



Design & Access Statement
Wappy Springs, Huddersfield

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1.0
Introduction

Introduction

This document has been prepared by KPP Architects in support of a Full Planning Application for the proposed industrial development off Lindley Moor Road, Huddersfield.

This Planning Application is seeking permission for Full Planning Approval for the erection of four blocks of commercial units opposite to an existing industrial park.

This document has been produced by KPP Architects in conjunction with other consultants covering strategic planning advice on drainage, ground investigation, transportation and noise.

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 buildings on site could be used for
- 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 terms



Above: application site-highlighted in red

Location

The application site is located to the north west of Huddersfield, close to Junction 23 of the M62. The site sits within the Kirklees Council area.

The Site

The application site is sited to the north of Lindley Moor Road, which is bounded on the opposite side by a recently completed large scale industrial development including industrial manufacture and a car showroom. The site is bounded to the north by a well landscaped embankment rising up to the M62.

The site is located to the north western edge of Huddersfield, approximately 3.5 miles from the city centre and 1.0 miles from Lindley. The main site entrance is directly off Lindley Moor Road which has nearby connections to the M62.

The location has excellent transport links due to its proximity to the M62 and wider road network. Huddersfield's train and bus stations lie 3.5 miles away.

Site Usage

The site is currently occupied by Wappy Springs Inn, a public house with extensive hardstanding and various ancillary structures associated with the current business.



Above: Aerial photograph extract from Google Earth – proposed site highlighted red

2.0
Context

Contextual Site Location

The application site is approximately 1.71 acres. To the south across Lindley Moor Road the site is bounded by an existing commercial park. To the east is some agricultural land and buildings. To the west is Old Lindley Road and a well landscaped embankment and to the north is a similarly landscaped embankment raising up to the M62.

The site is currently occupied by the Wappy Springs Inn public house and associated hardstanding.

Local facilities within a 1.5 mile radius include:

- ① Post Office
- ② Commercial / Industrial
- ③ Restaurant / Pub
- ④ Pharmacy / Doctor
- ⑤ Petrol Station
- ⑥ Supermarket / Convenience
- ⑦ School
- ⑧ Public Greenspace / Sports Field
- ⑨ Place of Worship



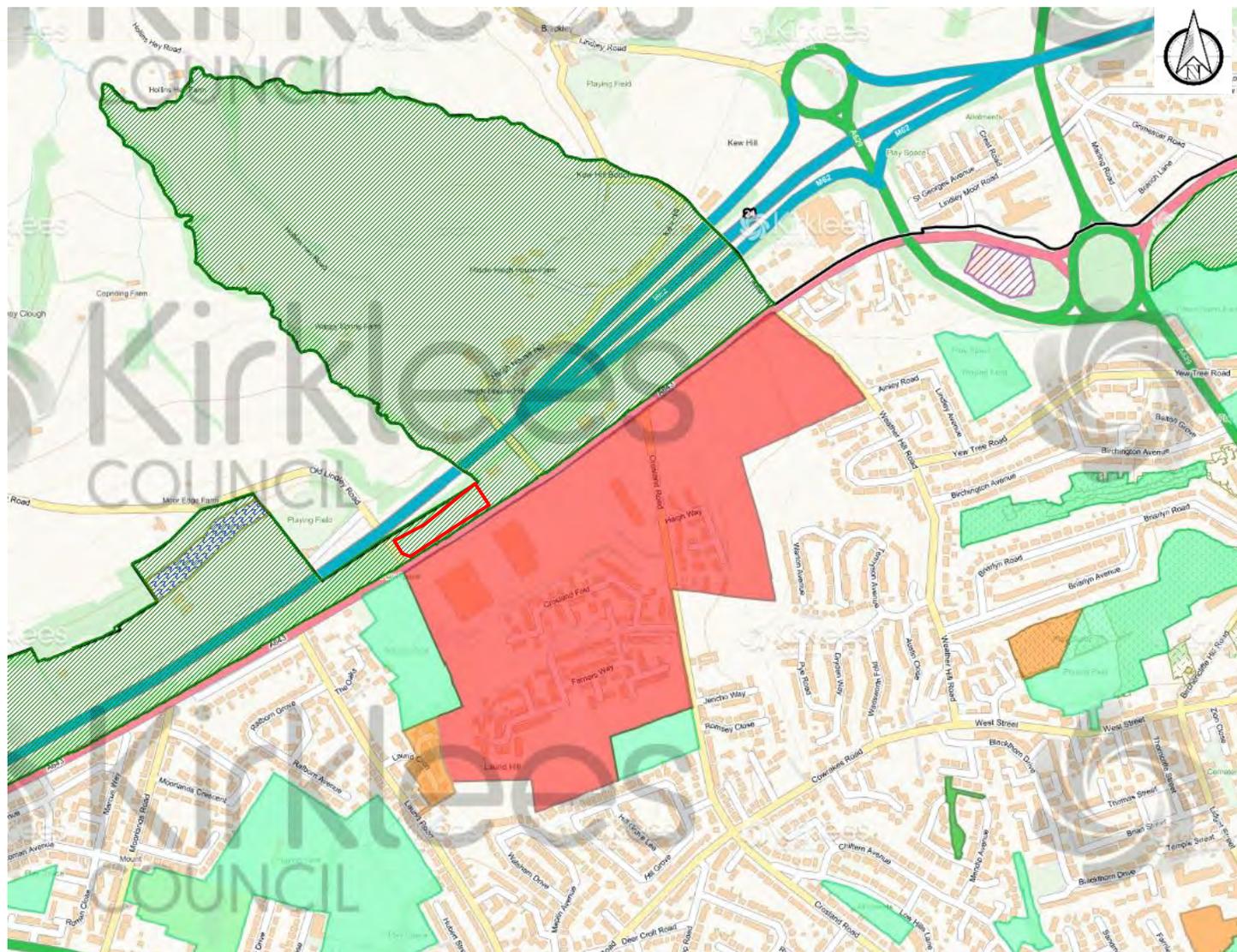
Above: Site plan showing local key points

Local Plan 2019

The planning application must be determined in accordance with the requirements of the National Planning Policy Framework and relevant policies of the Kirklees Local Plan 2019.

The site has been allocated for Green Belt. The council assessed this section of the Green Belt boundary in 2017 and found that it made minimal contribution to these purposes; it had 'limited' contribution to minimising urban sprawl due to the nature of the M62 to its northern boundary; it has limited impact on safeguarding the countryside from encroachment; due to its already urbanised nature development wouldn't fundamentally change the character of the area; the special circumstances of developing this green belt site are highlighted in the accompanying planning statement.

-  Housing Allocation
-  Mixed Use Allocation
-  Priority Employment Areas
-  Urban Green Space
-  LP61 Appendix 4 Small Open Spaces
-  Local Geological Sites Ext
-  Wildlife Habitat Network Ext
-  Green Belt



Above: Extract from the Leeds Local Plan Policies Map 2018, site highlighted in red

2.3 Key Views – Surrounding Area



View 1



View 2



2.3 Key Views – Surrounding Area



View 3



View 4



Connections

The application site is located approximately 3.5 miles to the north west of Huddersfield City Centre, and less than a mile to shops in Lindley. It is approximately 1.5 miles to the M62 motorway.

Lindley Moor Road runs east-west to the south of the site boundary, giving direct access to the site from the motorway and connection into Huddersfield centre.

There are various existing bus routes from near the site offering 25 minute bus journeys into Huddersfield, approximately every 10 minutes. There are also various local bus routes connecting Wappy Springs to the wider Huddersfield area

The nearest railway station is Huddersfield City Centre to the south east at 3.0 miles from the site. There is a half hourly daytime train service to Leeds Station which is a 20 minute journey. There is also a half hourly service to Dewsbury which is a 10 minute journey.

From Leeds Station there are services to Manchester, Leeds, Dewsbury, Brighouse. Leeds and Manchester stations give access throughout the north and south of the country.

The highways consultant has detailed and assessed the impact of traffic associated with this development.

(Please refer to separate Transport Statement accompanying this application for further details).



M62 Motorway



Primary Vehicle Route



Secondary Vehicle Route



Application Site



Existing accesses to site



Bus Stop



Above: Application site, main access routes around site and bus stops

Ground Conditions

A phase 1 desktop study was carried out on the site dated April 2021. the site is roughly rectangular and comprises the existing Wappy Springs Inn public house along with associated hardstanding and grazing / paddocks adjacent.

The site is in flood zone 1, there is minimal risk of flooding from rivers and seas. There will be no increase in the risk of flooding to others based upon utilising the recommendations within the accompanying Flood Risk report. The site does not lie within a source protection zone, and the site is not in a Radon Affected Area.

A phase 2 ground investigation is recommended to be undertaken, with borehole sampling, gas monitoring, trial pits and geotechnical testing are all suggested.

(Refer to accompanying Phase 1 Desktop for further information).

Flood Risk & Drainage

The Flood Risk Assessment concludes that the commercial development is in Flood Zone 1 and is at a 'very low' risk of fluvial and pluvial flooding, with the development not causing water displacement and causing increased risk to others based on the proposal.

The surface water will be discharged at a restricted rate into the existing watercourse running across the east of the site. Surface water attenuation will be provided, with potential drainage options being considered in the detailed drainage design. Foul water from the proposed development will pass through a waste treatment plant and be discharged to the existing culverted watercourse subject to Environment Agency Approval.

(Refer to accompanying Drainage Documents for further information).

Highways

A Transport Assessment has been undertaken and concludes that the adjacent highway network can adequately accommodate the traffic from the proposed site. The sustainable location of the site, with local facilities that can be accessed by foot and cycle along existing pedestrian networks.

(Refer to accompanying Transport Statement for further information).

Ecology

A preliminary Ecological appraisal was carried out, concluding that while various species are known to occur in the area, there was no conclusive evidence that protected species were located on or around the proposed development. The vegetation to be cleared has low ecological significance and protection of trees to the site boundary will encourage ecological diversity and support wildlife using the site.

(Refer to accompanying Ecological Appraisal for further information).

Landscaping

A landscaping plan has been prepared for the proposal, outlining where existing vegetation can be retained and enhanced with a proposed planting scheme to enhance the site boundary. It also provides details of the dry attenuation basin and acceptable species to be planted within.

(Refer to accompanying Landscaping Plan for further information).

Air Quality Assessment

An Air Quality Assessment has been undertaken and concludes that the development is classified as medium in the Air Quality & Emissions Technical Planning Guidance, meaning Type 2 mitigation would be required to negate possible air quality effects of the scheme. The air quality effects of the scheme have found to be insignificant, and there should be no constraints to the development of the site in regards to air quality based on NPPF and Policy LP51 guidelines.

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

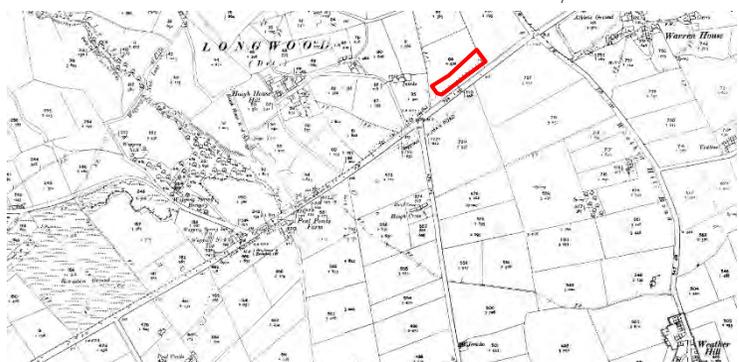
Arboricultural Assessment

An Arboricultural Report has been provided which concludes that the trees are not protected by a Tree Preservation Order. Some trees are recommended for approval, with others being recommended for remedial works and annual monitoring due to structural defects. Trees will be protected during construction works via root protection zones.

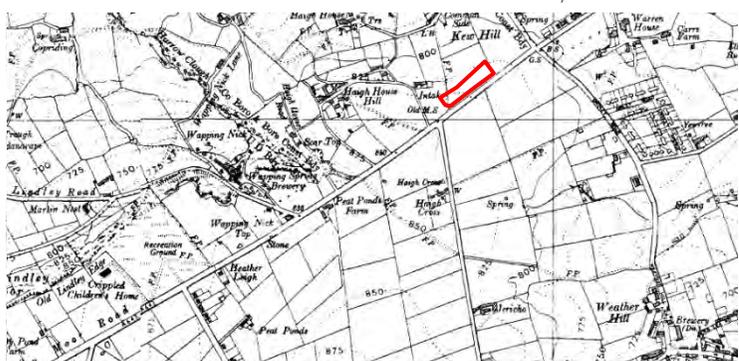
(Refer to accompanying Arboricultural Report and Impact Assessment for further information).



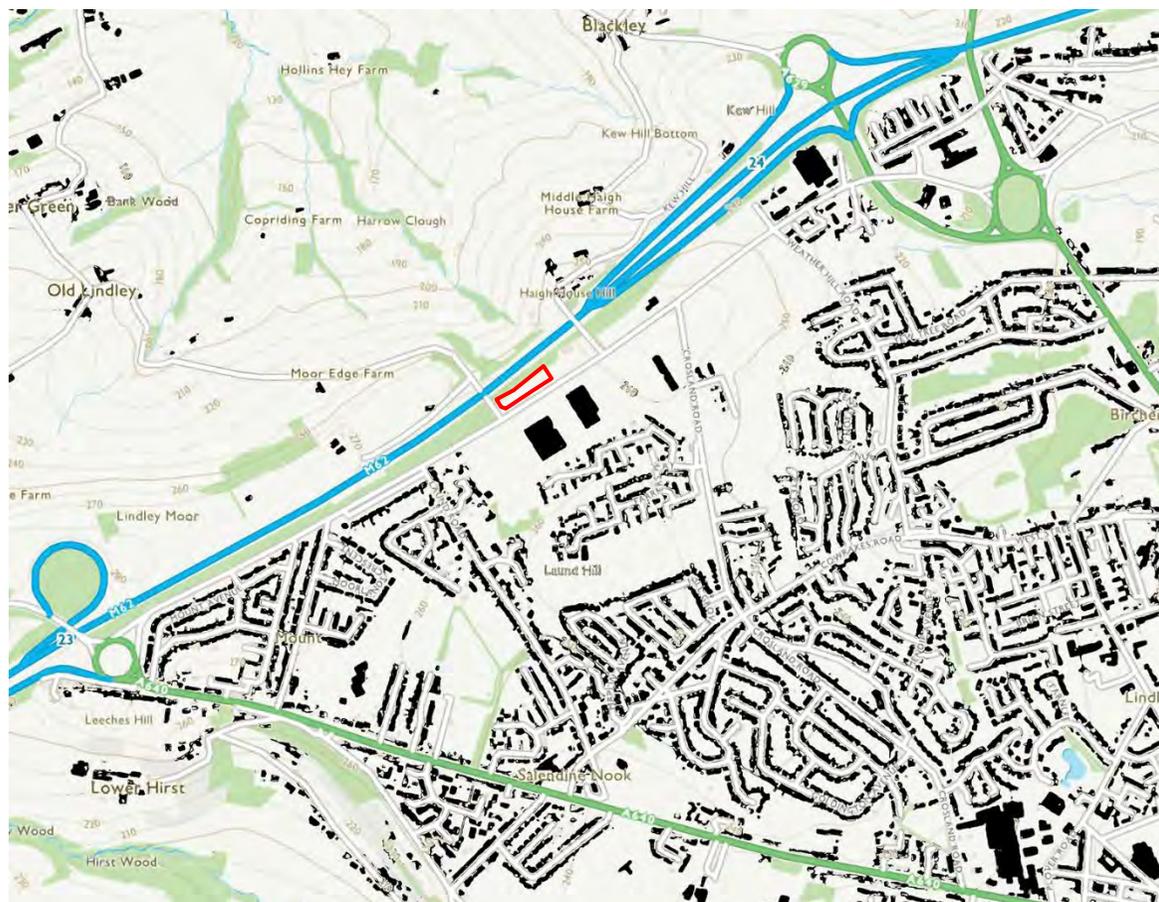
Above: Historic map of the site 1854



Above: Historic map of the site 1907



Above: Historic map of the site 1956



Above: Urban grain map

Site Context & Urban Grain

The application site is approximately 1.71 Acres and is currently occupied by the Wappy Springs Inn public house and associated hardstanding. It is bordered to the north by the M62 motorway, and the Lindley Moor Industrial Park lies across the road to the south. Historically the site has had listing off Wappy Spring Inn and Wappy Spring Brewery as far back as the early 1900's.

There are various buildings and development surrounding the site to the south of the M62, of varied forms, materials and uses.



Proposed site



Residential Properties



Commercial / Industrial



Agricultural



Established Landscaping



*Open Greenspace /
Recreational Areas*



3.0
Consultation & Involvement

Pre-application Submission

A formal pre-application submission was made to Kirklees Council and a response was received. A follow up Zoom meeting was also held between the applicant, agent and Local Council to discuss further.

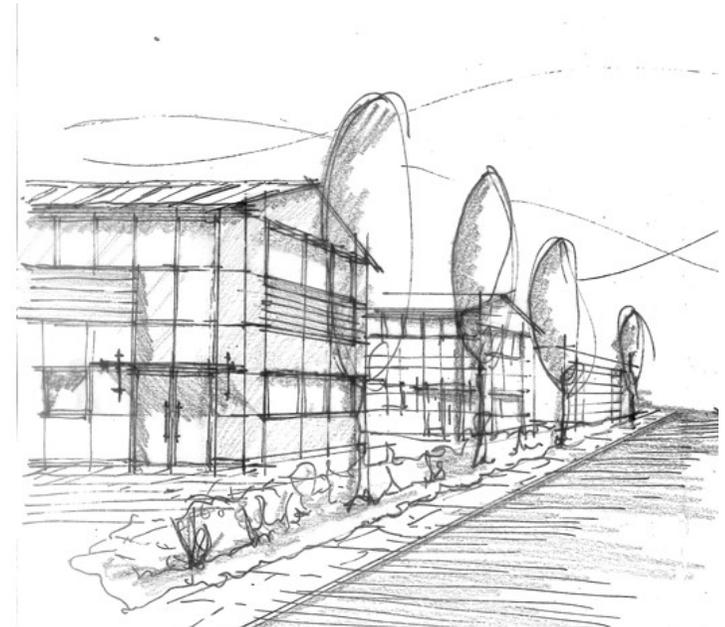
The Economic development team at Kirklees council were also engaged to discuss the principles of the development, which will provide much needed business space and job opportunities to the area.

Public Consultation

A leaflet drop was undertaken by Frank Marshall Estates to make the local populace aware of the proposal. Leaflets were sent out in the post to approximately 900 residents and nearby businesses, giving a brief overview of the site, its history and outlining the proposal that will be submitted to planning.

The leaflet also contained a link to a website created for the public to give their thoughts on the proposal. The link to the website is <http://royalpilgrim.com/nano/>, and it again outlines the proposed application while also giving the public an opportunity to share their views via the Feedback form.

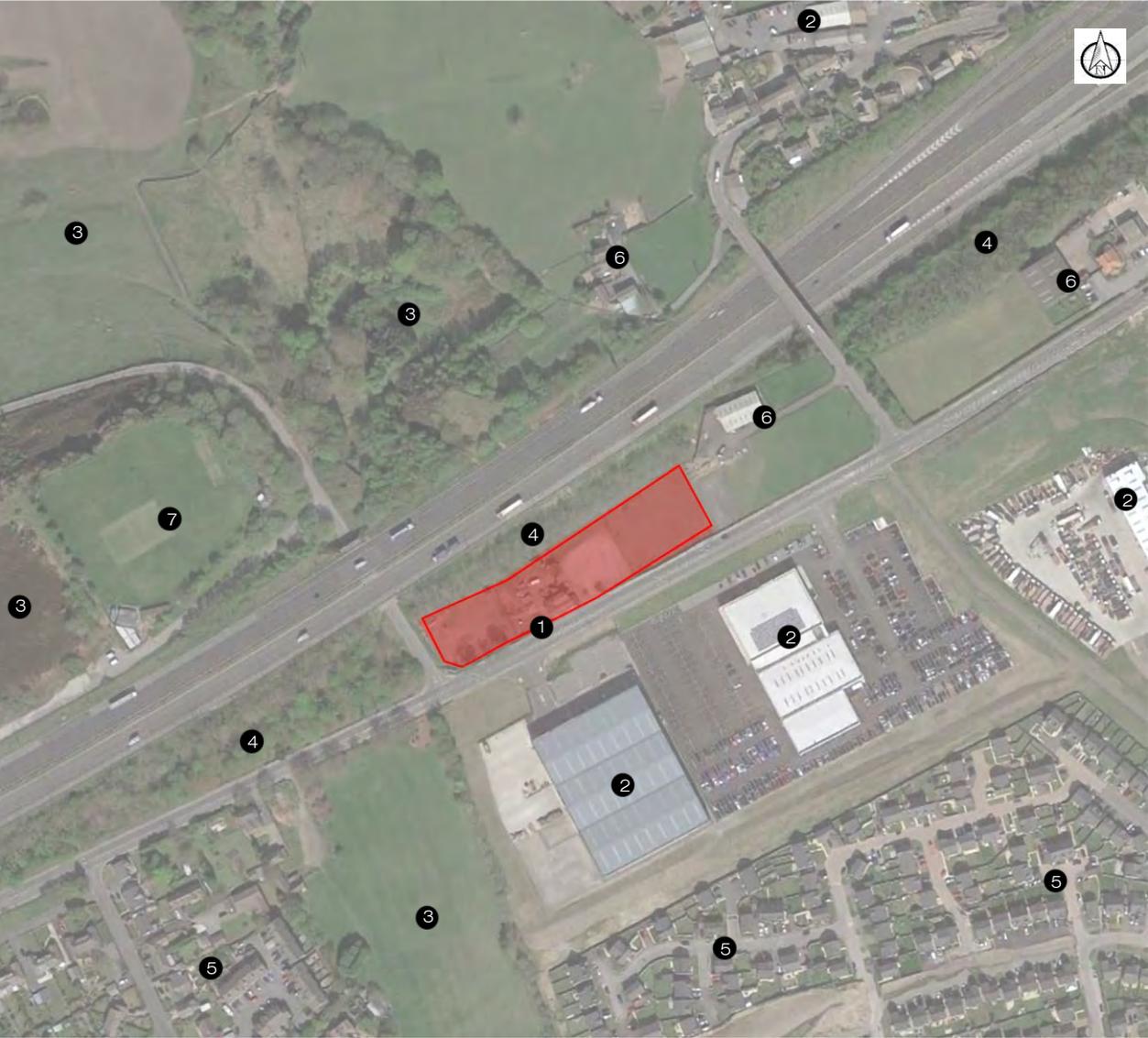
There is a press release to local media to be issued, to engage with a wider audience for further consultation. Contact has also been made with local business groups to open dialogue and provide information on the development.



4.0
Evaluation & Design Evolution

4.1 Existing Site Analysis

- 1 Existing Site Access
- 2 Commercial / industrial buildings
- 3 Open greenspace
- 4 Landscaped embankment
- 5 Existing residential property
- 6 Agricultural Buildings
- 7 Cricket grounds



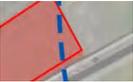
 M62 Motorway – connection to nearby vehicular network

 Primary Vehicle Route

 Secondary Vehicle Route

 Existing Public Footpath

 Site Access

 Culverted Watercourse through site

 Established Landscape Embankment to M62

❶ Large built form opposite site – restricted long distance views to site

❷ Proposed layout to acknowledge existing watercourse, proposed use for drainage strategy

❸ Existing tree screening to site boundaries



Above: Opportunities and Constraints Plan

5.0
Design Solution

5.1 Indicative Masterplan Principles



Notes:
This drawing is for information only and should not be used for construction purposes without the written consent of KPP Architects Ltd.
Do not scale from this drawing.
Work and materials shall be in accordance with the current building regulations, codes of practice and be consistent with building specifications and other sub-contractors information. All materials are to be installed in strict accordance with the recommendations of the manufacturers.



- | | |
|--------------------------------|---|
| ① Possible Site Access | ⑤ Dry Basin / Landscape Corridor |
| ② Small scale two storey units | ⑥ High quality façade to yard courtyard |
| ③ Vehicular turning area | ⑦ Strong tree buffer to site perimeter |
| ④ Possible Business Hub | |

Building Design & Materials

The Nano Park – The Nano Park model creates small, high quality and flexible spaces, providing an ideal base for fledgling companies and satellite operations of larger firms. 850 sq.ft. of floorspace, 3.6m height & a 3m sectional overhead door, the space is perfect for manufacturing, as storage, laboratory space or a studio; the multi-use space is ideal for all business needs.

The development consists of four blocks of units; with units 1-10 and the business hub consisting of 2 storeys with a 6-degree minimum roof pitch. These will have a strong focus to high quality design including natural stone, dark grey cladding, feature glazing and standing seam rooves.

Attention to smaller building elements such as galvanised half round gutters and downpipes will assist in the deliver of a high-quality development.

The layout and treatment of the new building elevations break down the mass of the established industrial building footprints and typical materials. They propose a lighter, more simple palette of contemporary materials, colours and textures that limit visual impact against the heavy appearance of the surroundings.



Above: precedent image, similar units by same developer.



Above: precedent image, similar units by same developer.



Concept Front Elevation



Street Scene

A diverse, yet coherent street scene is fundamental to the delivery of a high quality, complementary development. The streetscape must consider the buildings, integration with surrounding to deliver a coherent development identity.

Consideration is given to the material palette and colour, door & window sizes, style and sub-division, thermal efficiency, roof proportion, walling materials and external features such as guttering.

The material palette would be simple, reflecting materials sympathetic to the location, whilst being mindful of delivering high quality, practical and sustainable working environments. The palette would be consistent throughout to produce a harmonious development.

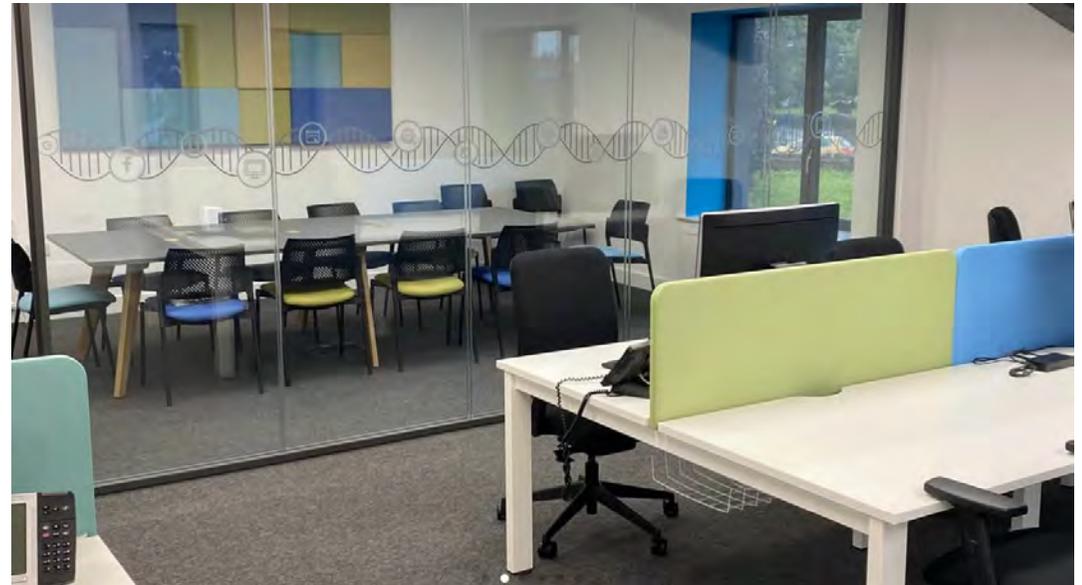
6.0
Conclusion

Conclusion

This proposal will provide new employment opportunities and enhance the variety of businesses in Kirklees. The units offer something new to the area that will expand the type of commercial space on the market in Huddersfield, which in turn will further support the social and economic growth of the immediate vicinity.

While the site is currently designated as Greenbelt, both this document and the accompanying planning statement have demonstrated sufficient evidence that the low quality of the greenbelt, combined with the need for this type of development in the area and a lack of suitable alternative site provide the special circumstance to approve the development of this site.

The high quality design of the proposed buildings and the sympathetic approach to maintaining landscaping will aim to provide "small but perfectly formed business space for small companies, fledgling businesses or satellite premises for larger firms."



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