

Design and Access Statement

Project: New Units, Colne Vale Business Park, Colne Vale Road, Huddersfield, HD3 4NY

Project No: 237

Date: 11th July 2023.

1.0 Introduction:

This design and access statement has been produced to support a planning application for the erection of 3 new industrial units.

This document should be read in conjunction with Bamford Architectural Ltd. drawing no. 237 (0-) 01, 02 & 03.

2.0 Project location & existing site:

Address:
Colne Vale Business Park,
Colne Vale Road,
Huddersfield,
HD3 4NY

The site is located on Colne Vale Road, within Colne Vale Business Park. It is 2 miles West of Huddersfield town center. To the north of the site is the River Colne, to the south of the site is the Huddersfield Narrow Canal.

The site comprises of a tarmac storage yard, enclosed by a steel security fence. The site as shown in red below, including the access route is 1250m². The yard is accessed from via the existing route through the business park and via a set of large double gates. The site is located between a number of industrial units, varying in size on an established industrial estate.



Google Earth Map

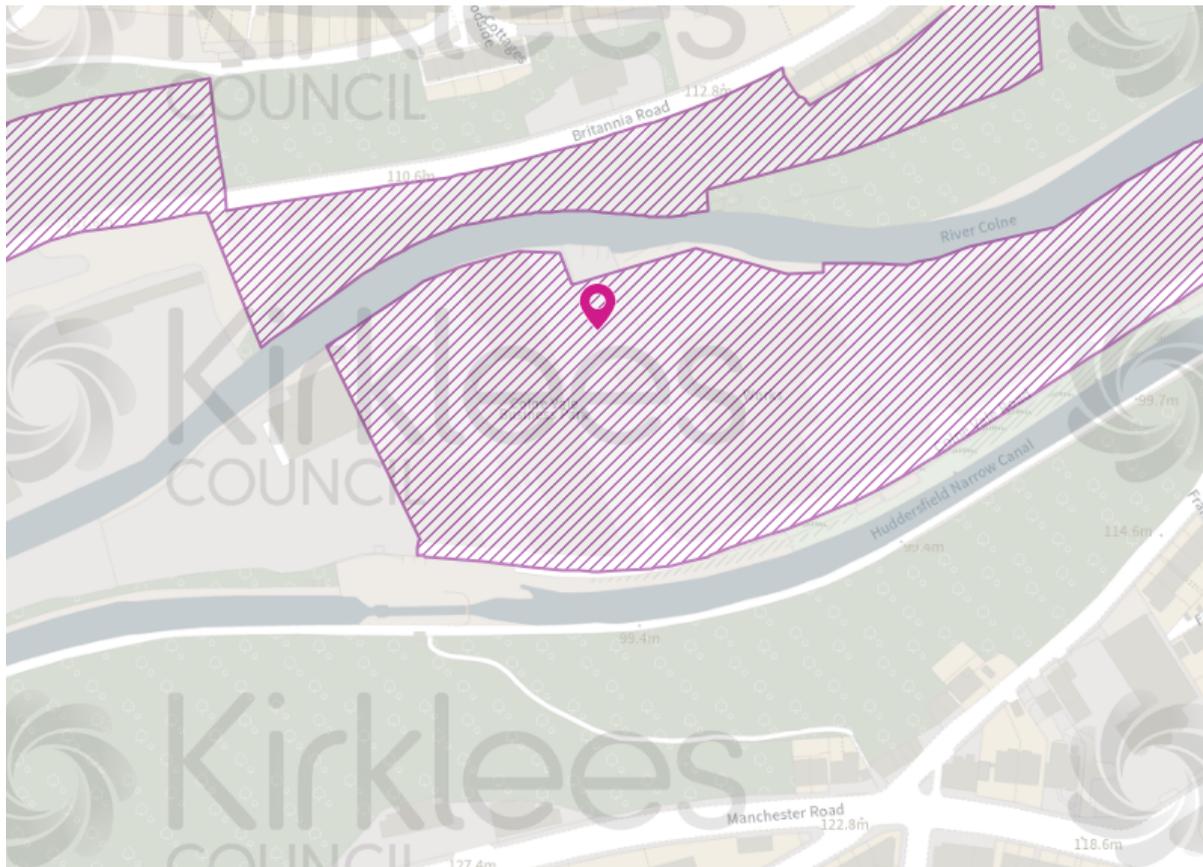
The site falls within flood zone 1, an area with a low probability of flooding. The site is under 1 hectare in size, it is not within an area of critical drainage problems, it is not identified as being at increased flood risk in the future. It is not a high vulnerability use class, for these reasons there has been no flood risk assessment.

A copy of the Flood Map For planning will be submitted with the application.

3.0 Planning:

Planning and site history

The site is allocated as a Priority Employment Area (PEA74)



Kirklees Local Plan Map

There are previous planning applications on Kirklees website that relate to the site and adjacent sites, non of which relate to the location of the proposed units.

A single unit was approved towards the front of the site in 2017, see application no. 2017/62/93068/W. This unit was constructed and is in use.

Planning policy

Kirklees Local Plan

Policy LP3 - Location of new development

Development proposals will be required to reflect the Spatial Development Strategy, Policy LP1 Presumption in Favour of Sustainable Development and Policy LP2 Place Shaping. This means:

1) *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**;

2) Development will be permitted where it supports the delivery of housing and **employment growth** in a sustainable way, taking account of the following criteria:

- a. delivering the housing **and job requirements set out in the Local Plan**;
- b. the need to maintain a supply of specific deliverable sites, in accordance with national policy and enabling the delivery of allocations set out in the Local Plan or in Neighbourhood Plans;
- c. ensuring that opportunities for **development on brownfield (previously developed)** sites are realised early in the plan, subject to maintaining a five year supply of housing land and to delivering the overall housing and jobs requirements;
- d. ensuring delivery of housing and jobs in smaller settlements to meet local housing and employment needs;
- e. ensuring that proposals have regard to connecting links to existing green and blue infrastructure networks;
- f. co-ordinating housing and employment land delivery with the provision of new infrastructure.
- g. providing access to a range of transport choices and access to local services.

Policy LP7 Efficient and effective use of land and buildings

To ensure the **best use of land and buildings**, proposals:

- 1. should encourage the **efficient use of previously developed land in sustainable locations** provided that it is not of high environmental value;
- 2. should encourage the reuse or adaptation of vacant or underused properties;
- 3. should give priority to despoiled, degraded, derelict and contaminated land provided that it is not of high environmental value;
- 4. will allow for access to adjoining undeveloped land so it may subsequently be developed.

Policy LP8 Safeguarding employment land and premises

- 1. **Proposals for development or re-development for employment generating uses (as defined in the Glossary) in Priority Employment Areas will be supported where there is no conflict with the established employment uses (as defined in the Glossary) in the area.** In instances where the site is out of centre and the proposal includes main town centre uses then policy LP13 will need to be applied.

Policy LP20 Sustainable travel

Proposals for new development shall be designed to **encourage sustainable modes of travel** and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- a. pedestrians
- b. cyclists
- c. public transport
- d. private vehicles

Policy LP21 Highways and access

All proposals shall:

- a. ensure **the safe and efficient flow of traffic** within the development and on the surrounding highway network;
- b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;

- d. **take into account changes in site levels and topography** to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
- f. take into account access for **emergency, service and refuse collection vehicles**;
- g. provide **on-site safe, secure and convenient cycle parking/storage** facilities to encourage sustainable travel modes.

Policy LP22 Parking

The provision of parking will be based on the following principles:

- e. **car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development**;
- f. new developments will **incorporate flexibly designed minimum parking spaces for private cars**, considering a range of solutions, to provide the **most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site** including a mix of on and off street parking in accordance with current guidance;
- g. provision will be made to **meet the needs of cyclists** for cycling parking in new developments;
- h. provision will be made to **accommodate the needs of disabled people** for the parking of vehicles.

Policy LP24 Design

Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Development briefs, design codes and masterplans should be used to secure high quality, green, accessible, inclusive and safe design, where applicable. Where appropriate and in agreement with the developer schemes will be submitted for design review.

Proposals should promote good design by ensuring:

- a. **the form, scale, layout and details of all development respects and enhances the character** of the townscape, heritage assets and landscape;
- b. they provide a **high standard of amenity for future and neighbouring occupiers**; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;
- c. extensions are subservient to the original building, are in keeping with the existing buildings in terms of scale, materials and details and minimise impact on residential amenity of future and neighbouring occupiers;
- d. high levels of sustainability, to a degree proportionate to the proposal, through:
 - i. The re-use and adaptation of existing buildings, where practicable;
 - ii. design that promotes behavioural change, promoting walkable neighbourhoods and making **walking and cycling more attractive**;
 - iii. considering the use of innovative construction materials and techniques, including reclaimed and recycled materials;
 - iv. where practicable, minimising resource use in the building by orientating buildings to utilise passive solar design. This includes encouraging the incorporation of vegetation and tree planting to assist heating and cooling and considering the use of renewable energy;
 - v. **providing charging points to encourage the use of electric and low emission vehicles**;
 - vi. incorporating adequate facilities to allow **occupiers to separate and store waste for recycling and recovery** that are well designed and visually unobtrusive and allows for the convenient collection of waste;
 - vii. designing buildings that are resilient and resistant to flood risk, where such buildings are acceptable in accordance with flood risk policies and through incorporation of multi-functional green infrastructure where appropriate;
 - viii. designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.
- e. **the risk of crime is minimised by enhanced security**, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;

- f. the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;
- g. any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks;
- h. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;
- i. the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits; and
- j. the provision of public art where appropriate.

NPPF

Building a strong, competitive economy.

- 81. Planning policies and decisions should help create the conditions in which **businesses can invest, expand and adapt**. Significant weight should be placed on the need to **support economic growth and productivity**, taking into account **both local business needs** and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation⁴², and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 82. Planning policies should:
 - a. set out a clear economic vision and strategy which positively and proactively encourages **sustainable economic growth**, having regard to Local Industrial Strategies and other local policies for **economic development and regeneration**;
 - b. set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
 - c. seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
 - d. be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a **rapid response to changes in economic circumstances**.
- 83. Planning policies and decisions should recognise and address the specific **locational requirements of different sectors**. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations

Making effective use of land.

- 119. Planning policies and decisions should promote **an effective use of land** in meeting the need for homes and **other uses**, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that **makes as much use as possible of previously-developed** or 'brownfield' land.
- 120. d) promote and support the development of **under-utilised land and buildings**, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)

Achieving well-designed places

- 126. The creation of **high quality buildings** and places is fundamental to what the planning and development process should achieve. **Good design is a key aspect** of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 130. Planning policies and decisions should ensure that developments:
 - a) **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**;
 - b) **are visually attractive as a result of good architecture, layout and appropriate** and effective landscaping;

c) are **sympathetic to local character and history**, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, **using the arrangement of streets**, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) **optimise the potential of the site to accommodate** and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) **create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶**; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

There are a number of points raised in the above NPPF and Local plan, each of these have been integrated into the design and assessment the suitability of the site.

5.0 Design:

The design of the buildings is based on the detailing and style of the existing units and approved unit in 2017. These are part masonry / part metal clad. The building is a portal frame building.

Materials:

The building is red brick to a height of 2.1m with olive green cladding above. The roof will be olive green cladding to match the walls. Doors, windows, rain water goods and trims will be colour matching in olive green.

The car park will be finished using tarmac.

6.0 Access:

Access to the site is via an established access point from Colne Lane.

The roller shutter door and pedestrian door will have level thresholds. A DDA / Part M compliant W.C. will be included within the unit.

Cycle parking will be provided on site.

7.0 Conclusion:

The proposed unit will make good use of an existing site within an existing industrial estate, providing employment.

The building design is in keeping with the area and adjacent buildings.