



Proposed Development

at Land off Lindley Moor Road
Lindley
Huddersfield

HD3 3SX

LMSH-MWA-01-XX-RP-A-0004

Design and Access Statement



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ARCHITECTURAL

Contents & Document Control

1.0 Introduction

3

2.0 Site Context and Analysis

4

3.0 Concept Design

7

4.0 Design Appraisal

8

5.0 Exterior Precedents: Building ‘P’

10

6.0 Security

11

7.0 Summary

13

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I.0 Introduction

Martin Walsh Architectural have been appointed to prepare a Design and Access Statement for the Outline Application of a proposed employment site at Lindley Moor Road and Full Planning Application of a Industrial Unit at the same site on behalf of 2SH Developments Ltd.

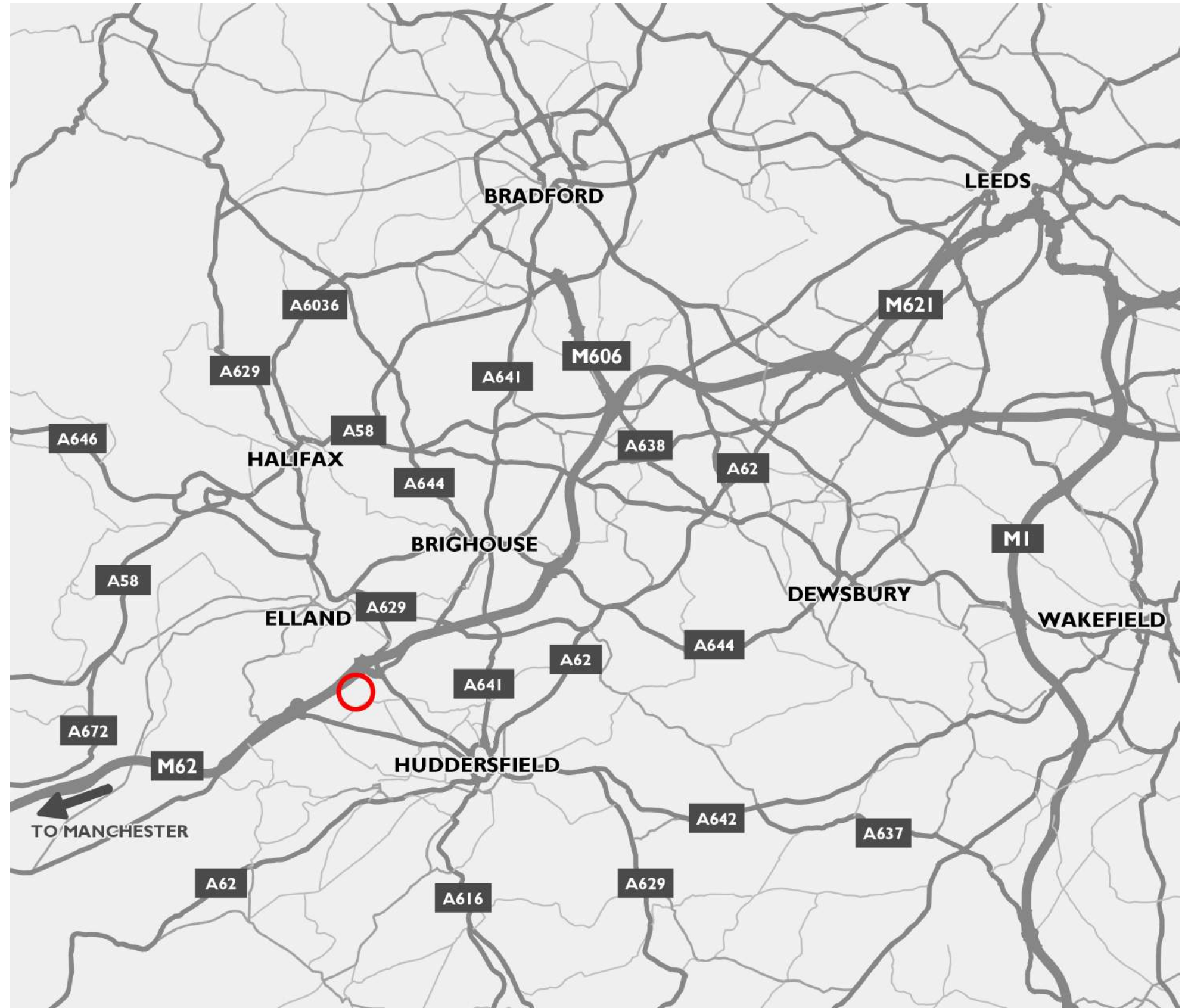
This application follows feedback from a comprehensive Pre-Application submission, ref: 2020/20447.

This report will outline the site analysis, the proposals and the design justification.

The site is located at Lindley Moor, on the northern boundary of Huddersfield. The site is positioned to the south of Lindley Moor Road and between Crosland Road and Weatherhill Road. The site is bounded to the South by part residential development and part greenfield land.

The site is part of the allocated Local Plan ID MXS3 in the Kirklees Local Plan for mixed use (housing and employment).

In context of the wider area, the site has Lindley directly South, Birchencliffe to the East and Mount to the West. To the North of the site is Green Belt land, the M62 and the boundary between Kirklees and Calderdale. Further North is Elland and Halifax. Junctions 23 and 24 of the M62 are within close proximity of the site accessed via Lindley Moor Road.



2.0 Site Context and Analysis

The site is 6.3 ha of greenfield land currently used for pasture farming by the applicant. The boundary of the site is defined by Lindley Moor Road to the North, Crosland Road to the West, Weatherhill Road to the East and a mix of residential development and greenfield land to the South. The site is part of Local Plan allocation ID MXS3, allocated for mixed use - housing and employment (total area 32.16 Ha)

The Opportunities and Constraints plan opposite outlines the analysis of the site with detail as follows:

Topography

The site is at the peak of Lindley Moor, with the highest point located to the west of the site (265m AOD). The site gradually falls to the east dropping to 236.5m. The average gradient of the site is 1:11, with the steepest areas at a gradient of 1:7.

Surrounding Land Use

The site is located in a mixed use area, including housing to the north east, south east and south west (currently under construction) corners of the site - these are noise sensitive boundaries as can be seen on the Opportunities and Constraints plan. Directly to the east of the site is a greenfield area with a PROW crossing that appears to be used for agricultural grazing / equestrian pasture. Directly south of the site is another area of greenfield land very steep in nature. To the west of the site are a number of commercial units including Mac's Trucks, Rybrook Jaguar & Land Rover and Lesjöfors Springs. Lindley Moor Road defines the Green Belt boundary to the north and this is generally more open rolling landscape but with the presence of the M62 running parallel to Lindley Moor Road.

Ground Conditions

The site is located in a Coal Authority Development High Risk Area, a Probable Shallow Coal Mine Workings area and with the potential for a coal outcrop below the proposed development.



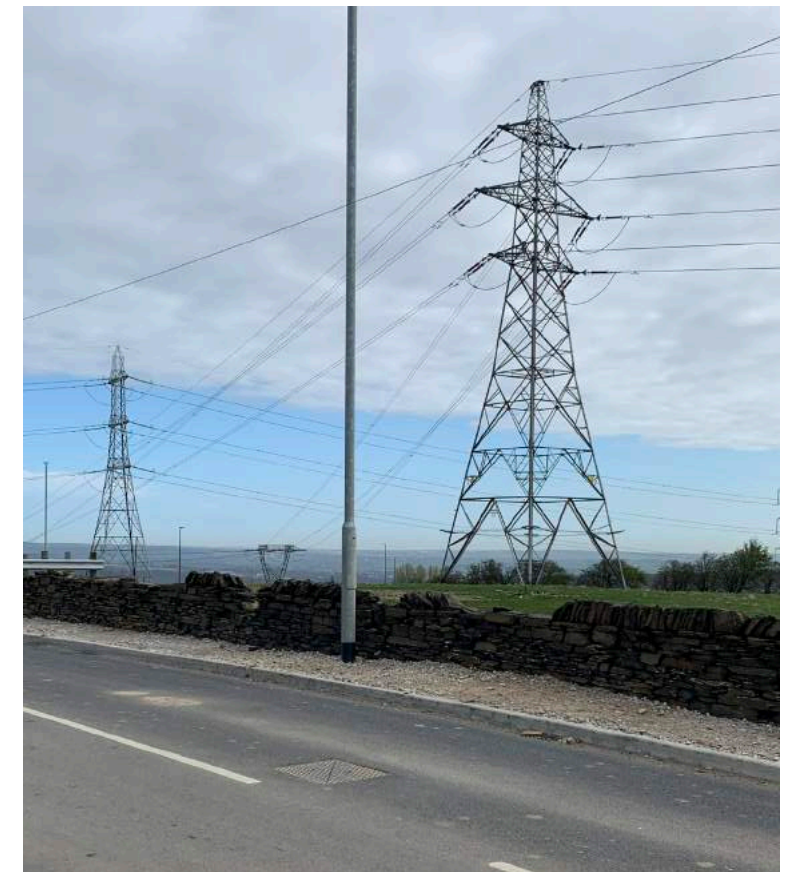
Housing at corner of Lindley Moor Road & Weatherhill Road



View west along Lindley Moor Road at junction with Weatherhill Road

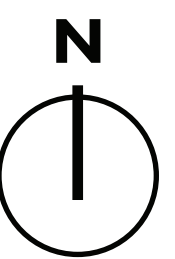
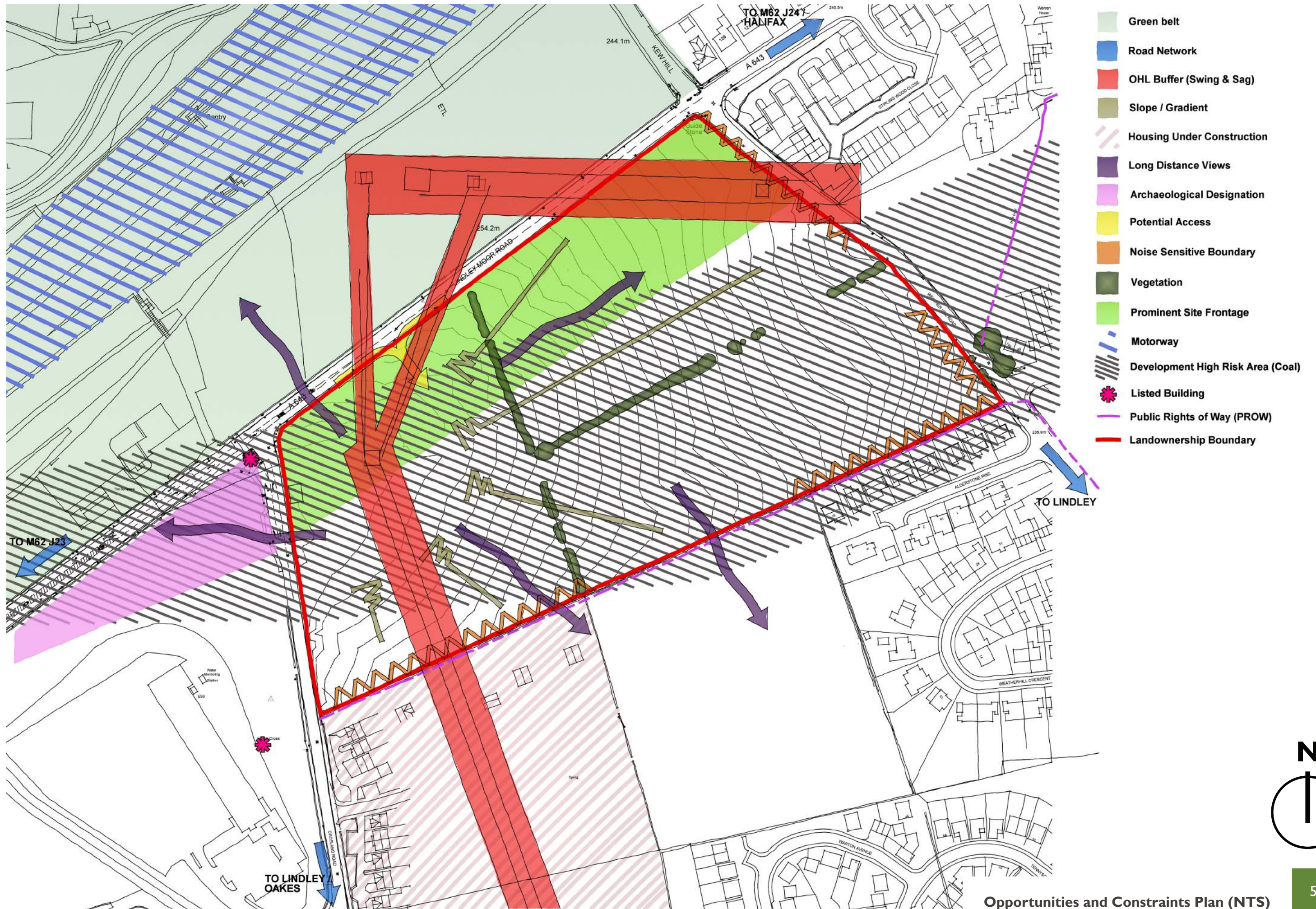


View south across proposed development site



View north east from Crosland Road of OHL & pylons at top corner of site

Lindley Moor Road - Design and Access Statement



Lindley Moor Road - Design and Access Statement

Access

Lindley Moor Road is a substantial highway fronting the site and with immediate links to the M62 at Junction 23 and 24. The highway has been improved throughout the wide development of Lindley Moor with junction improvements on the corner of the site at Lindley Moor Road / Crosland Road. Lindley Moor Road also provides further links to Huddersfield town centre and other large towns including Halifax and Brighouse. The M62 provides transport links to the wider area including Manchester, Bradford, (via M606) Leeds (via M621) and Wakefield (via M1).

Heritage

In close proximity to the site are two 'Listed Buildings' - the Grade II* listed signpost titled C18 guide stoop (signpost) at junction of Crosland Road and Lindley Moor Road and the Grade II listed Haigh Cross. In total, Historic England list 7 Grade II and Grade II* Listed Buildings within 250m of the site.

To the west of the site is a 'Class 2 Archaeological Site' identified as a roman road. A geophysical survey and trial trench survey has been completed across the site with no features pre-dating the early 19th century and all identified archaeology can be considered as having low, local archaeological significance.

Ecology

The ecology survey findings show that the site comprises semi-improved pasture field with stone walls, broken lines of hawthorn and fences.

Utilities and Infrastructure

There are a number of overhead power lines (OHL) running across the site of varying power / capacity, operated by both Northern Power Grid and the National Grid. There are subsequently two pylons within the proposed development site - one in the north western corner and one in the north eastern corner of the site. The swing & sag of the overhead lines have been calculated and shown on the Opps and Cons plan.



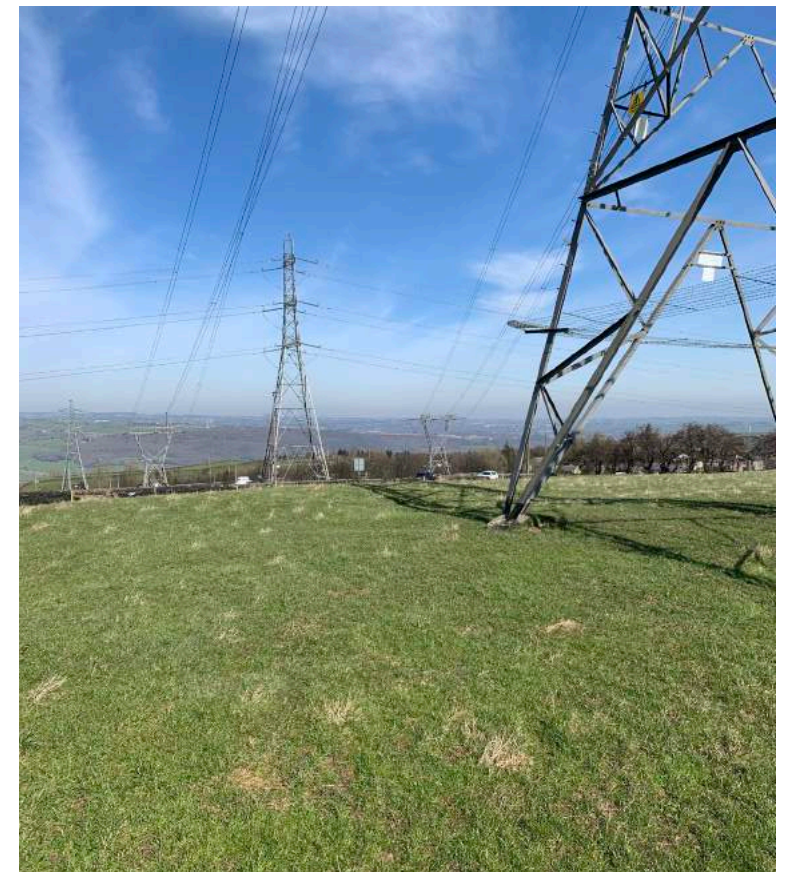
Housing under construction at southern boundary of proposed site



Upgraded road junction of Lindley Moor Road & Crosland Road

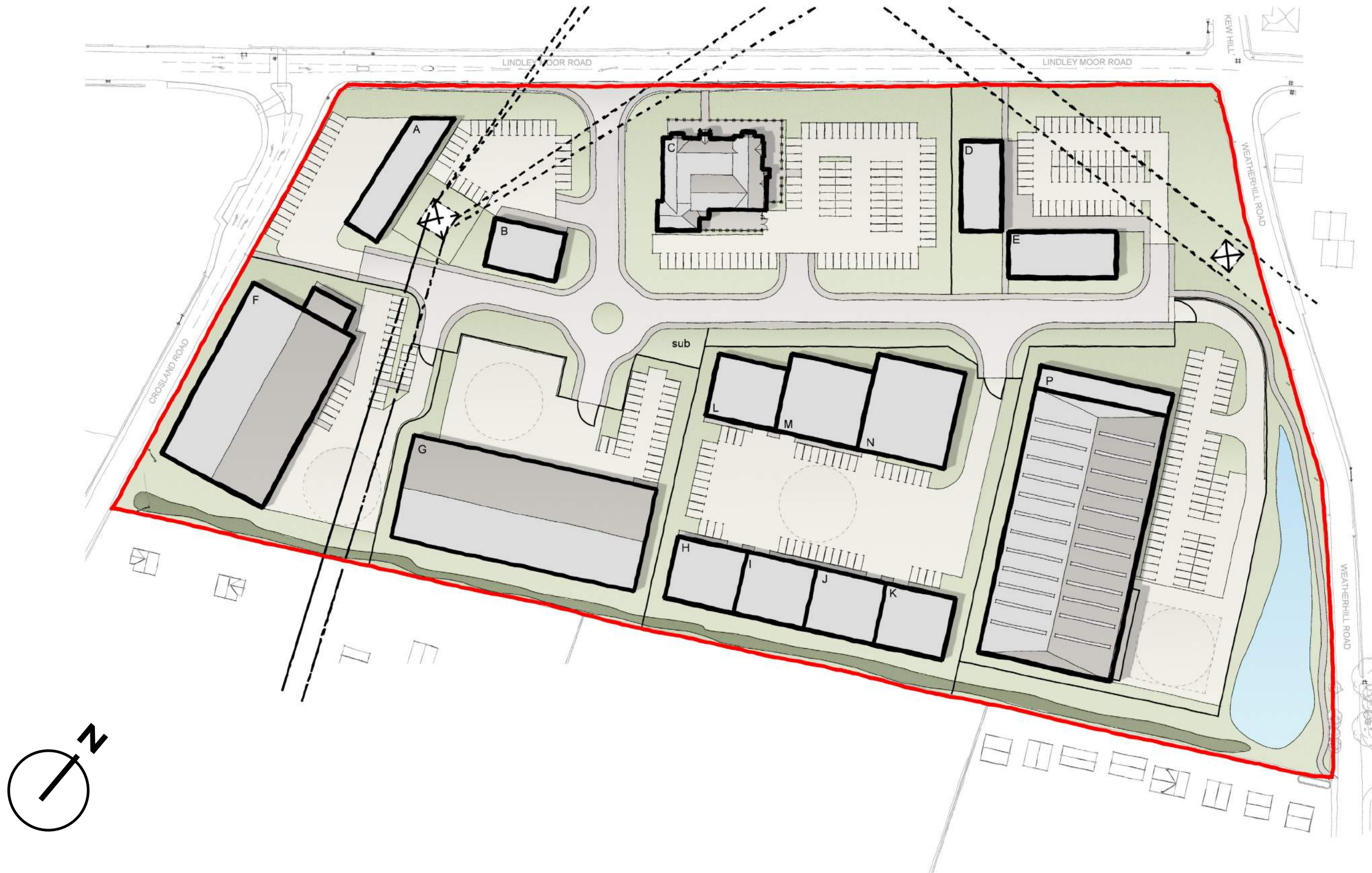


View south along Weatherhill Road at south west corner of site



View from proposed development site north

3.0 Concept Design



Site Plan (NTS)

4.0 Design Appraisal

Proposed Use

The proposal is for a range of uses including E(a), E(b), E(g), B2, & B8. It is envisaged that class uses E(a) and E(b) would employ more staff than the equivalent floor area of B2, B8 and/or E(g) uses. It also creates a more diverse employment site and more economically sustainable site that provides assets to local people and employees of the site and surrounding commercial units. Following the Pre-Application feedback of a fast food outlet potentially attracting criminal and anti-social behaviour the A5 class use unit shown at Pre-Application stage has now been removed from this application.

Site Design

The proposed scheme has been designed with consideration given to the sites opportunities and constraints as outlined in the site analysis. The E(a) and E(b) class uses have been located to the North of the site alongside Lindley Moor Road, along with only 1 no. B2 unit, whilst the other B2, B8 and E(g) uses have been located to the 'rear' of the site to the South.

The total floor area for the Full Planning Application proposed Unit P is 4769m².

The total floor area for the Outline Application units totals 12,227m².

The site reduces in massing from South to North as the site increases in height, reducing the impact of the larger units located on lower lying land. Areas underneath the overhead power lines (OHL) have been left undeveloped, utilising the space for car parks, roads and accessways. The proposed site will have stepped level changes, buildings with split floor levels and vegetated slopes to account for the general site slope. The majority of the units located along the southern boundary of the site act as a noise barrier between the yard areas and the adjacent residential housing. An acoustic fence is proposed to the south of the yard for buildings F and P where the yard is exposed to the south.

A new vehicular access is created along Lindley Moor Road with an allowance within the proposed development for improvements to Lindley Moor Road through an allowance for road widening. Pedestrian access has been provided in the South-East corner linking with Weatherhill Road and along the Western boundary with Crosland Road road. An internal network of roads and footpaths create links between all areas for vehicular, pedestrian and bicycle users.

Sustainable urban drainage principles have been incorporated in the design of the general site, including a retention basin in the south-east corner of the site. A vegetation buffer (trees) has been designed alongside the southern boundary of the site to both create a visual and noise buffer between the development and the surrounding land uses. This buffer links in with trees located carefully around the site to create a green corridor between the boundaries of the site and the green belt to the north. The landscaping plan submitted with this application shows this in detail.



Proposed Building 'P'

As well as an Outline Planning application for the site a Full Planning application has been submitted for Building P.

The proposed use of building P is for B8 and B2 with E(g) with a total floor area of 4769m².

The building aesthetics include a mixture of microrib cladding in anthracite colour, trapezoidal cladding in merlin and rainscreen cladding with stone effect finish. The stone effect cladding on the south elevation compliments the stonework of the residential dwellings whilst the remaining cladding is subtle yet contemporary.

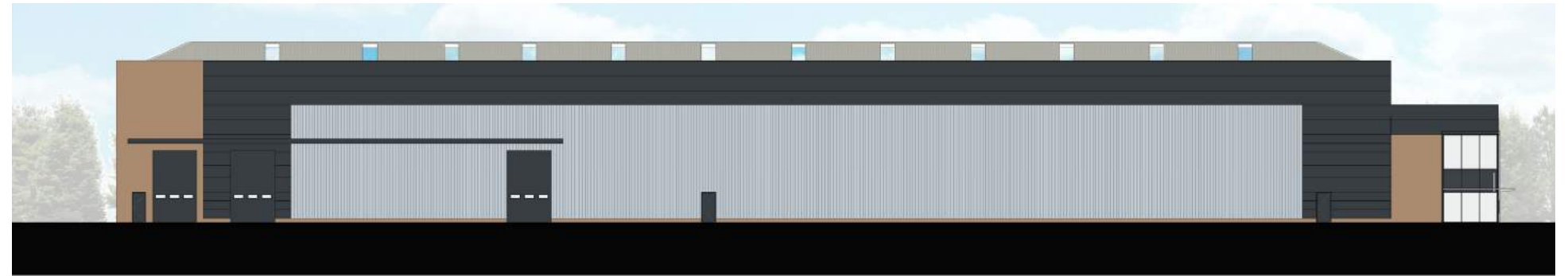
The south elevation has no windows or apertures facing the residential properties and there is a 15m buffer zone between the building and the site boundary which in combination with the residential gardens gives the required distance of privacy between the housing and proposed building.

The southern facade will be internally lined to reduce sound transmission by 45dB Rw. This will protect the amenity of the residential dwellings.

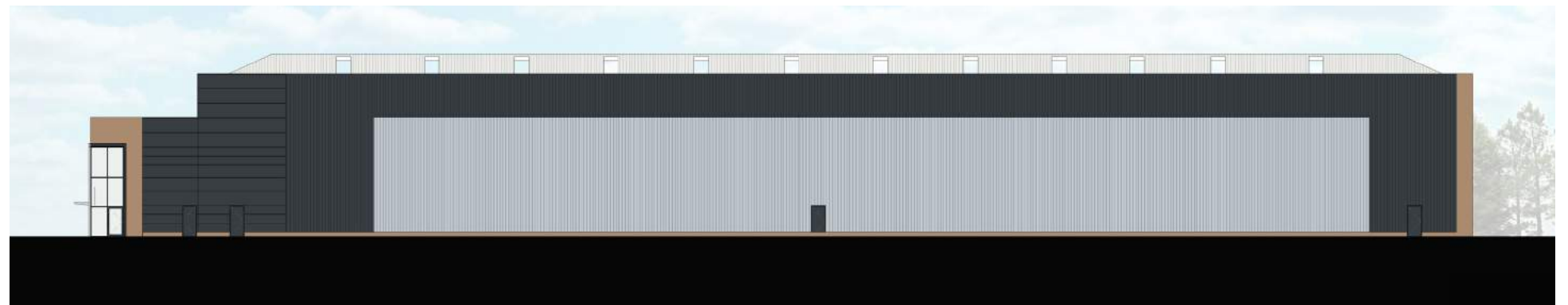
The buildings office entrances will be located to the north and loading to the warehouse will be conducted through the eastern elevation. The proposed floor plans show the access areas in detail.

The building orientation has altered from the Pre-Application stage with the gable ends now facing the south and north. This reduces the mass of the building facing the residents.

As previously mentioned there will be a 2m high acoustic fence to the south of the yard where this area is exposed.



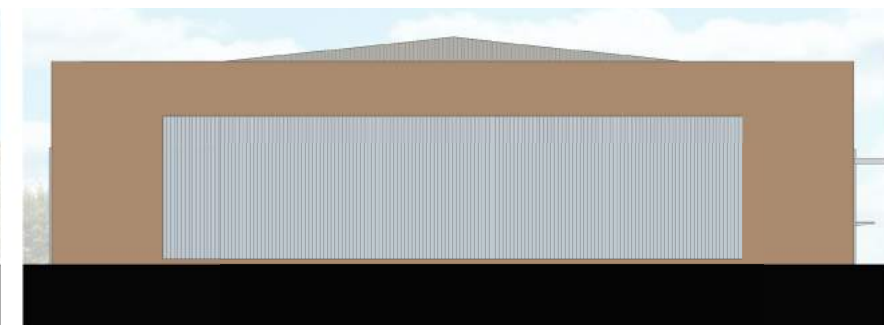
Elevation 1 - Option 4



Elevation 2 - Option 4



Elevation 3 - Option 4



Elevation 4 - Option 4



Stone effect aluminium rainscreen cladding by Kingspan

5.0 Exterior Precedents: Building 'P'



Image 1. Microrib cladding in anthracite example



Image 2. Trapezoidal cladding in merlin colour example

6.0 Security

The site is designed to ensure that security and safety is maintained for all occupiers and users. Building P has been designed to Secure by Design Standards and it is envisaged that at the rest of the site will be designed to the same standards once at developed design / full planning stage.

All uses along Lindley Moor Road have been orientated and designed so that car parks are visible from Lindley Moor Road and therefore benefit from natural surveillance. Specific hours of operation would be outlined at a developed design / full planning stage and appropriate to the users, the sites location and design.

All public highways on the site will benefit from streetlighting whilst footpaths will benefit from low level bollard style lighting.

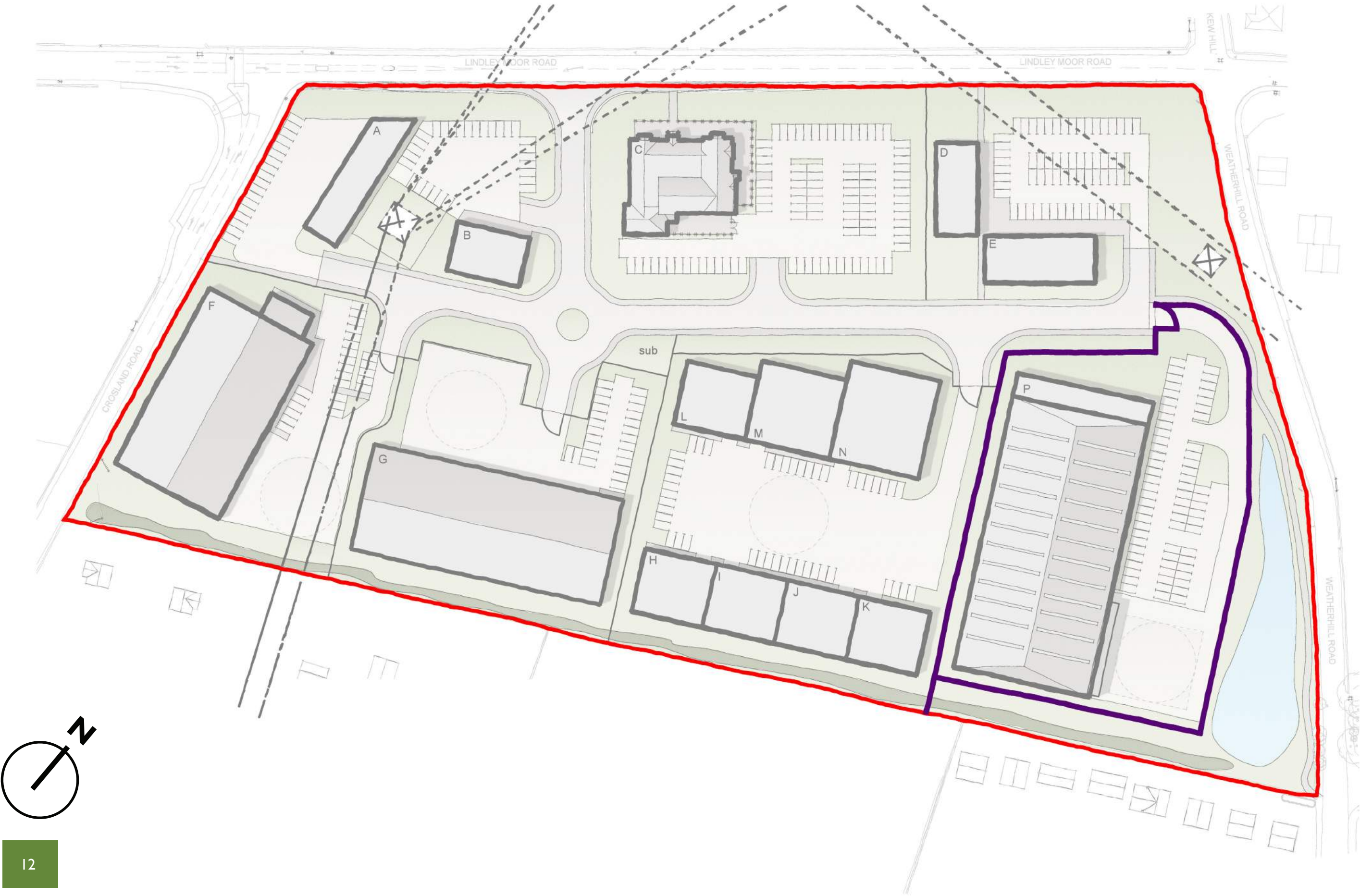
To ensure security to commercial / industrial properties, a secure boundary treatment / security fencing (e.g. 2.4m palladin fencing) will envelope each unit with a secure gate to the highway. The fencing for Building P has been marked in purple on site plan opposite.

All units will include appropriate low level external lighting providing security to roller shutter doors, building entrances, yards and car parks.

Secure bicycle parking will be provided in enclosed secure stores benefitting from natural surveillance of industrial units.

All buildings will be designed and built with security in mind. All wall constructions, access points including roller shutter doors, roof construction and windows will be constructed to withstand potential attack.





7.0 Summary

This Design and Access Statement forms part of the submission for the Outline Application of a proposed employment site at Lindley Moor Road and Full Planning Application of a Industrial Unit at the same site on behalf of 2SH Developments Ltd. The mixed use development comprises class uses E(a), E(b), E(g), B2 & B8.

The total floor area for the Full Planning Application proposed Unit P is 51,332 sqft.

The total floor area for the Outline Application units totals 131,610 sqft.

This totals approximately 180,000 sq ft spread across the site of 6.3 ha.

The proposed site has been analysed through a site analysis exercise including the creation of an Opportunities and Constraints Plan. The site is influenced by the presence of overhead power lines, pylons, topography sloping to the south east, residential neighbours, surrounding listed buildings and the general road network.

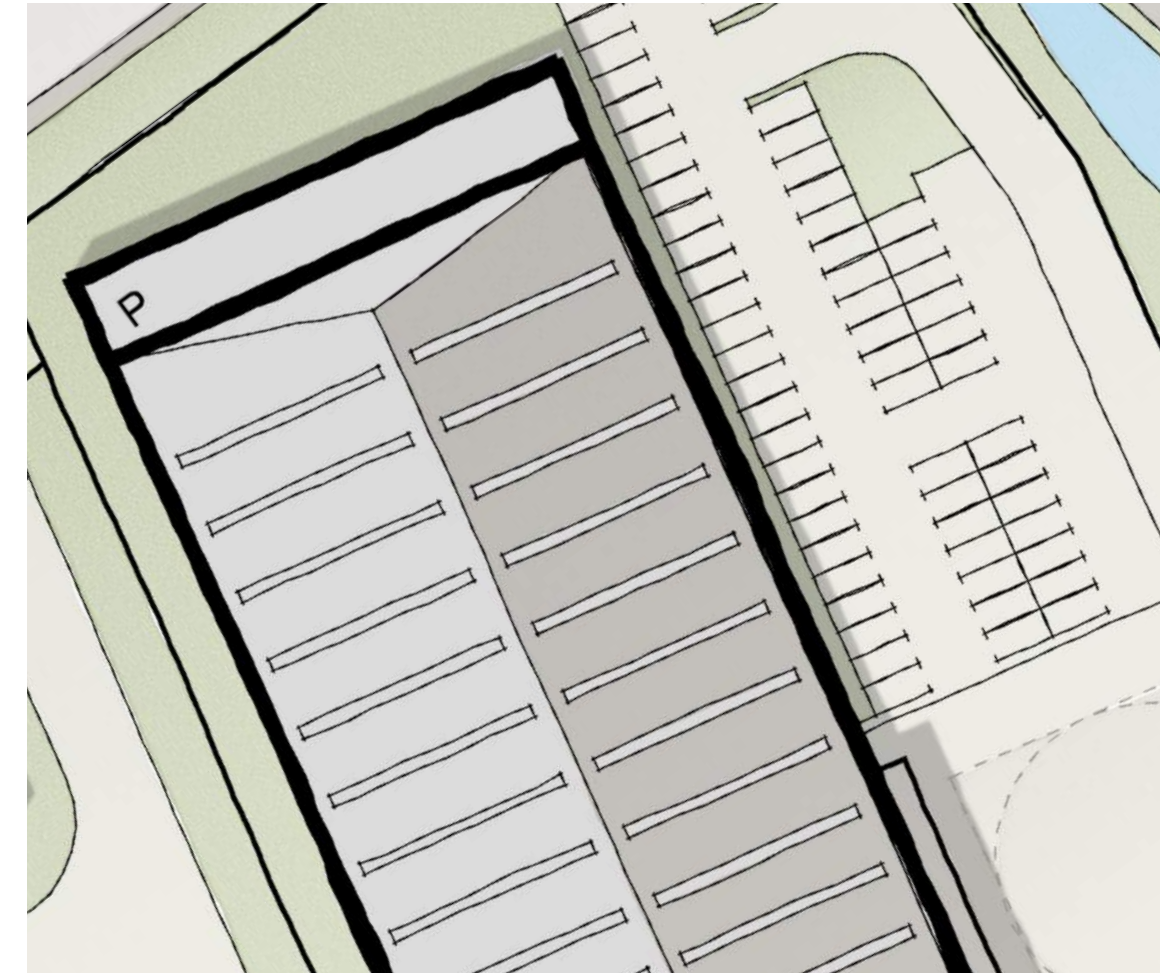
The land has been allocated as part of MXS3 in the Kirklees Local Plan - an area defined as mixed use comprising of residential and employment. Prior to this, it was part of the 'Land at Lindley Comprehensive Framework' masterplan (May 2011) and the site also has a history of a previous planning approval 2013/93433 - Outline application for employment uses (B1b, B1c, B2, B8).

The deviation to incorporate class uses E(a) and E(b) through services such as local supermarket, cafe, take away, and restaurant are justified as employment uses. It is envisaged that the proposed E(a) and E(b) class uses will employ more staff than the B2, B8 and E(g) class uses. The wider range of class uses provides economical sustainability for the site with a wider range of businesses utilising areas of the site, whilst also providing additional services to staff located on the site and on surrounding commercial sites. The surrounding road network has seen a range of highways improvements since the previous outline planning approval that limited the developed floor area to just under 110,000 sq ft.

The proposed concept takes in to consideration the sites constraints and are designed in accordance with the surrounding land uses and its allocation. Consideration has been given to landscape buffers, ecological improvements (green and blue infrastructure), sustainable drainage, noise buffers / stand off from surrounding residential areas and security / safety.

The design of Building P has been covered in section 4.0 of this statement and the remaining buildings specific design (A-N) would be addressed at planning stage after this Outline Application submission.

This application follows feedback from a comprehensive Pre-Application submission, ref: 2020/20447, and the comments made in the feedback report have been thoroughly addressed, which includes the requirement of mandatory assessments i.e Sequential Test and Impact Assessment. As well as the accompanying proposed design drawings the list of supporting consultant reports is detailed opposite.



Consultant Reports:

- Sequential Test and Impact Assessment
- Coal Mining Risk Assessment
- Phase 1 Preliminary Risk Assessment
- Phase 2 Site Investigation
- Heritage Impact Assessment
- Ecological Impact Assessment
- Proposed Landscaping
- Air Quality Impact Assessment
- Highways Reports
- Flood Risk Assessment
- Urban Drainage Design for basin and swales
- Surface Water Drainage Assessment
- Foul Water Drainage Assessment
- Noise and Impact Assessment
- Supporting Planning Statement

