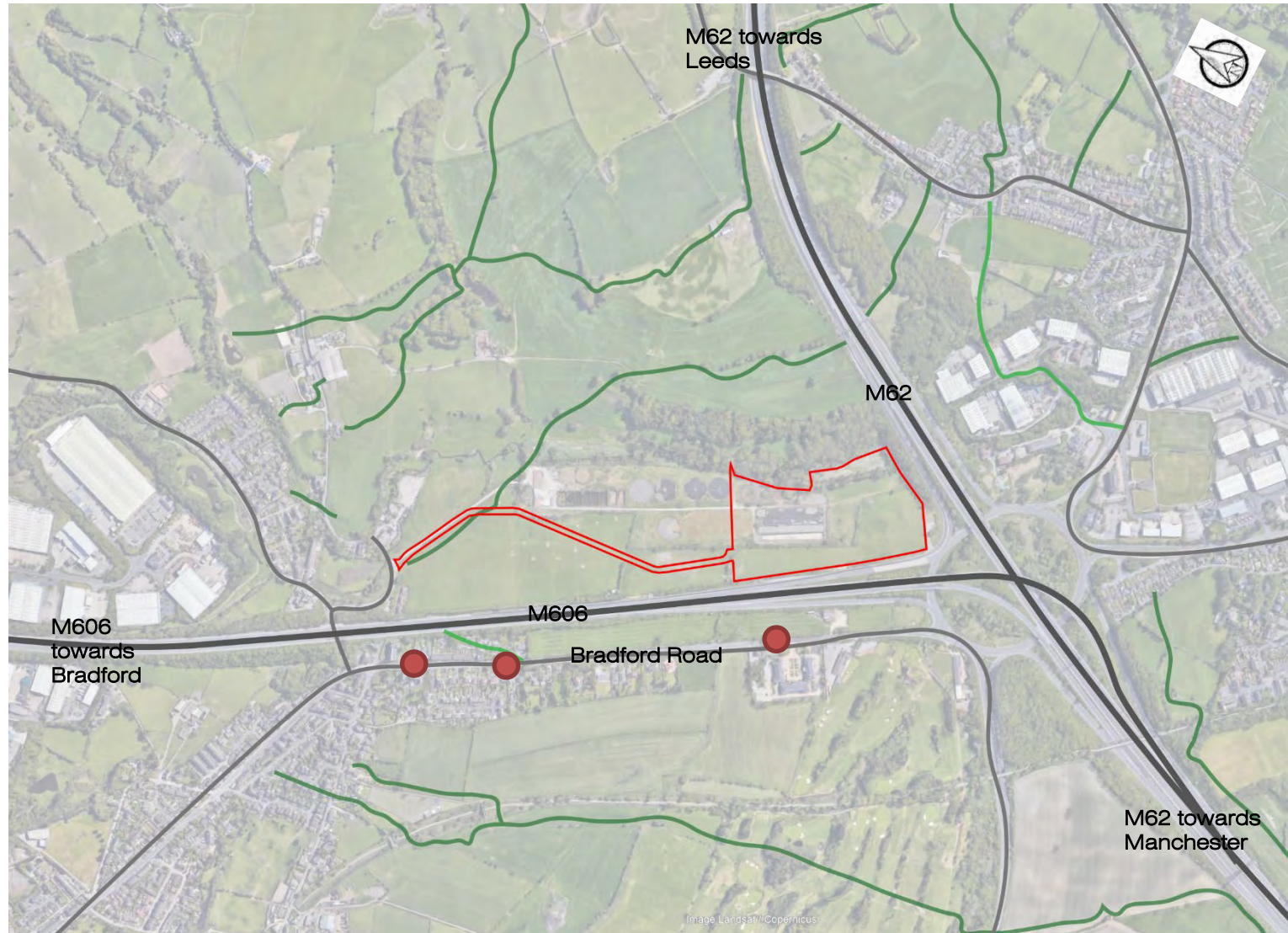
2.5 Existing Connections

Transport & Access

The proposed site benefits greatly from its close proximity to junction 26 of the M62 with the M606. Access to the site from the employment zone to the south of the site would be a direct route from the M62/M606 junction, north along Bradford Road, under the M606 and entering at the northern end of the site, avoiding a need for increased traffic through Bradford and nearby Oakenshaw.

Bus routes to Dewsbury, Wakefield and Bradford city centre are regular, bus routes (268 & 268A), a short walk from the site along Bradford Road.

-  Motorway routes (M62/ M606)
-  Local distributor roads
-  Nearby bus stops



Plan of proposed site and surrounding area highlighting main constraints & influences

2.6 Site Analysis

Ecology

The ecology assessment notes that there are some areas of invasive species that will need to be managed. The habitats have a range of distinctiveness from very low, through to moderate but there is an area of the site which is Kirklees Wildlife Habitat Network.

It recommends that impacts on Hunsworth Beck should be avoided and that a biodiversity construction management plan may be needed.

There are opportunities for new native scrub and tree planting along the beck to create a buffer and strengthen the wildlife network, as well as to enhance the diversity of grassland through introducing wildflower seed mixes. Other habitats can also be created on the undeveloped areas of the site, to create a biodiversity net gain.

(Please refer to separate Ecology Assessment Reports accompanying this application for further details).

Highways

The transport assessment concludes that the proposed development is acceptable and will not result in any highway safety issues, congestion or major delays that might warrant refusal of the proposed development.

It also concludes that the site is accessible by walking, cycling and public transport, and that the already approved access infrastructure can also accommodate the development proposed by this application.

(Please refer to the accompanying Transport Statement for further details).

Drainage & Flood Risk

The site is in Flood Zone 1, with a low risk from all sources of flooding. Surface water will be attenuated in a combination of piped and open storage, with discharge to Hunsworth Beck at a rate that won't cause downstream flooding. Foul drainage will connect the site wide system created for the adjacent development.

(For further details please refer to separate drainage report and FRA Assessment Reports accompanying this application.)

Noise

The noise assessment shows that the development is not close to any sensitive receptors and will not cause unacceptable noise issues.

(Please refer to separate Noise Report accompanying this application for further details).

Archaeology

The archaeological desktop concludes, that due to the extensive redevelopment of the site as a water works and the construction of the M62 adjacent to the site, the potential for matters of archaeological interest is unlikely.

(Please refer to separate Archaeological Appraisal accompanying this application for further details).

Visual Impact

The contained nature of the site provides an enclosed setting for the development proposals, with the M62 to the western and southern boundaries and the consented scheme to the north.

Furthermore, the Visual Impact Appraisal concludes that there are limited receptors affected by the proposals, the application site is a second phase on an allocated employment site and therefore the resulting visual impact is minimal.

(Please refer to separate Visual Impact Appraisal accompanying this application for further details).

Air Quality

The Air Quality Assessment demonstrates that the proposed development will not lead to an unacceptable risk from air pollution, or to any breach in national objectives.

(Please refer to separate Air Quality Assessment accompanying this application for further details).

Landscape & Trees

To help reduce visual effects, the Landscape Strategy suggests planting the southern and eastern boundary. This will provide a landscaped screen of native trees and hedgerow to the buildings and car parking in order to help soften the built form in its setting.

The LVIA concludes that there will be minimal additional visual impacts beyond those of the already approved development, due to the limited views available; the limited number of potential receptors; the development of the consented scheme, and; the nature of the proposals.

(Please refer to separate Tree Survey accompanying this application for further details).

3.0
Consultation and Involvement

Consultation & Involvement

Consultation & Involvement

The Local Planning Authority has been consulted pre-submission. The consultees included Policy, Highways, Drainage, Environmental Health, Housing, Recreation, and the Planning Officer.

Key issues for discussion and resolution were as follows:












- Policy – Justification for redevelopment of an allocated employment site with a retained Highways Agency interest.
- Highways – Point of access, mitigation of increased traffic flows
- Drainage – SUDs solutions

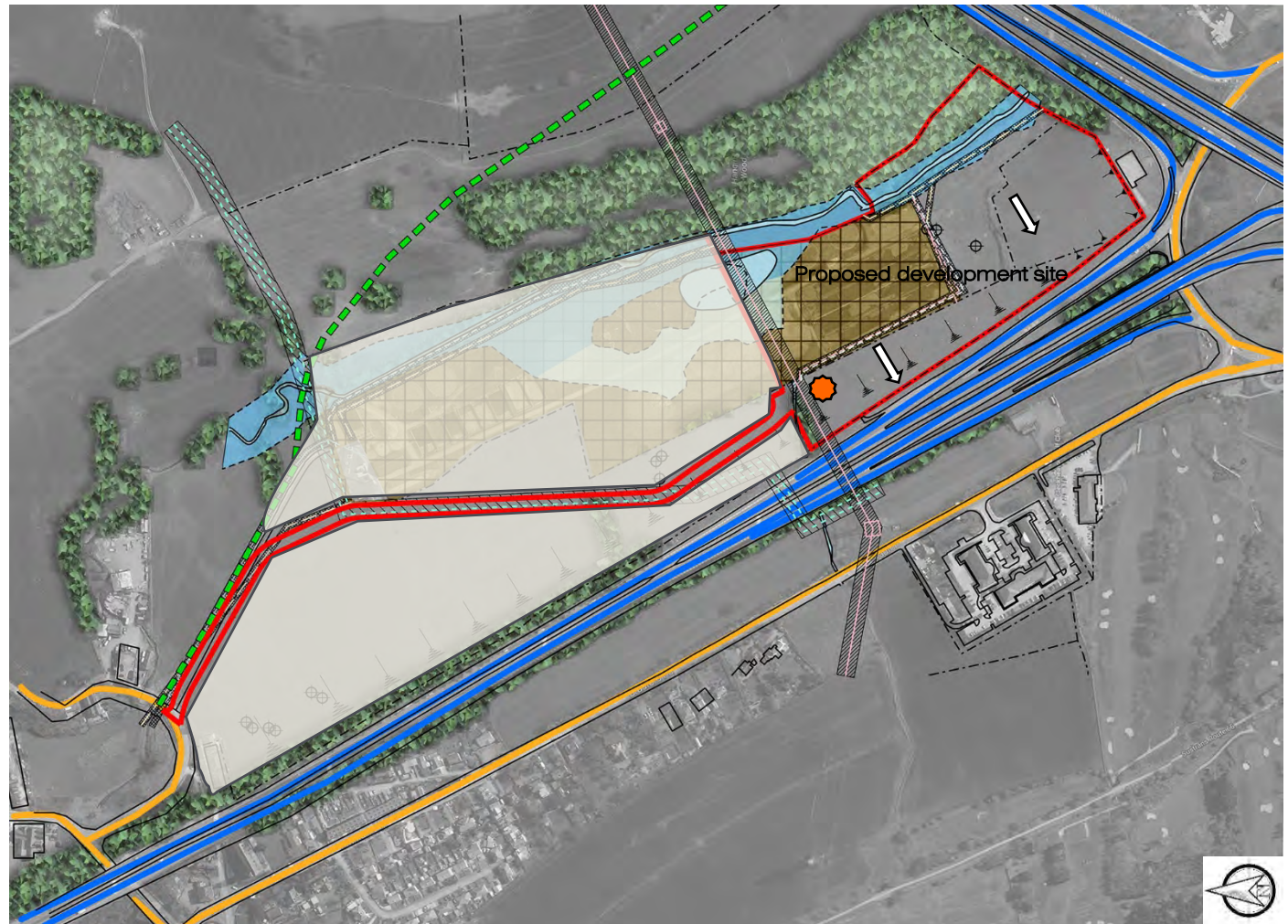
Community Consultation

Public consultation has been completed, which included a letter drop and website to notify the local area of the proposed development. A meeting with ward councillors, local MPs and key stakeholders was also attended. Further information can be found in the accompanying Statement of Community Involvement.



4.0
Evaluation & Design Evolution

-  Existing hedgerow & woodland
-  M606/M62 motorways (blue)
-  Slope up (white arrow)
-  Surrounding access roads (orange)
-  High point on site
-  Public footpath PROW (green)
-  Gas main & easement (green/ hatched)
-  Overhead electricity lines & easement (pink/ hatched)
-  Flood zones & possible balancing ponds (blue shading)
-  Area formerly occupied by water treatment works
-  Phase 1 consented scheme – on site



Plan of proposed site and surrounding area highlighting main constraints & influences

Objectives

The aim of this development is to expand on the employment opportunities established by the Phase 1 consent in 2016, currently on site. The whole development aims to create a diverse and vibrant location for employment creation and business development for a range of end users.

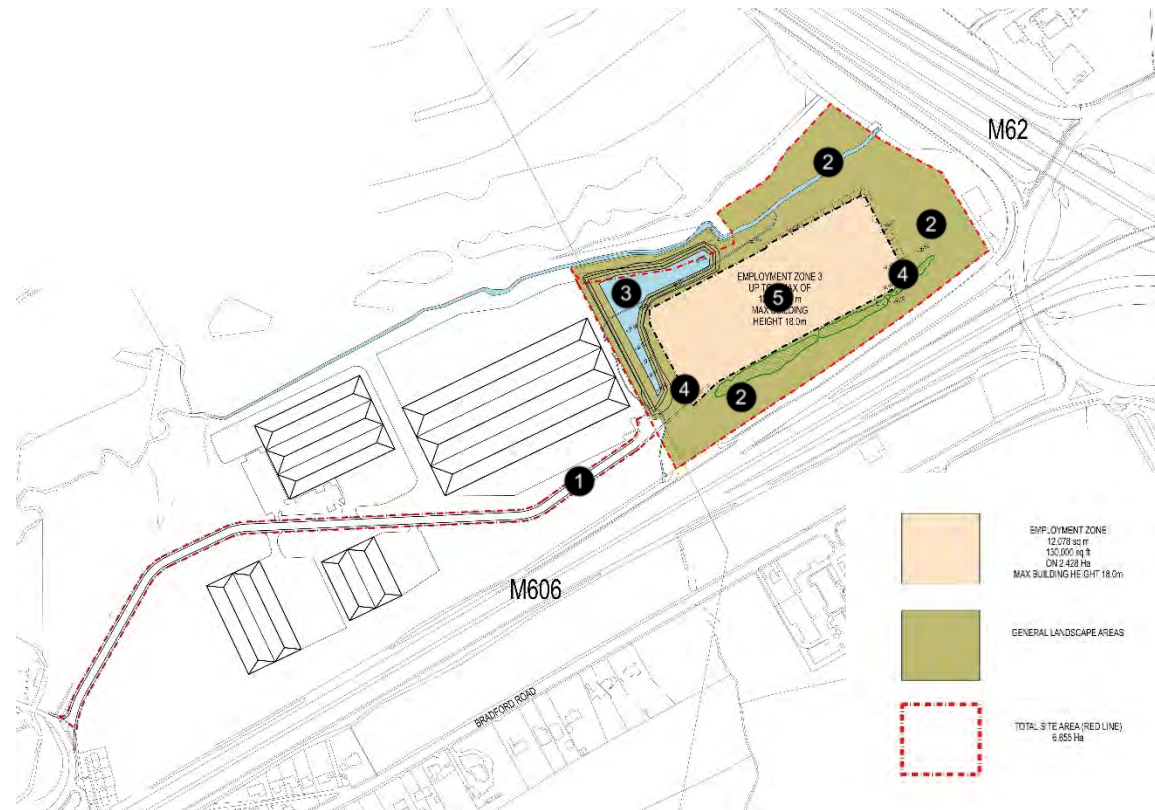
This document sets out an analysis of the site and a series of design principles in order to facilitate and aid the development of individual plots through reserved matters applications.

The aim is also to create a series of design principles which seek to foster the development of a high quality environment for both those who use and those who visit the site.

The application site is in a prominent and strategic location along the M62 corridor, visually prominent from Junction 26 of the motorway.

Consent of this proposal will provide the opportunity for up to 12,078 sq m Eg(iii) (B2/ B8) industrial units, maximum height 18m.

The site's strategic and established location as well as its prominence provides a great opportunity to create a vibrant and diverse working environment, catering for a range of occupiers and providing a catalyst for employment creation.



- 1 New site access from Phase 1 access road
- 2 Landscape buffers
- 3 Storm water attenuation facilities
- 4 Potential focal points
- 5 Development plot

5.0
Design Solution

Layout/ Amount/ Use & Scale

The site's strategic location, its prominence on the M62 and the extension to the Phase 1 employment zone provides an opportunity to expand on the vibrant and diverse working environment begun in Phase 1.

The plot can accommodate up to 12,078 sq m industrial development, which will expand development and employment opportunities in Kirklees.

The indicative masterplan has been informed by both the physical constraints of the site and its surroundings, as well as its local and regional context. The enclosed yet sloping nature of the site, with services and ground constraints create a series of challenges and opportunities.

The principles of the masterplan are as follows:-

1. Access to the site is proposed from the existing Phase 1 spine road extending it down the west of the site and built to adoptable standards.
2. A direct visual entrance from the existing Phase 1 estate road, encouraging the buildings proposed for this frontage to have strong visual design and an active frontage.
3. The location of this site will mean it will be attractive to a range of industrial & storage uses with possible trade counter provision, so the scope for varied form and high quality buildings is limited. However quality architectural features will be employed to those buildings fronting the M62.
4. The existing landscape buffer along the boundary of the M606 will be retained and expanded. Areas of landscaping will be planted to form small wooded areas and 'hedge boundary' divides through the site in addition to more formal planting along the main spine road.
5. Due to the topography of the site, extensive landscaping is retained to the periphery of the development plateau.
6. An area of low lying ground can also be used for on-plot balancing/ water storage during periods of heavy rain to alleviate flood risk.



Plot Development Design

The development should take into account the following design criteria intended to create an harmonious but diverse built form allowing for individual requirements but within an overall design guideline framework:-

1. Buildings must be designed appropriately to their use and function whilst contributing to an attractive, safe and vibrant environment that is sustainable for the future.
2. New buildings should of a high quality contemporary design appropriate for their use in context. Careful consideration should be given to prominent elevations to the M62 and the setting within Phase 1, currently on site.
3. The building layout is important and should consider the orientation of the entrance/ offices/ windows when creating interest. The topography of the site is challenging however and it may be more appropriate to locate offices and windows to the south, facing the M62, to minimise heating requirements, and with suitable mitigation for solar gain .
4. Large yard areas associated with industrial/warehousing units may have to be orientated along principal elevations due to the restricted nature of the site levels, so careful consideration should be given to the external spaces and their screening.
5. The use of high quality industrialised materials will be encouraged, such as the use of composite panels and specialist profiles on prominent elevations.
6. Curtain Walling or ribbon windows to primary elevations will be deemed more appropriate than individual punched in windows in order to establish a modern aesthetic.
7. Long featureless facades are to be avoided where practicable, particularly to prominent locations.
8. Careful consideration should be given to detailing of junction, eaves, corners etc. with an emphasis of articulation and precision of detailing.
9. Robust detailing for energy efficiency is to be incorporated throughout.
10. Building where appropriate should demonstrate use of environmental features such as solar shading etc.



Feature Building
Corner / Façade



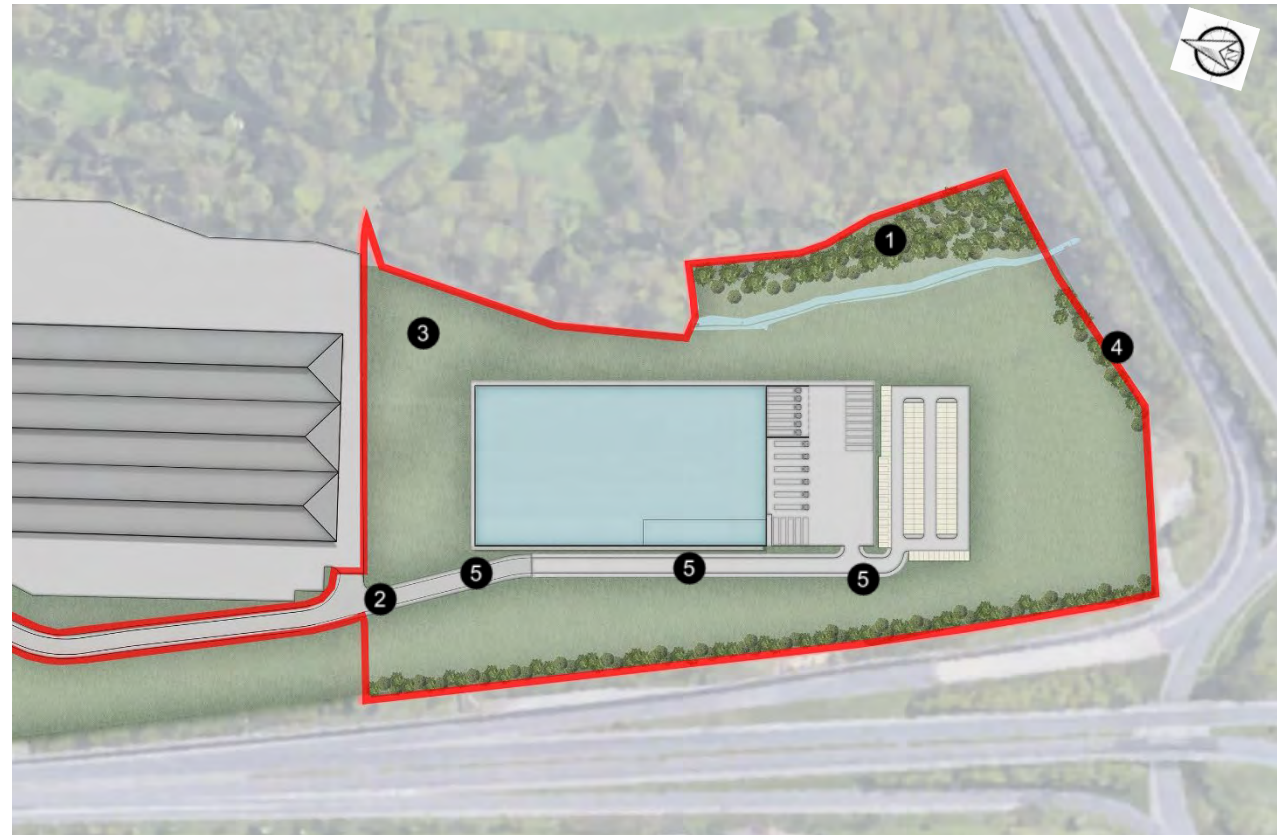
Proposed site
access road

Landscape Strategy

The principles of the landscaping proposals will be submitted as a Reserved Matters application following the outline, however some possible parameters are outlined below :-

1. Extension of infrastructure planting to the new spine road from Phase 1
2. Significant landscaping buffers to the periphery and areas under the existing overhead power lines can be utilised for strong screening. Creating visual interest, whilst enhancing wildlife corridors and habitats on site, bolstering connectivity to the wider landscape.
3. An on-site balancing pond will also add interest and opportunities for biodiversity gain.
4. There are obvious areas for focal landscaping, such as the point of entry from the spine road and the abutment with the M62 to the south.
5. The landscaping should be carefully considered along the eastern boundary close to Hunsworth Wood.
6. The primary principle of the landscaping strategy should be to respond to the existing landscape features and setting, whilst creating an individual setting for the proposed development.

- 1 Retained/ enhanced trees
- 2 Key arrival points
- 3 Possible surface water attenuation location
- 4 Landscape buffer to M62
- 5 Infrastructure planting along spine road



5.4 Materials

Materials

High quality materials would be utilised on key elevations and focal corners which could incorporate such materials as composite flat panelling, increased areas of feature curtain walling, facing brickwork and other building materials.

Curtain Walling or ribbon windows to primary elevations will be deemed more appropriate than individual punched in windows in order to establish a modern aesthetic.

The use of window brise soleil to southern glazed areas would also provide a high tech appearance to these key elevations.

The use of modern horizontal sinusoidal silver cladding could also be utilised in prominent locations with less important elevations then having more traditional vertical/horizontal profiled cladding.

It is considered that the building palette should be sympathetic to Phase 1, to provide elevational unity across the both developments.



FEATURE FOCAL CORNER

BRISE SOLEIL



5.5 External Design Concept

External Works

Plot hard/ soft landscape design will be of a high quality and integrated within the overall design layout. Extensive areas of soft landscaping to the boundaries will be provided as outlined on the indicative plan, with more structured landscaping to spine roads and parking/ entrance areas.

A selection of paving materials to hard landscaping areas should reflect an integrated approach to the design of roads, paths, car parking, street furniture etc. Development of an individual plot should take into account legislation with regard to provision of textured paving for the visually impaired and the ease of access on appropriate levels for the use of disabled persons.

Dividing large areas of car parking with trees/shrubs should be considered to create visual interest, with street furniture as appropriate.

It is accepted that service yards need to be functional within the overall industrial aesthetic, however the car parking and pedestrian areas should incorporate a range of textured finishes. To this end, it is proposed that block paving, for example, combined with flagging and attractive gravels to be utilised.

Parking

The location of car parking areas should be associated with the primary entrances and large areas of car parking should be broken up with landscaping and built elements in order to reduce the visual impact.

The visual impact can be further reduced by a selection of a variety of external finishes.

Large areas of surface car parking should be discouraged from the focal point locations and primary spine and frontages.

Signage & Lighting

Lighting is an important element to contribute to both the security and night time look of the site. Infrastructural proposals aim to provide a visually attractive and energy efficient lighting scheme in conjunction with the local authority to minimise light pollution and maximise energy conservation.

Inclusion of feature lighting to principal landscape features and structural elements are to be proposed. It is proposed that lighting to the individual buildings should be carefully considered in accordance with current CIBSE guidelines.

Estate signage will be integrated within the overall design and proposals will be sought from individual occupiers who must integrate signage within the overall design and must not be seen as an 'add-on'.



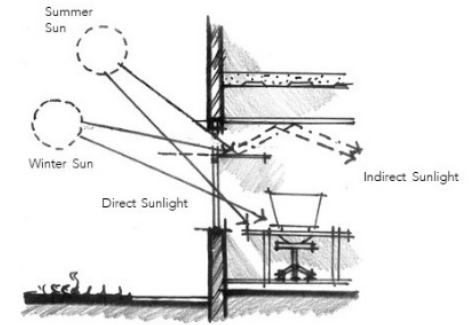
Sustainability

A sustainability strategy and delivery framework has been developed using the 'Six Capitals' model. This has enabled the project team to target high development standards across each of the capitals.

The sustainability statement is structured under a number of themes. Due to the outline nature of this application, all strategies proposed within this statement are to be further explored during the next design stages with details confirmed within the reserved matters submission(s).

The key themes are:

- * Supporting the local economy through addressing business needs, creating jobs and generating investment in the local economy during operation.
- * Creating a biodiversity net gain beyond policy and legal requirements.
- * Using SUDs and water management measures to reduce flood risk and help manage local water quality.
- * Orienting the building to be energy efficient, using sustainably sourced materials and good insulation to minimise energy needs.
- * Considering renewable energy sources including Solar PV and heat pumps.
- * Encouraging public transport access, walking and cycling through travel planning measures.



5.7 Conclusion

Conclusion

The proposed application site has been allocated for employment as per the local policies map, and is part of a second phase of development on the adjacent parcel of land.

The application complies with NPPF Guidelines as well as Local Planning policy and is supported by the accompanying technical reports. Alongside compliance, it also offers economical benefits to the area and aids with occupier needs in the area. It is suggested that due to the above, and additional accompanying documentation, this application should be granted.



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