



KPP

ARCHITECTS

DESIGN & ACCESS STATEMENT  
PROPOSED INDUSTRIAL UNIT COOPER BRIDGE HUDDERSFIELD

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INTRODUCTION

01

## OVERVIEW

This document has been prepared by KPP Architects in support of an outline planning application for an industrial development, on land off Leeds Road & Cooper Bridge Road, Mirfield on behalf of John Cotton Group.

## PURPOSE

The contents have closely followed the requirements set out in The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 which sets out the formal requirements for Design and Access Statements tailored to suit the extent of the proposal including:

## SITE CONTEXT

Assessment of the physical and cultural context of the site

## DESIGN

Use:	What the buildings and spaces could look like
Amount:	How much would be built on the site
Layout:	How the buildings and surrounding spaces could be arranged on the site
Scale:	How big the buildings and spaces could be
Landscaping:	How open spaces could be treated to enhance and protect the character
Appearance:	What the buildings and spaces could look like

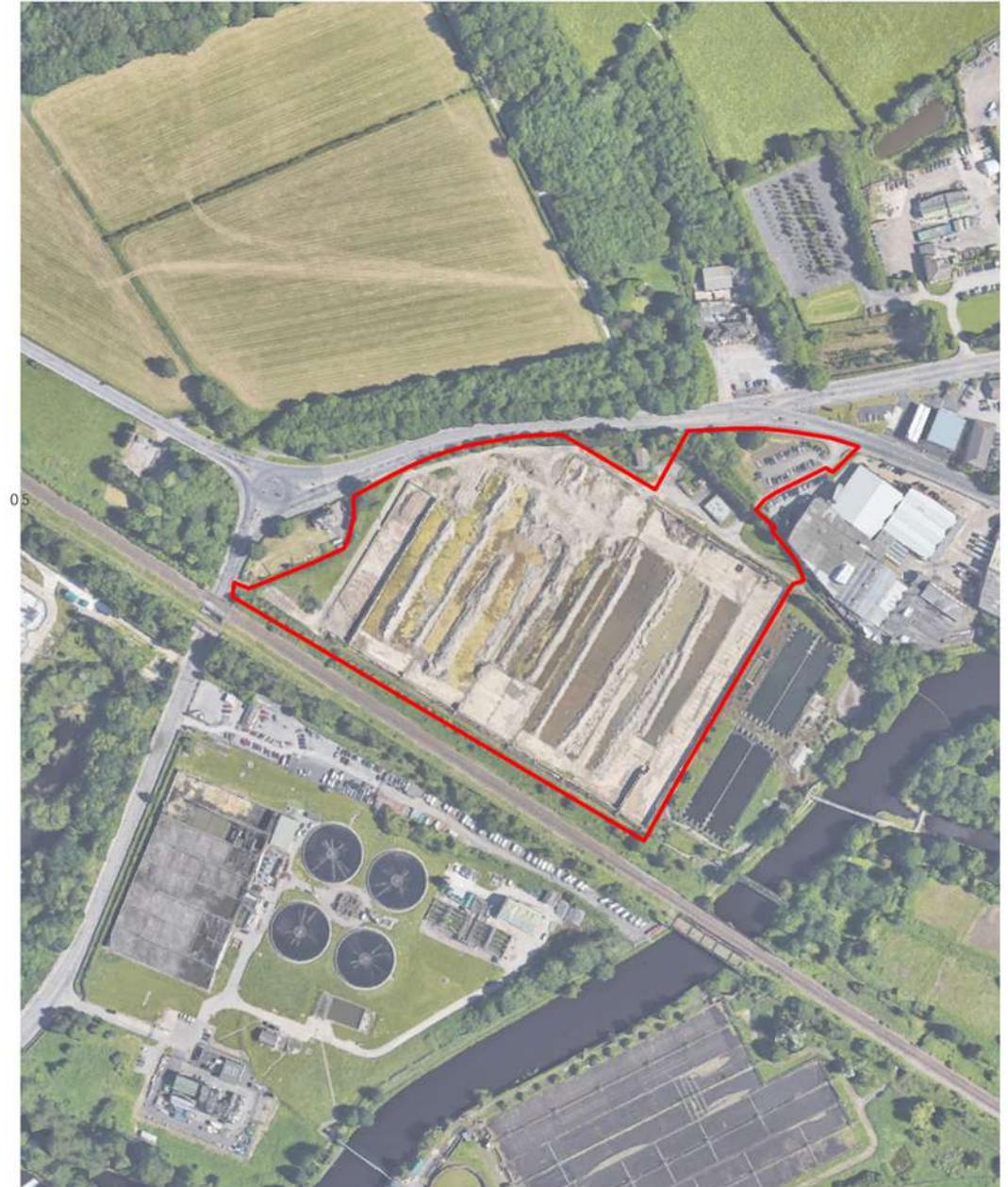
## ACCESS

Vehicular & Transport Links: Why access points and routes have been chosen and how the site responds to the road layout and public transport provision.

Inclusive Access: How everyone can get to and move through the place on equal term.

## Outline Planning Application

The report is in support of an Outline Planning Application seeking permission for circa 300,000 sq.ft. of industrial unit (use Class B8 with ancillary offices.)



Above: Site Redline boundary

CONTEXT

02

## SITE CONTEXT SUMMARY

The existing site is located West of Mirfield and North East of Huddersfield, the M62 (junction 35) is located approximately 1 mile to the north west of the site. The site is located south of the A644, next to the River Calder and bounded by existing industrial buildings and water treatment works. The site has a brook running through the north of the site (Nun Brook) with a bridge running over it connecting the existing and proposed sites.

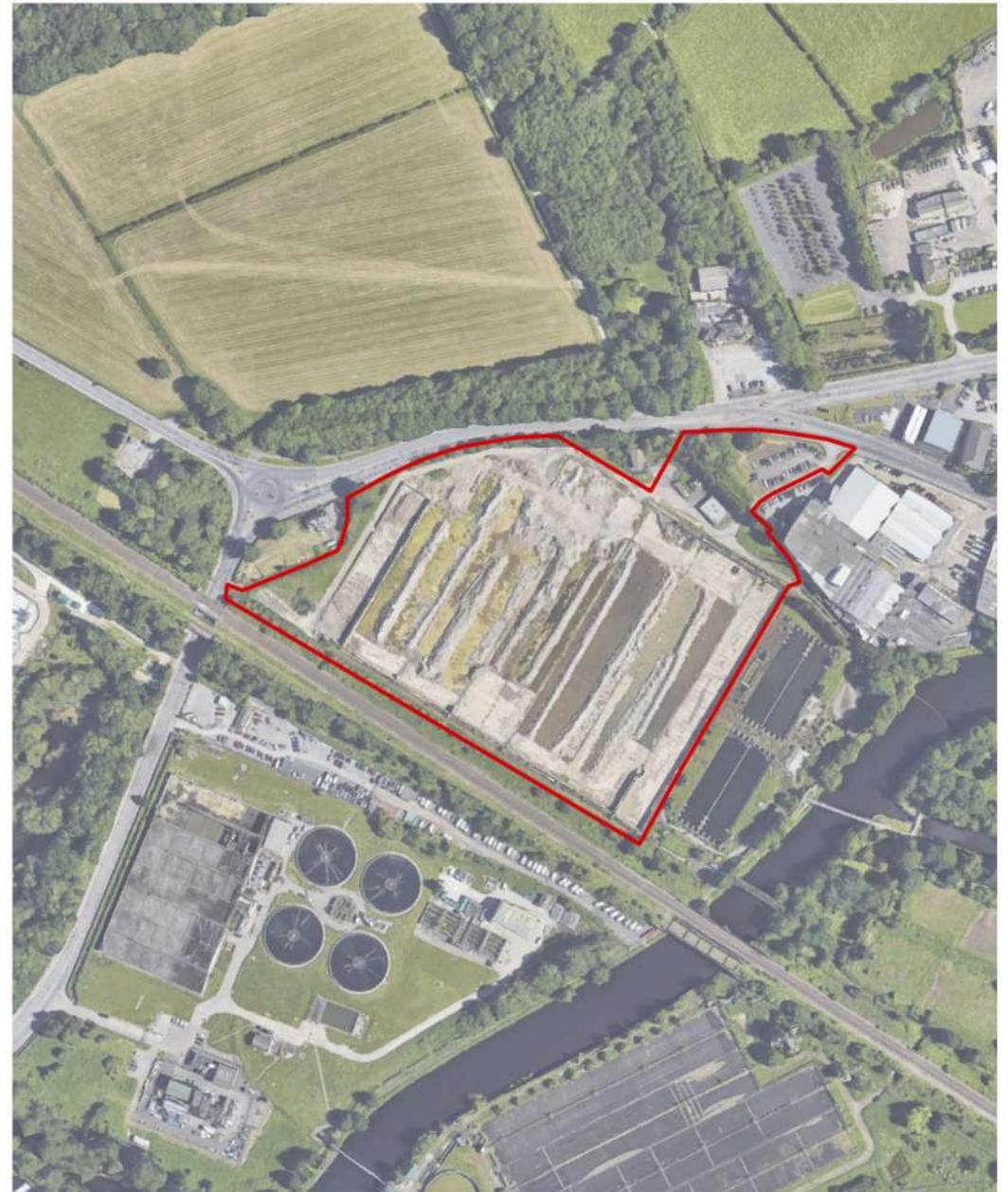
The site was previously Cooper Bridge Water Treatment Works, first brought into use in 1906 and since 2015 not been in operation.

Since the water treatment works has ceased, the existing 2m high concrete tanks have been removed and crushed down leaving a flat site with only a 2m high wall to the South East and South West of the site remaining. This abuts a small area of Yorkshire Water operational works.

## ACCESS

Existing access to the site is achieved via Huddersfield Road (A644) along an existing road bell mouth to car park and a route to the main entrance of the site. The site also has an existing entrance to the West off Cooper Bridge Road to the site which allows access to the Yorkshire water site to the West of the site. Yorkshire water also have access to a small building to the north of the site that is accessible via the entrance onto Huddersfield Road.

There are bus stops located to the north of the site along both Cooper Bridge Road heading South West towards Huddersfield and on Huddersfield Road heading East towards Mirfield. Additionally there are further routes across the road up the A62 on Leeds road heading North.

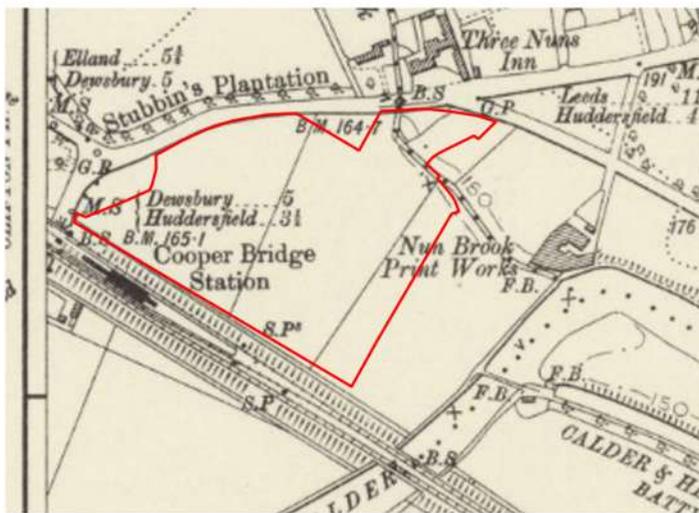


Above: Site Redline boundary

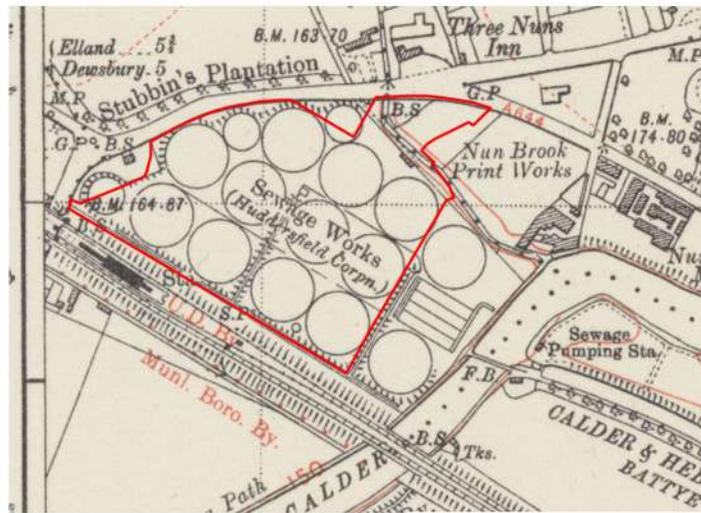
**SITE & HISTORICAL CONTEXT**

The application site is approximately 6.1Ha/ 15.1 Acres.

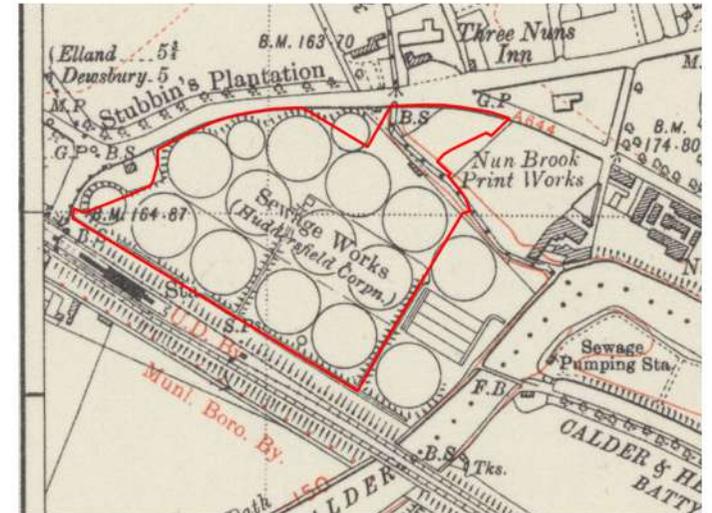
The site has been a waste water treatment works since 1906, before then it was agricultural land with minimal development surrounding. Since then the areas has since been heavily developed, particularly industrial along the the River Clader and additional water treatment works on the neighboring plot of land to the south. A number of housing plots have been developed locally both to the North East of the Site along the A62 and to the South West of the site towards Huddersfield.



Above: Historical Map of site in 1905



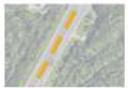
Above: Historical Map of site in 1930



Above: Historical Map of site in 1949



Application Site



M62



Primary Vehicular  
Routes



Secondary Vehicular  
Routes



Train Line



VIEW 1



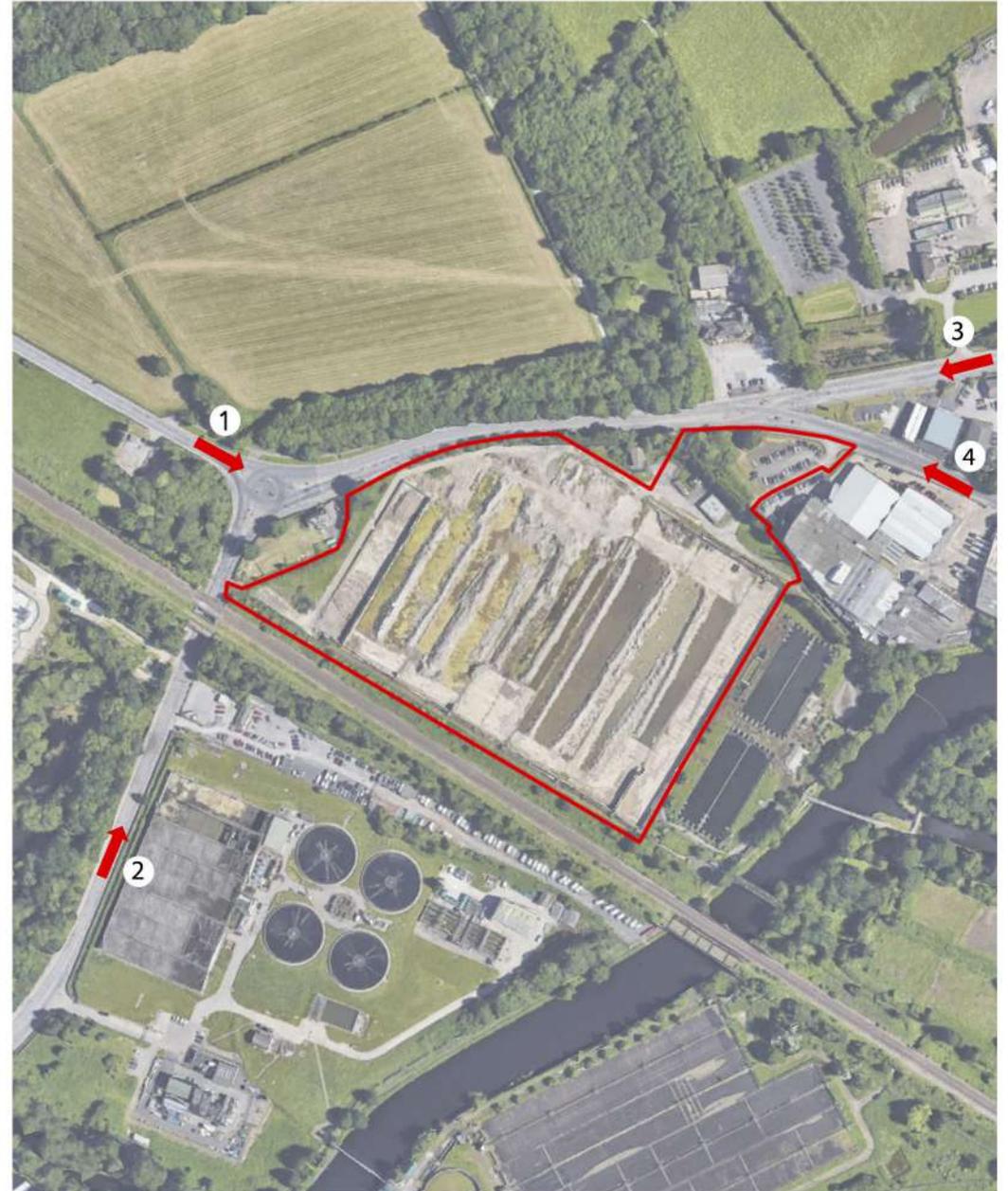
VIEW 2



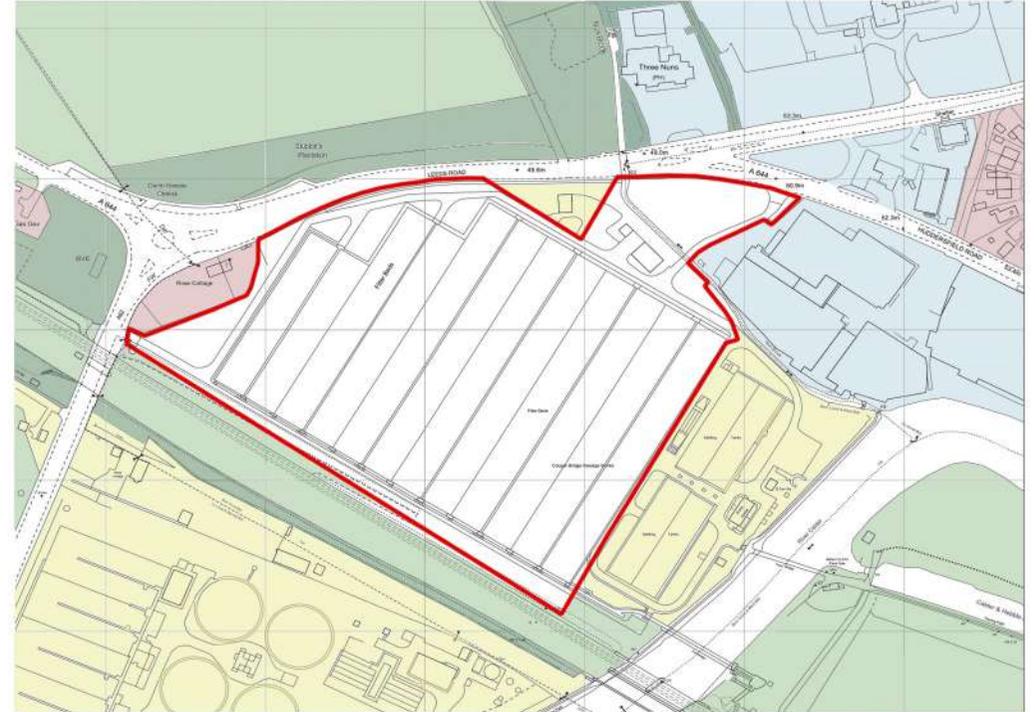
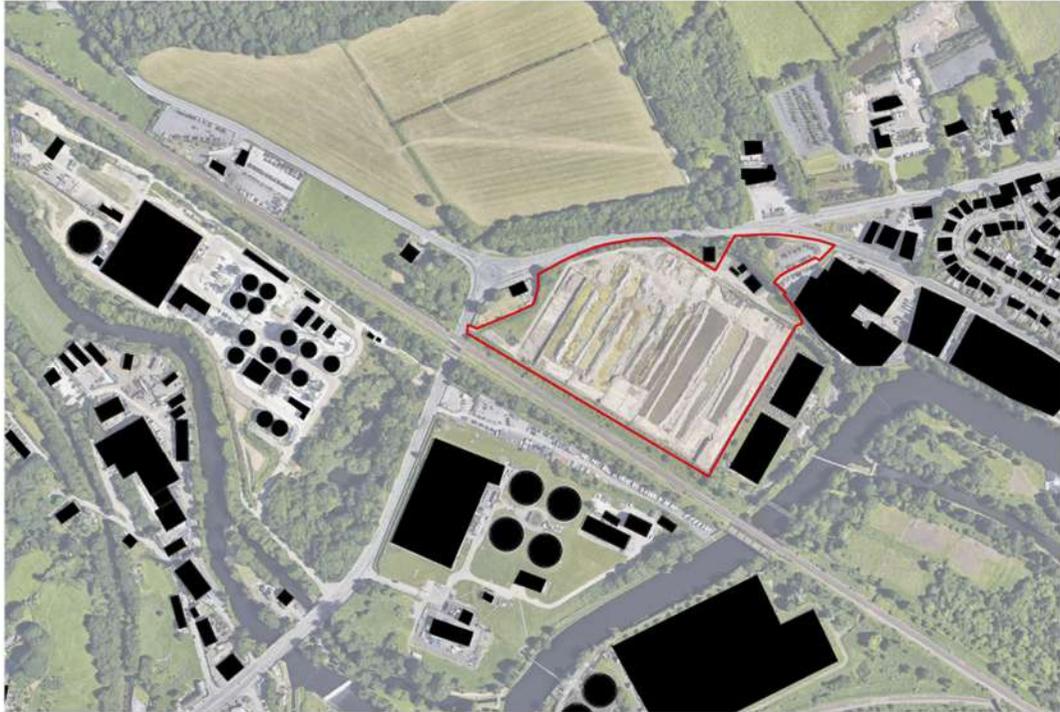
VIEW 3



VIEW 4



Above: Site Redline boundary



Existing Built Development



Application Site



Commercial



Agricultural



Utility



Residential



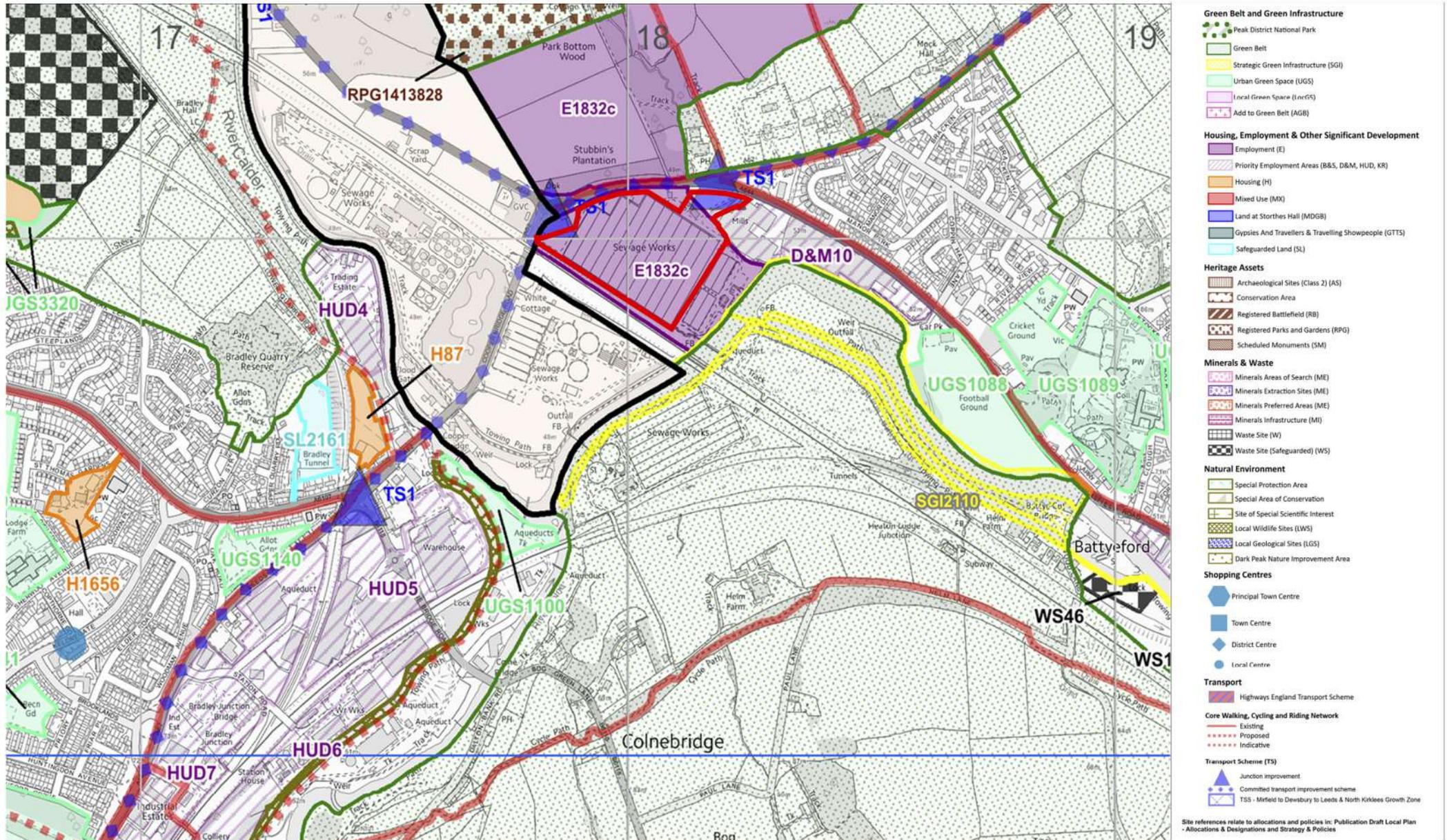
Application site

## URBAN GRAIN

The site is located on the outskirts of the town of Mirfield to the west. The immediate area surrounding the site is primarily water treatment works and industrial buildings with residential building to the east, approximately 200m from the site. The application site is approximately 15.1 acres comprising of a flat prepared site with 3No. small buildings, shown within the red line boundary, which are no longer in use.

The site is located on a brownfield site neighbouring existing industrial units.

The proposal is to develop the land for the industrial use, in line with the allocated use.



The application site is a 15 acre site and forms the south of the E1832c plot of land in the Local Development plan for Kirklees Council, Huddersfield - November 2016. The land is allocated for employment and the south plot, which we are submitting the application for is currently a brown field site.

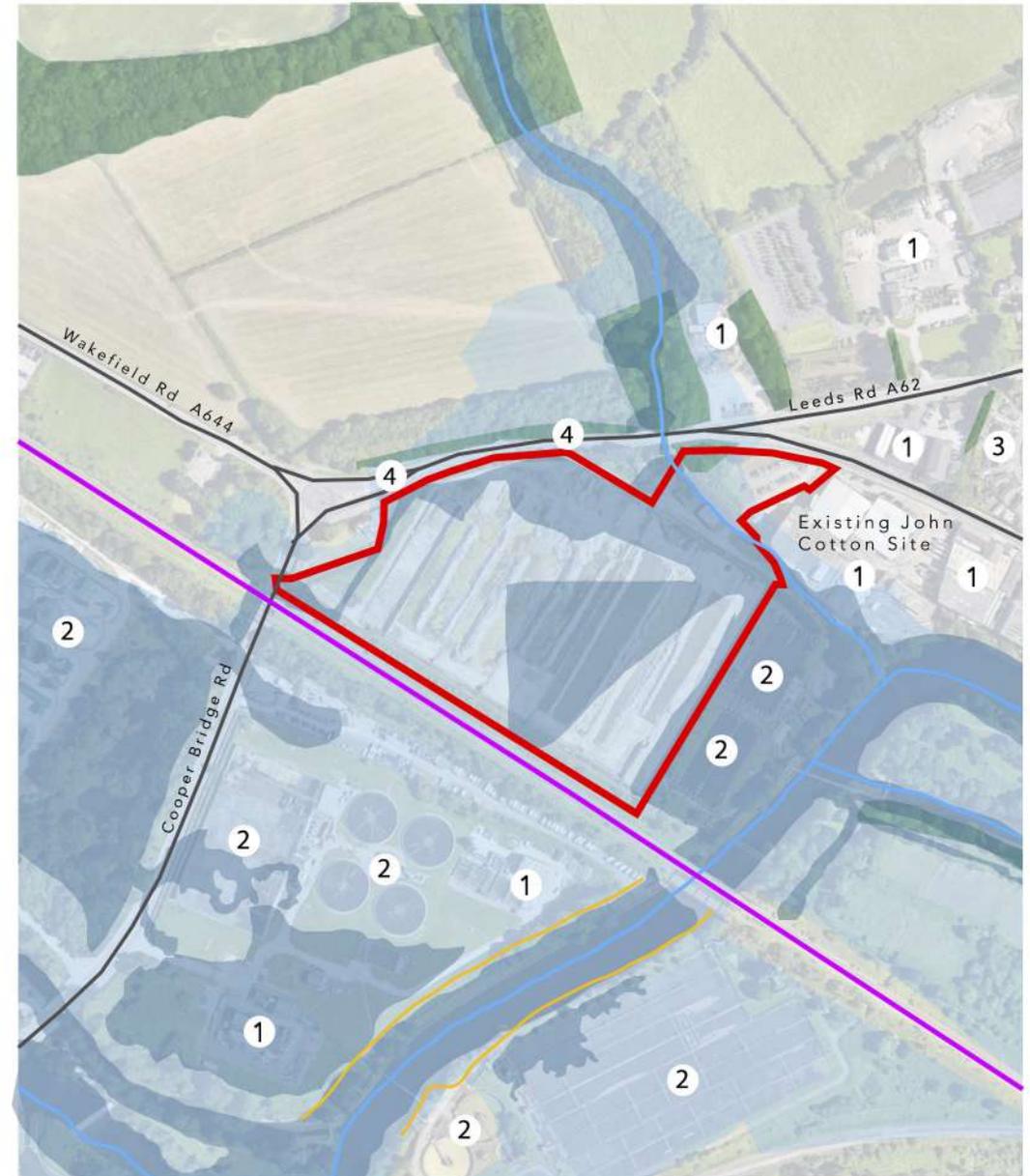
EVALUATION & DESIGN EVOLUTION

03

KEY

APPLICATION SITE BOUNDARY	
MAIN ACCESS ROADS	
WATERCOURSE	
TRAIN LINE	
FLOOD DEFENSES	
EXISTING INDUSTRIAL BUILDINGS	1
EXISTING WATER TREATMENT	2
EXISTING RESIDENTIAL	3
ROAD LEVEL ABOVE SITE LEVEL	4
EXISTING WOODLAND	
FLOOD ZONE 2	
FLOOD ZONE 3	
TREE TPO AREA	

Site Topography - As the application site is a brownfield site and an existing water treatment site. The existing tanks have been demolished leaving a plateaued site.



Above: Opportunities & Constraints



The site is an exiting water treatment works which has been flattened and prepared, surrounded by industrial areas and water treatment water treatment works.

INDUSTRIAL
  WATER TREATMENT
  APPLICATION SITE

## FLOOD RISK & DRAINAGE

The site is situated in Flood Zone 2 & 3, with careful planning and appropriate consideration of the flood zones and site levels, the site will be suitable for development for commercial use. Appropriate mitigation measures will be required, flood routing and evacuation will need to be considered.

Infiltration is expected to not be feasible and surface water will need to be discharged to watercourse. Surface water run off will be attenuated on site by appropriate SuDS.

There is no evidence of any significant risk of groundwater flooding.

Foul sewage will be discharged to the near by public sewer system.

The proposed finished floor level for the building has been agreed with the Environment Agency (+49.500)

## HERITAGE/ ARCHAEOLOGY

The application site is not in a Conservation Area, and there are no listed buildings within the vicinity of the site. The site is plateaued brown field site which was previously a water treatment

## TREE SURVEY

The Arboricultural Survey has identified the value of the trees on the site, there are 5 number trees within the site boundary that have TPO's. Prior to any works being undertaken to protected trees, those instructing and proposing to carry the works should satisfy themselves that all appropriate consents are in place to prevent potential breach of legislation. Recommendations have been prescribed to benefit the trees and/or for general maintenance purposes.

(Refer to accompanying Arboricultural Report for further information.)

## ECOLOGY

A data search and desk study of the site and the area within 2KM of the site were undertaken to establish the presence of protected species and notable habitats. The site was visited by a licensed ecologist. A full botanical survey of the site was initially undertaken and this was followed by surveys to establish the presence or absence of notable species at at the site or in proximity such that they may be affected by the proposed development.

The plant species at the site are all common in the local area and are considered to be of no ecological value.

The is no potential for bats to roost on the site. Birds are likely to utilize scrub on site for nesting between March and September.

No other notable or protected species were recorded on the site.

The Ecology Survey work undertaken has established that a majority of the site, which comprises hard landscaping and sparse vegetation, is of low natural conservation value. It is considered unlikely that development will have a negative impact upon designated sites.

(Refer to accompanying Ecology Appraisal for further information.)

## LANDSCAPING

A landscaping strategy has been provided for the proposed development which highlights the main design principles.

A strong green frontage to the site, enhance the existing established tree buffer with new native tree scrub. Add additional planting areas to maximize habitat, enhance native hedgerows, new meadows and verges. Create a strong green boundary between the proposed development and adjacent neighboring plots.

(Refer to accompanying Landscape Strategy for further information.)

## HIGHWAYS / ACCESS

The proposed development will use the existing site access points. HGV's would use the existing Yorkshire Water access, as an "entrance only" from Cooper Bridge Road. HGV's will then use the current John Cotton access point on Huddersfield Road as an "exit only". Cars will only use the existing John Cotton access on Huddersfield Road, as both an access and egress points. Each of these junctions has the capacity to handle the proposal amount of additional Traffic.

There remains some uncertainty about the timings of the A62 Cooper Bridge Improvement Scheme, which is being brought forward by the Council and West Yorkshire Combined Authority. The proposed access arrangements have been designed to work with the current road layout. This approach is needed to allow John Cotton to expand before the wider highway improvement is delivered.

John Cotton are continuing to liaise closely with the council on Cooper Bridge junction improvements. Their access strategy demonstrate that the development can proceed safely, without the wider Cooper Bridge Improvements scheme in place and that it should be able to be incorporated easily in the future. The proposed scheme does not require that the Cooper Bridge Improvement should be in place before the development of this site proceeds.

The proposed access points are also designed to work positively with any future improvement scheme, such that future improvements are not prejudiced by the development.

(Refer to accompanying Highways Report for further information.)

## AIR QUALITY

Concentrations have been modeled at 14 existing receptors representing properties where the impact from vehicles emissions expected to be greatest. It is concluded that concentrations of NO2, PM10 and PM2.5 will remain below the AQALs at the receptors in 2025, whether the scheme is developed or not, and the impacts will be negligible.

The overall operational air quality impact of the proposed envelope is judged to be insignificant. This conclusion is based on the impacts being described as negligible at all of the receptors and today concentrations being below the air quality objectives/ standards.

There should be no constraints to the proposed development with regards to air quality as the development is consistent with the relevant part of: The NPPF and Air Quality and Policy LP51 of the Kirklees Local Plan Strategy and Policies.

(Refer to accompanying Air Quality Assessment for further information.)

## NOISE

The proposed development has been assessed against the requirements of BS4142 and a mitigation scheme has been provided to ensure the criteria can be achieved. Some mitigation may be required, such as roller shutter doors must remain closed during all noisy internal operation.

(Refer to accompanying Noise Impact Assessment for further information.)

OUTLINE PLANNING APPLICATION

04

**BUILDING DESIGN PRINCIPLES**

The illustrative masterplan has been developed to include a number of primary principles for the development, which inc:

The proposed HGV access would use the existing Yorkshire Water access, as an "entrance only" from Cooper Bridge Road and HGV's will use the current John Cotton access point on Huddersfield Road as an Exit Only. Maintaining a landscape buffer between the main road and the site.

Parking for cars will be accessed via the existing John Cotton access on Huddersfield Road as both an access and egress point. The junctions has the capacity to handle the proposed amount of additional traffic.

Parking will be provided to satisfy local authority standards and cycle facilities will be provided within the unit. Buss access is provided along the main road.

Perimeter and internal landscaping will be used to soften the overall appearance of the development and its impact on the surrounding area.

**KEY**

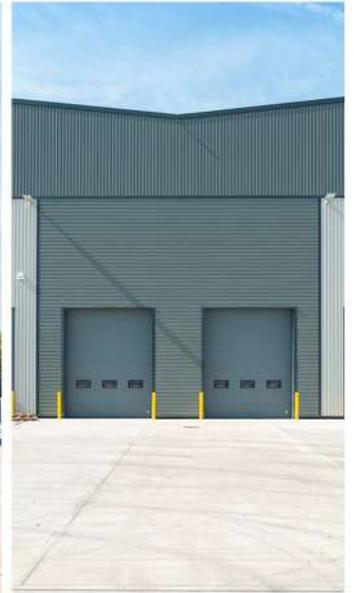
- SITE BOUNDARY 
- LANDSCAPE BUFFER 
- PRIMARY VEHICLE CONNECTIONS 





- DEVELOPMENT ZONE**  
Use B8 + Ancillary Office.  
Maximum height +73.500  
AOD
  
- LANDSCAPE ZONE**  
Non occupied building  
zone. Landscape area  
retained/ added.
  
- EXISTING CONNECTION  
THROUGH MAINTAINED**
  
- EXISTING TANK WALL**
  
- NUN BROOK**
  
- EXISTING RAILWAY**
  
- VEHICLE ACCESS**
  
- EXISTING RESIDENTIAL**
  
- EXISTING YORKSHIRE  
WATER LAND/ BUILDINGS**
  
- TPO  
Existing trees with TPO's**





**INDICATIVE MASTERPLAN**

The indicative masterplan demonstrates how the site may be developed within the parameters set out within the document.

Accommodates approximately 300,000 sq.ft. of employment unit, provides two access points, one off Coper Bridge Road for entrance only for HGVs and Exit only onto Huddersfield Road for HGV's and entrance and egress for cars.

Preserves areas of ecological importance, retains valuable trees and vegetation.

The location and scale of the development is appropriate to its immediate surroundings, with good accessibility to local and national road networks. The siting of the proposed building has been carefully considered.

**Amount & Use**

**Development Summary:**

Gross Site Area	Approximately 15.1 Acres
Development Footprint	circa 300,000 sq.ft.
Use Class	Use Classes B8.

**Scale**

The scale of the proposed building is in keeping with the existing built profile of the surrounds, minimizing and even enhancing the landscaping and street scene with high quality design & design materials. The existing land is currently 3.5m below the existing road levels at the Cooper Bridge junctions. The proposed finishes level has been agreed with the flood authorities and is 2m below the current road level. Due to the existing landscaping tree buffer this will reduce the visual impact of the site from the roadside.

**KEY**

Proposed Building	
Parking	
Concrete	
Tarmac	
Landscaping	
Pavement	



**ACCESS**

HGV access into site via the existing Yorkshire Water entrance on Cooper Bridge Road as "access only" HGV's then via the existing John Cotton entrance on Huddersfield Road as "Exit only." Cars will only use the existing John Cotton access on Huddersfield Road, as both an access and egress points. Each of these junctions has the capacity to handle the amount of additional traffic.

**CAR PARKING AND CYCLE PARKING**

Car parking will be provided for the proposed development, both providing disabled access locally to the main entrance and EV charging to a percentage of the car parking spaces. Both secure and unsecure cycling spaces will also be provided.

**TRANSPORT ASSESSMENT**

A Transport Assessment has been prepared to demonstrate the transport impact of the proposed erection of a warehouse (B8 use class) for use by the John Cotton Group Ltd, located on the former Cooper Bridge Waste Water Treatment Works site adjacent to their existing factory at Nun brook Mills, Mirfield.

The report has examined the existing transport network, considered relevant national and local transport planning policy, outline development proposals and determined the resulting impact on the transport network:

- The site is allocated for employment use in Kirklees Councils adopted Local Plan under site allocation ES9
- Opportunities are available to travel to the site by other modes than single occupancy car trips, including walking, cycling and public transport. As such, the proposals accord with relevant national and local transport policy.
- Vehicle access can be accommodated safely and efficiently, and in manner that aligns with future delivery of a package of major highway improvements by Kirklees Council.
- There are no specific road safety issues to the existing highways network which could be exacerbated by changes in traffic flows associated with the development proposals.
- Changes in traffic flows associated with the proposed development can be adequately accommodate on the wider local network without adverse impacts on the safe and free flow of traffic.

Considering all the above, it is concluded that the development proposals can be supported from a transport and highways perspective.



--- VEHICLE ROUTE THROUGH SITE

➔ EXISTING SITE ENTRANCES

**ABOUT JOHN COTTON**

John Cotton Group is a family company established in 1916 who have been redefining fabrics and fibers for over a century. Headquartered in Mirfield for over 60 years, they have operations around the globe and pride themselves on driving innovative fiber solutions.

John Cotton Group are the UK's largest manufacturer of pillows, duvets and protectors.

John Cotton's UK Home Textiles Division produces a wide range of innovative filled bedding products for many of the UK's biggest retailers. They have also produce products under our Slumberdown and Earthkind brands.

In addition, the John Cotton Nonwovens Division is the UK's leading supplier of thermal and mechanically bonded nonwoven products into various markets such as the mattress, insulated food packaging, filtrations, automotive, upholstery and home insulation industries.

John Cotton Group employs 1,015 people across the UK with 663 people being employed in Kirklees.

**PROPOSED DEVELOPMENT**

The proposed development aims to create 295,000 sq.ft. footprint warehouse to provide storage for the John Cotton Group which is located on the neighboring plot of land.

Currently John Cotton Group uses warehouse facilities in Ravensthorpe and Bradford and hope to move these facilities to this new proposed development. This will create new jobs in the local areas and reduce traffic on the local roads on the motorways.



S U S T A I N A B I L I T Y

05

The proposal has been designed to achieve a sustainable development, both in its construction and lifetime use. Due regard has been given to the full breadth of considerations including: the need to reduce CO2 emissions, monitor energy & water consumption, renewable energy generation, green technology, and local resources.

The Applicant will limit use of contractors to those that are committed to the considerate contractors' scheme and ensure the construction of the Site is strictly managed.

On-site material will be used for site preparations where possible. In the event that imported material is required then a secondary recycled aggregate from crushed brick or concrete will be used in preference to natural aggregate.

Contractors will consider using local suppliers, recycled materials and be required to implement a Site Waste Management Plan (SWMP) which will be monitored throughout the construction period, requiring separation of different wastes for recycling, etc.

Site won material will be used for site preparation where possible and where not feasible a secondary recycled aggregate from crushed brick or concrete will be used in preference to natural aggregate.

All insulation materials used in the project will have zero ozone depletion potential (ODP) and have a Green Guide rating A. VOC free products and finishes will be used throughout as will water based paints and stains.

Building materials and products will be sourced where practical from suppliers who manufacture with certified EMS (Environmental Management Systems) this will include timber products which will be obtained from sustainable resources and no timber or timber products will be used from protected tree species.

External lighting will be designed to prevent light pollution. Internal lighting will be LED, some areas having PIR detection for energy saving.

Water Saving – Taps and WC's will have flow control and taps will be manually operated through percussion systems where practical.

Feasibility studies will be explored with regard to renewable energy opportunities and their viability. They will also assess the potential to link to energy saving technologies elsewhere on site.

Refuse / Waste - Bin store provision will be provided on site for standard refuse collection and recycling. Occupiers will be encouraged to work collaboratively to reduce and manage waste.

Building design and landscape strategy will be designed such that accessibility and way finding for all travel modes are encouraged and promoted. The visual impact of parking and service areas will be mitigated by well thought out landscaping and boundary treatment, ensuring a continuity and rhythm to the building line and street frontage.

SUDs - Sustainable drainage systems will be included throughout the site where the excess water will be staggered through the site by various dry basins before being discharged into existing water courses and will not contribute to the local surface sewage systems.

### SUSTAINABILITY AT JOHN COTTON GROUP

For over 100 years, John Cotton Group has been reclaiming garments and textile waste to manufacture into new products. Sustainability is built into their DNA and are privileged that their position as one of the UK's leading manufacturing companies means they can encourage their customers and other stakeholders to do the same. The business is engaged on a Carbon Net Zero target by 2040 and is on track to use 100% recyclable, reusable or compostable packaging by the end of this year. WE send zero waste to landfill.

The proposed development will enhance strategic green infrastructure and wildlife connectivity through new landscaping proposals, and will meet current planning policies on sustainable design.

### We are a uk circular economy business



### Where we are today ?

For over 100 years John Cotton have been recycling garments and textile waste and manufacturing these into new products	We are committed to recycling the offcuts produced during the manufacture of our home textile products, currently this equates to 16 tonnes a week.	Across John Cotton Group we divert the equivalent of 1.7 plastic billion bottles from reaching landfill and our oceans	We take a Global approach to sourcing fibres & fabrics offering choice & quality We offer sustainably sourced BCI and GRS options on cotton & polyester	We are proud to be Zero waste to landfill at Snuggledown and are investing in new assets to reduce landfill to zero across the Group

S U M M A R Y

0 6

## ECONOMIC & SOCIAL

This proposal will provide new employment for Mirfield and the surrounding areas, delivering economic and social benefits to the area and its population.

## ENVIRONMENTAL

The environmental impact of the development of the land has been assessed. Ecological surveys, site appraisals, impact assessments and the landscaping strategy will be submitted, along with a Biodiversity Net Gain assessment.

## CLIMATE CHANGE IMPACT AND SUSTAINABILITY

Climate change is driving significant changes in construction materials composition and manufacturing. The proposed development will deliver the building to a minimum BREEAM rating of Very Good and aspiring for an Excellent rating to ensure they follow best practice in design and specifications for energy efficiency, durability and sustainability. In both the design and the construction phases, efforts will be made to reduce wastage and use locally sourced materials. Contractors will be required to work directly with manufacturers to ensure supplied materials and systems are pre-manufactured to minimize wastage wherever possible, this will also ensure a higher standard of construction quality, improving overall building.

## IN SUMMARY

This application compliments existing established commercial uses in the surrounding area and takes advantage of the sites location of the strategic road network. This will include a range of Environmental, Social and Governance measures which maximizes its contribution to achieving sustainable growth in Mirfield.

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