Potential Mixed Use Development
New Veterinary Surgery

At Riverside Works, Woodhead Road, Honley HD9 6PW
On Behalf of Donaldson's Vets Ltd

Design & Access Statement

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6.0 Summary

The statement has been produced in response to local & national planning policy which highlights the need to promote high quality & sustainable design in development in order to make a positive contribution to the local environment.

The statement has been produced to be able to be read in a clear manner & be understood by all parties involved in consultation during the process. It is intended to be a positive tool to fully explain our design intent to Kirklees Council Officers & any Third Party Consultees.

Document Ref: C1098-450	Revision Number: 0	1	2
	Initial Issue	Cover Sheet Updated	Updated to suit revisions to design proposals
Author:	Kevin Dawson	Kevin Dawson	Kevin Dawson
Position:	Director	Director	Director
Date of Issue:	15 February 2024	10 December 2024	11 July 2025
Notes:			

1.0 Introduction

1.1 Brief & Vision

1.1.1 Our client (Donaldson's Vets Ltd) currently operates a number of veterinary surgeries which are located throughout Calderdale and Kirklees along with a Veterinary Hospital on Somerset Road in Almondbury, near Huddersfield.

1.1.2 The application site is located in the village of Honley on Woodhead Road (A6024) which is the main road connecting the town of Huddersfield to the Holme Valley.

1.1.3 The last known use of the site was for plant and machinery hire though it has been cleared since this use ceased and now comprises a relatively level open area with no existing structures.

1.1.2. Our client purchased the application site in late 2021 with the intention of constructing a new veterinary surgery (Planning Use Class E) to serve the village of Honley and surrounding areas.

1.1.3 Our client originally aspired to construct a number of residential dwellings on the site however a pre-application response from the LA was not supportive of this so that element has been omitted from the latest proposal. This amendment has allowed the Surgery building to be set back from the road and to allow the site 'to breathe' a little.

1.1.4 We have worked on the development of a number of veterinary surgeries on behalf of our client and as such we have a deep understanding of the clients briefing requirements in terms of the internal programme and sequencing of spaces which are required to effectively operate the proposed use.

1.1.5 The client has experience of the car parking requirements for both staff and visitors based on monitoring of other sites which they operate. We are working closely with a highways consultant who is employed by the client to develop proposals which are safe, efficient and effective for vehicular and pedestrian access.

1.1.6 The client is in the process of preparing a seperate planning application for a temporary surgery at the southern end of the site which can be used during the construction phase of the proposition.

Figure 1; Key:

1	Proposed Veterinary Surgery; Single storey element
2	Proposed Veterinary Surgery; Two storey element
3a	Car parking for proposed Veterinary Surgery (50 No Spaces)
3b	Accessible car parking spaces (2 No)
3c	Electric Vehicle Charging Points (4 No Spaces)
3d	Covered, secure cycle parking (10 No Spaces)
4	Soft landscaping
5	Proposed vehicular / pedestrian access from Woodhead Road
6	Entrance to proposed Veterinary Suregry
7	Soft landscaping (low level) to site boundary
8	Site of proposed temporary surgery to be erected subject to the determination of a seperate planning application
9	Site of proposed signage

Figure 1:
Diagram; Design Responses to Brief

2.0 Site & Contextual Analysis

2.1 Photographic Record

2.1.1 The following pages include photographs of the existing site taken in December 2022.

2.1.2 The series of photographs opposite show various views from Woodhead Road of the approach to the site and beyond.

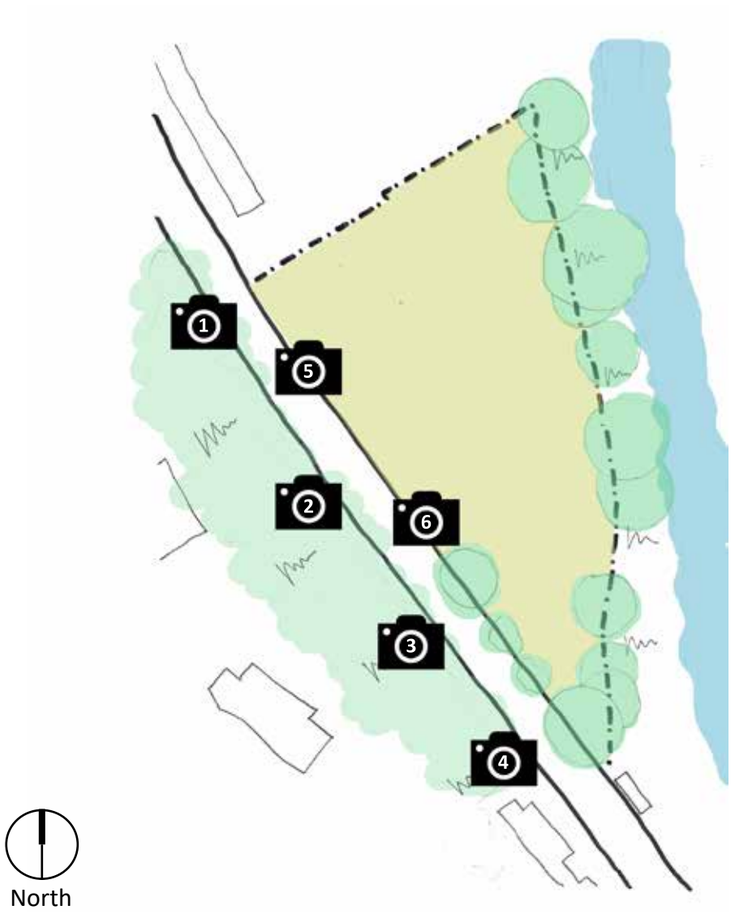
2.1.3 The key plan identifies where each photograph has been taken from.

2.1.4 The following pages show more detailed views of the site and it's boundaries being taken from within.

Photograph 1; *View from Woodhead Road, looking south*

Photograph 2; *View from Woodhead Road, looking north*

Key Plan:



Photograph 3; *View from Woodhead Road, looking north*

Photograph 4; *View from Woodhead Road, looking south*

Photograph 5; *View from Woodhead Road, looking north*

Photograph 6; *View from Woodhead Road, looking south*

Photograph 7; *View from inside the site looking west*

Photograph 8; *View from inside the site looking north*

Photograph 9; *View from inside the site looking north*

Photograph 10; *View from inside the site looking beyond the eastern boundary*

Photograph 11; *View from inside the site looking beyond the eastern boundary*

2.2 Planning History

2.2.1 A search of the Kirklees Council Public Access System has identified the following planning applications which are relevant to the site:

Reference: *2017/60/92230/W*
Title: *Outline Application For Residential Development*

Conditional Approval dated 3 February 2020

2.2.2 Planning application reference: *2017/60/92230/W* requested that matters other than access (appearance, landscaping, layout and scale) `were reserved.

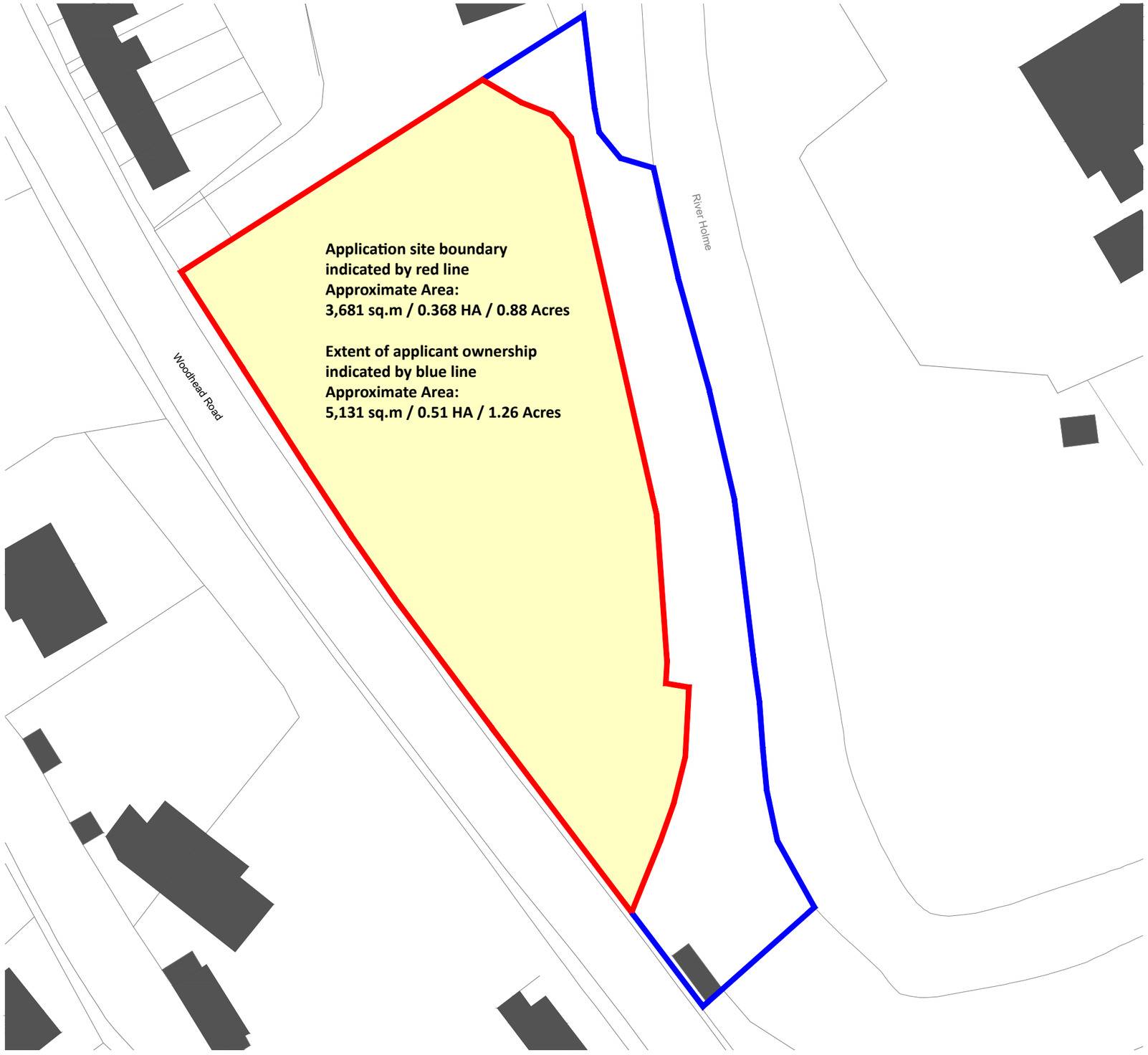
There were 27 conditions attached the decision notice, below is a brief summary of issues that the conditions relate to:

1 Reserved Matters
2 Approved Drawings
3 Timescales (Reserved Matters)
4 Timescales (Commencement)
5 Affordable Housing Provision
6 Public Open Space Provision
7 Educational Provision
8 Highways
9 Protection of River
10 Drainage (Foul & Surface Water)
11 Drainage (Discharge to Watercourse)
12 Drainage (Stormwater)
13 Drainage (Seperate Systems)
14 Site Investigation (Phase II Requirement)
15 Site Investigation (Remediation)
16 Site Investigation (Remediation)
17 Site Investigation (Remediation)
18 Site Access
19 Woodhead Road Footway
20 Ecological Strategy
21 Ventilation Matters
22 Acoustic Matters
23 Electric Vehicle Charging Points
24 Travel Cards
25 Site Frontage, Visibility Splays
26 Drainage
27 Street Lighting

2.2.3 A pre-application enquiry (reference: *2023/20223)* was submitted in 2023 and this resulted in positive dialogue with the Local Authority and has informed the design development of the project since the receipt of the responses and the preperation of this planning application.

2.2.4 In summary, the pre-application enquiry concluded that the Local Authority would be supportive of a commercial development which would create jobs on the site. The materiality and design approach to some elements of the proposed building was questioned by officers and we engaged with constructive dialogue regarding the concerns raised during a meeting in late 2023. We have set out design strategies later in this document and planning matters are discussed further in the 'Planning Statement' document which accompanies the application.

Figure 2:
Diagram; Existing Site Area



In summary, the site is a Priority Employment Area in the Kirklees Local Plan and a commercial development which creates jobs would be welcomed.

The residential units on the site would need to be justified in the context of LP8(2) to be considered acceptable in principle. However, due to design and amenity concerns, it is advisable that the residential element of the proposal be omitted. To deliver a commercial development of the scale proposed forces the residential units into a cramped corner, to the detriment of the commercial development's design (and potentially highway arrangements) and the design and amenity (and again potentially highway arrangements) of the residential.

Specific to the commercial unit, officers have expressed concerns over the design approach being considered, with advice offered to address this. Other material considerations have been raised for consideration, and advice on those matters offered.

Extract from the 'Conclusion' section of the Pre-applcation Enquiry response received from Kirklees Council (Nick Hurst) dated 6 June 2023

2.3 Topography

2.3.1 A full topographical survey of the existing site was undertaken by MT Surveys Ltd in 2021 and this information is included on the following page of this document.

2.3.2 The topographical survey identifies that the site is reasonably level with a rise of approximately 2m between the northern / southern boundaries over a distance of approximately 90m.

2.3.4 The survey identifies an established vehicle access to / from Woodhead Road in the north western portion of the site and that the highway rises on a slightly steeper gradient than the site from north west to south east.

2.3.5 The survey identifies a terrrace of residential dwellings being located to the north of the site with a gable end (blank) elevation approximately 11m from the northern boundary.

2.3.6 The survey identifies a steep banking up and woodland to the west of the site (across Woodhead Road).

2.3.7 The survey identifies a steep banking down through woodland to a water course on the eastern boundary of the site.

Figure 3:
Diagram; Topography

Key:

1 Extent of planning application site area

2 Woodland, banking rising to the west

3 Woodland, banking falling to the east

4 River Holme

5 Woodhead Road

2.4 Connectivity

2.4.1 The application site is located with good access to existing public transport networks.

2.4.2 Bus stops are situated on Woodhead Road within walking distance of the site to the north and south.

2.4.3 Honley Railway Station is also situated close to the site although this may be outside the description of 'walking distance' depending on physical ability.

2.43 Honley village centre is close to the site although this may be outside the description of 'walking distance' depending on physical ability.

Figure 4:
Diagram; Public Transport Nodes

Key:

1	Extent of planning application site area	
2	Bus stop location; Woodhead Road (south) Both directions	
3	Bus stop location; Woodhead Road (north) Towards Home Valley	
4	Honley Railway Station	

2.5 Character

2.5.1 The application site is previously developed and used to host an employment use.

2.5.2 The key adjacencies include:

- An employment site and terraced housing to the north of the site.
- A steep grass banking, woodland and detached / semi-detached residential dwellings to the west of the site.
- Less dense residential dwellings to the south of the site.
- A steep grass banking, river, woodland and employment uses to the east of the site.

2.5.3 The site has a long frontage to Woodhead Road offering an opportunity to make a positive contribution to the street scene.

Figure 5:
Diagram; Adjacent Uses

Key:

1 Pre-application Enquiry site

Yellow hatch indicates residential use

Purple hatch indicates employment use

Orange hatch indicates cultural use

2.6 Arboriculture

2.6.1 To the east of the application site is an area covered by a Tree Preservation Order. This effectively covers all of the land to the east of the site, and encompasses the trees on the banking down to the River Holme.

2.6.2 The pre-application enquiry response advised that the trees within the extents of the TPO have a public amenity value and their removal, unless due to justified arboricultural reasons, should be avoided (It is unlikely that this would be looked upon favourably).

2.6.3 The response went on to advise that an Arboricultural Survey had been received as part of the enquiry and the repsonse from KC Trees confirmed the following:

"In principle I have no objection to this pre application. The proposal appears to be achievable without significant harm to protected trees.
The works specified in the arboricultural tree report seem to be reasonable and advisable, if future development permission is to be granted.
Mitigation planting will be required for the specified tree removals and additional trees will need to be integrated into any final layout, which is indicated in the supplied initial plan."

LA Comments (Pre-application Enquiry)

2.6.4 An Arboricultural Method Statement has been prepared by JCA Ltd and accompanies the submission of the planning application.

2.6.5 The report has identified a number of trees to the eastern and south western boundaries of the site and assesses the condition of each.

2.6.6 The report identifies trees which the arboricultural specialist believes should be removed and confirms the reasons behind their recommendations.

Figure 6:
Arboricultural Implications

"The proposed development site is shown as being potentially contaminated from its former use that may have an adverse impact on the proposed development therefore, contaminated land issues need to be considered."

LA Comments (Pre-application Enquiry)

2.7.1 An initial assessment of ground conditions and foundation requirements was undertaken by Topping Engineers Ltd in 2021.

2.7.2 The assessment identified varying ground conditions across the site with ground conditions to the east of the site being likely to require a specialist foundation solution such as piling for a low rise building.

2.7.3 Rogers Geotechnical Services have carried out Phase 1 & Phase 2 Site Investigation work on the site and these documents accompany the planning application submission.

2.7.4 The Phase 2 SI report advises that a piled foundation solution and suspended floors will be required for the proposed new building if it is constructed in the location shown on the application drawings.

2.7.5 The Phase 2 SI identies that the site is located within a higher radon risk areas and as such basic radon protection measures will be required to the proposed new building if it is constructed in the location shown on the application drawings.

"The site has an area below 1ha and, based on the submitted red-line plan, is fully within Flood Zone 1. Therefore, a site-specific flood risk assessment is not considered necessary at this time. A flood risk sequential and exception test would also not be required."

LA Comments (Pre-application Enquiry)

2.8.1 The '*Flood map for planning*' document from the Environment Agency identifies that the site is located in *'Flood Zone 1 with a low probability of flooding'* (see adjacent extract).

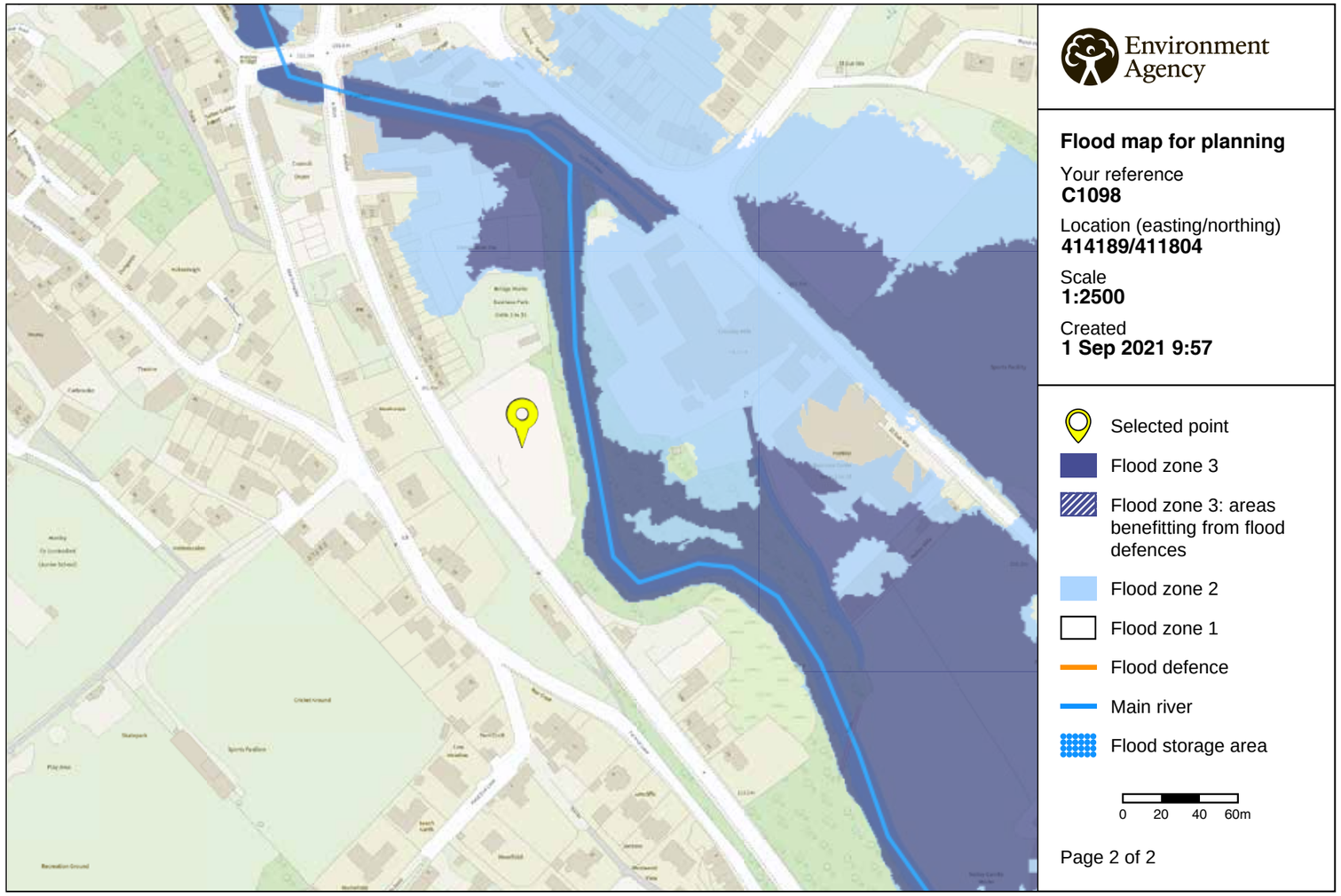
"A surface water drainage strategy would be required t support any subsequent application. Kirklees LPA and Lead Local Flood Authority (LLFA) promote the drainage hierarchy. Proposal's re-developing brownfield land are expected to demonstrate a minimum 30% reduction in surface water run-off where previous positive surface water connections from the site can be proven."

LA Comments (Pre-application Enquiry)

2.8.2 Detailed design work has been undertaken by JPG Consulting Engineers and the following documents form the Drainage Strategy in relation to the planning application:

- Drainage Impact Assessment
- Drainage Maintenance & Management Plan
- Finished Levels Arrangement
- Surface Water Drainage Strategy
- Foul Water Drainage Strategy
- Overland Flow Plan
- Impermeable Area Plan

Figure 7:
Flood Risk For Planning Map; Environment Agency



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2.9 Crime Prevention

2.9.1 The West Yorkshire 'Designing Out Crime Officer' was consulted as part of the pre-application process and it is noted that officers confirmed the advice focused chiefly on mitigation and preventing crime, and should be considered in the wider context of the proposition.

2.9.2 It is considered that the omission of the residential aspect of the proposal which was put forward at pre-application stage will mean that there is a different approach taken when WYP are consulted as part of the planning application.

2.9.3 The architecture of the proposal has been developed with reference to the document which has been produced by Secured By Design titled 'Commercial Developments (V2)'.

2.9.4 The proposed site layout creates an easily legible sense of place where employers, employees and legitimate visitors are able to go about their daily routine without undue fear of crime.

2.9.5 The proposed site layout includes one main entrance into the Veterinary Surgery car park (serving both vehicles and pedestrians).

2.9.6 The entrance to the building will be clearly identifiable from the entrance and car park with signage being deployed where neccesary for way-finding.

2.9.7 The use of security fencing is not considered to be appropriate as part of the proposition.

2.9.8 Secure parking for bicycles, mopeds and motorbikes has been considered and is identified on the site layout drawings which accompany the planning application.

2.9.10 Utility access covers, protecting access to drains, sewers, telephone cables, electricity cables and other services, will be secured to prevent access and damage by unauthorised persons.

2.9.11 Mail delivery will take place during business hours and mail will be handed in at reception.

2.9.12 Reception staff should have a clear view of the approaches to the entrance. The reception desks will be high and deep enough to afford protection for the receptionist, but will also consider the needs of a wheelchair user.

2.9.13 Public access to areas of the site where staff entrance / exit points are located will be minimised.

2.9.14 External lighting provision / design will be co-ordinated with a CCTV installation to deter / detect an intruder. The lighting scheme will provide uniformed lighting levels with good colour rendition.

3.0 Design Development

3.1 Architectural Synopsis

3.1.1 The following pages of this document comprise descriptions and diagrams which explain the principles of our design proposition.

3.1.2 The form of the proposed veterinary surgery has been designed with careful thought about the human scale of the residential dwellings to the north. The single storey part of the building is located closest to Woodhead Road and speaks to the adjacent terrace in terms of scale, taking cues from the industrial heritage of Kirklees in an abstract way through its 'north light' form.

3.1.3 The position of the building on the site has been considered following feedback from the LA during the pre-application enquiry process. The principal elevation, fronting onto the road has been set back into the site to allow a soft landscaped margin to be introduced on the boundary to Woodhead Road. This softens the impact of the building and enhances the landscape of the wider area.

3.1.4 The two storey element of the Veterinary Surgery is read as a seperate element from the single storey volume in the foreground (when viewed from Woodhead Road), defined by materiality and scale. This element has been reduced in height following pre-application discussion where it was indicated as a three storey element.

3.1.5 The facing material to the external walling is proposed as natural stonework with a sawn face, llikely in a 450mm L x 102.5mm W x 65mm module.

3.1.6 Timber / steelwork are proposed as materials which is used sparingly to form the canopy and contribute to the activation of the site frontage along with aluminium framed glazed panels.

3.1.7 The facing material of the proposed roof is zinc.
This continues the palette of materials utilised at the recently extended Somerset Road Veterinary Hospital which we designed in conjunction with Mallileu Architects some years previously.

3.1.8 The Local Authority feedback during the pre-application enquiry process was that they believe all materials other than stone are unacceptable due to this being the predominant material in the local area.

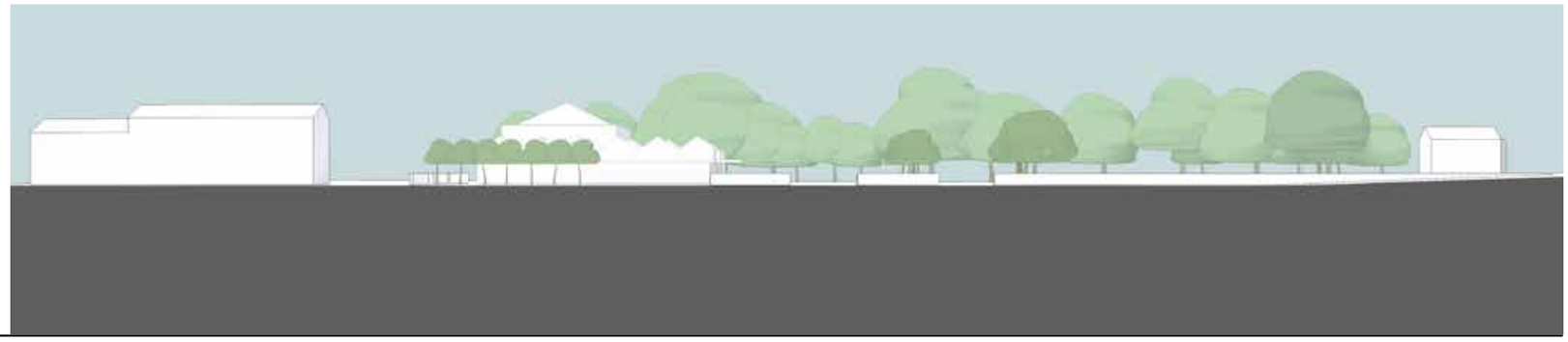
3.1.8 Internally the veterinary surgery spaces are generous in height and (where possible) lit from above as an abstract reference to the 'north light roofs' often found in the historic textile mills of the Holme Valley.

3.1.9 Externally, it is proposed to enhance the landscape of the site using soft landscaping to provide relief between the built forms and parking areas which are formed using hard landscaping. This landscaping will hopefully offer additional wildlife habitat which is of a similar quality to that which is located at the southern end of the site.

Figure 8:
Diagram; Architectural Synopsis

Key:

1	Proposed Veterinary Surgery; Single storey element
2	Proposed Veterinary Surgery; Two storey element
3	Car parking for proposed Veterinary Surgery
4	Soft landscaping within car parking areas
5	Proposed vehicular / pedestrian access from Woodhead Road
6	Soft landscaping (low level) to site boundary
7	Site of proposed temporary surgery to be erected subject to the determination of a seperate planning application
8	Site of proposed signage



3.2 Site Layout

3.2.1 The site has a new vehicular and pedestrian access point from Woodhead Road.

3.2.2 The Veterinary Surgery building is located at the north end of the site where the site plan is at its deepest.
This allows a single storey volume to be formed at the front of the site with a soft landscaped margin and parking spaces between the building frontage and Woodhead Road.
A two storey volume is set to the east, at the point which is furthest away from Woodhead Road.

3.2.3 The architectural programme requirements for a Veterinary Surgery mean that there is a line formed between public and private spaces by a series of consulting rooms which enclose the entrance and waiting areas at ground floor level.

3.2.4 Public spaces are all located in the single storey part of the building with the entrance being taken from the south (from the parking area) with visual connection to the west (from Woodhead Road).

3.2.5 Private spaces are located across the ground, first and second floor areas and comprise a number of different spaces relating to clinical and administrative functions.

3.2.6 Detailed analysis of the building programme is outlined in Section 4.0 of this document

Figure 9:
Diagram; Architectural Synopsis

Key:

1 Proposed Entrance to Site

2 Proposed Entrance to Veterinary Surgery

3 Proposed Dog Run to rear of Veterinary Surgery

4 Proposed Dog Isolation Run to rear of Veterinary Surgery

5 Proposed Access to Morgue

6 Proposed Car Parking Spaces

7 Soft landscaping

8 Soft landscaping within car parking areas

Figure 10
Veterinary Surgery Massing

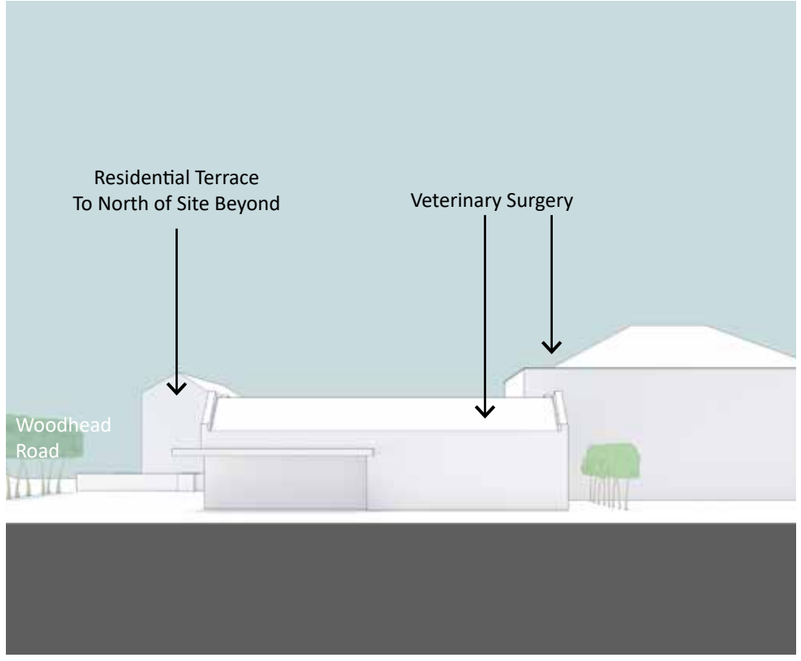
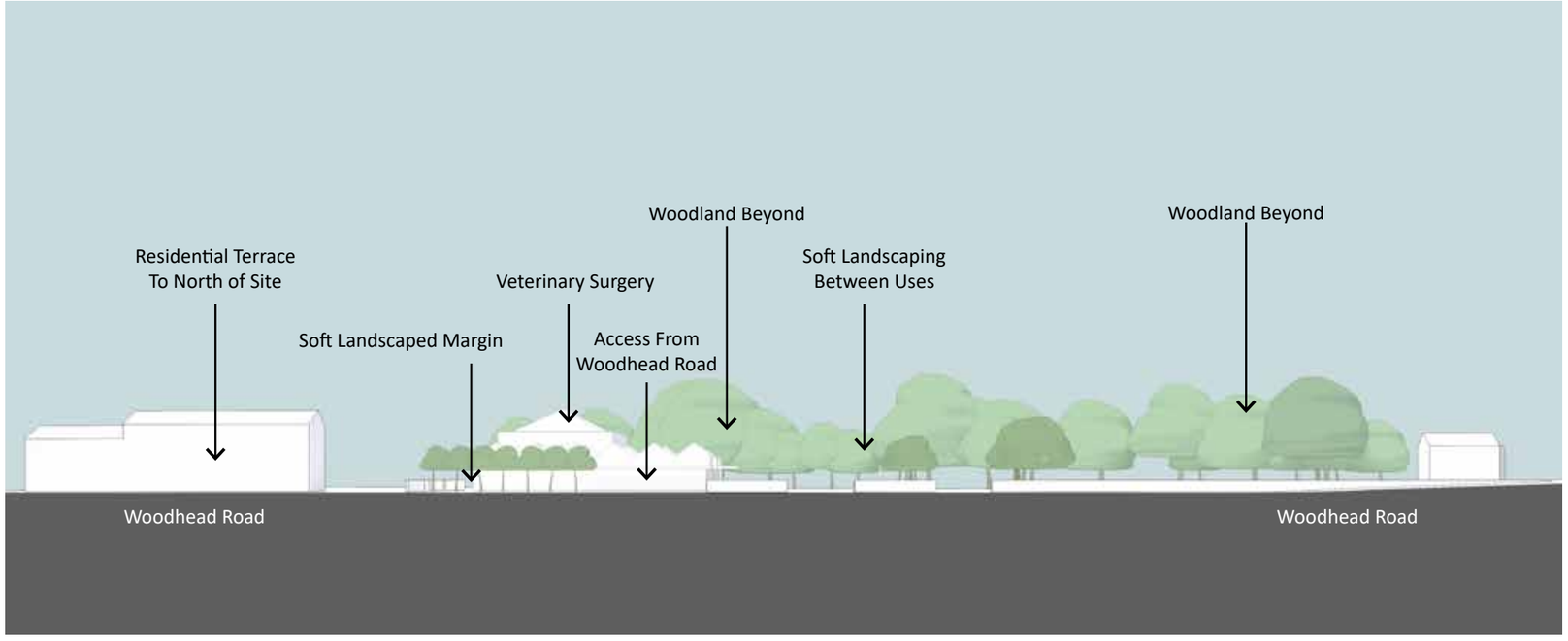


Figure 11:
Diagram; Streetscene Elevation



3.3.1 Positive dialogue was undertaken at pre-application enquiry stage around the idea of using the local context in our design process and specifically the idea of Kirklees industrial heritage.

3.3.2 Conversation with Officers revolved primarily around scale. Officers appeared to take a literal position, thinking about the proposition as the building of a monument or tribute to the historic mills by creating a building which might look as if it had been preserved from days gone by and converted into a veterinary surgery. Officers acknowledged that mill buildings are a *'characterful feature of the area'* and would have been more so prior to the demolition of many of these structures.

3.3.4 Our position is more abstract, and our design process references the historic local context in a more subtle way. We have analysed the mill buildings of the past and considered what it is about their architecture which could be used as a cue for the design of the Veterinary Surgery.

3.3.5 Our answer is the distinctive roof profile often found in historic mills which is recognisable in terms of temporal depth and the function of a 'north light' structure to light a deep floor plan.

3.3.6 Our proposal is clearly not a historic mill, and is not intended to be read as one. It draws influence from the historic structures and industrial heritage of of Kirklees but creates architecture which is of its own time.

Figure 12:
Painting; Old Mill, Huddersfield by Peter Brook

Figure 13:
Photograph; Neiley Mills, New Mill Road, Honley; Destroyed by Fire in 1912

3.4 Materiality

3.4.1 It is proposed to construct the new buildings using materials which are a contemporary interpretation on the palette of the local vernacular.

3.4.2 The palette could comprise:

External walls: Long Format, Natural Stonework (Sawn Face)

Roof: Pre-finished Zinc Standing Seam

Windows: Aluminium framed, double / triple-glazed high performance casement windows

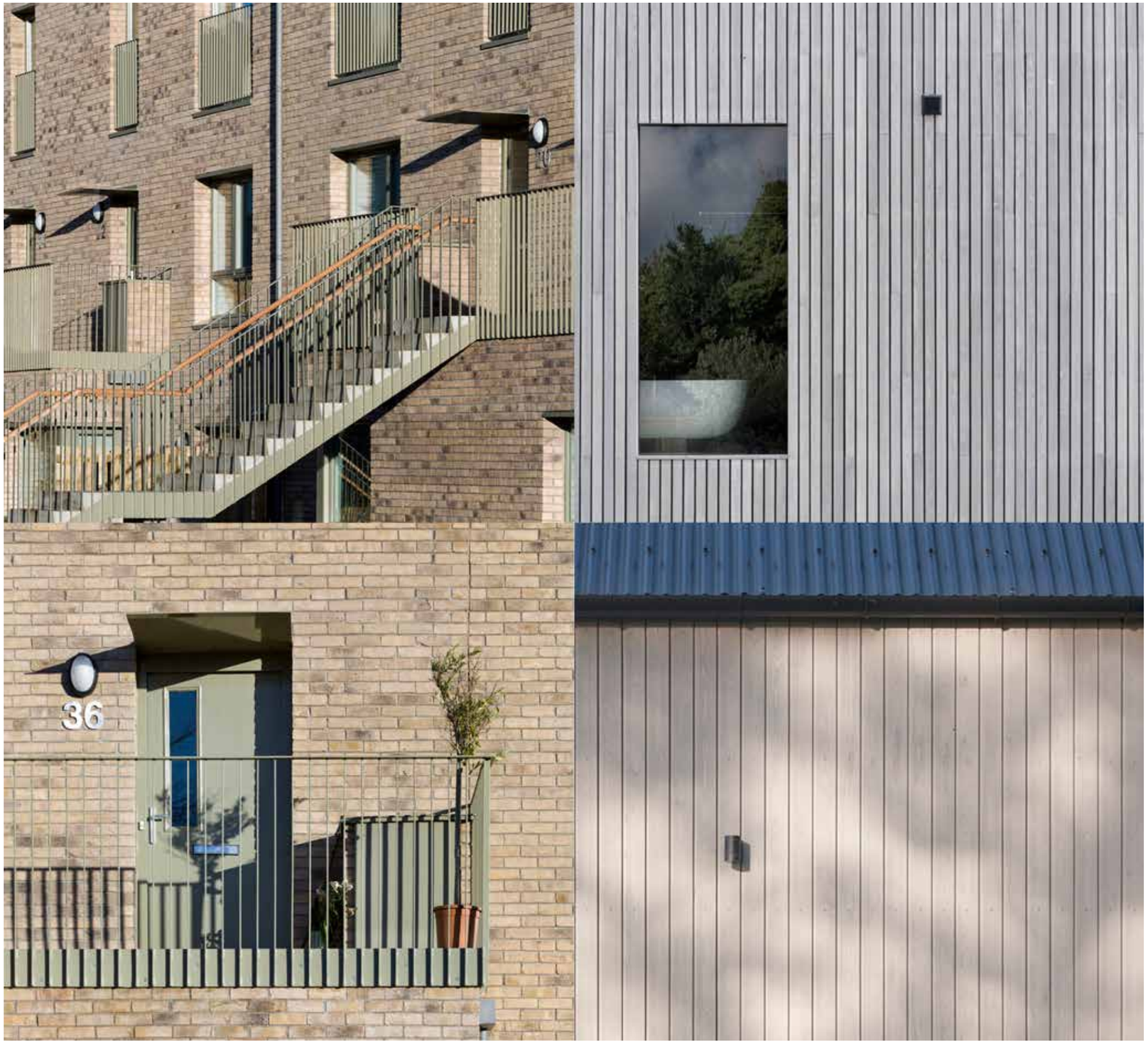
Doors: Aluminium framed, Glzed, insulated or timber-clad doors

RWP / SVP's: PPC coated Aluminium

Guttering: PPC coated Aluminium

Canopy: Timber / Steelwork structure with a Pre-finished Zinc Standing Seam covering

Figure 14:
Diagram; Architectural Synopsis



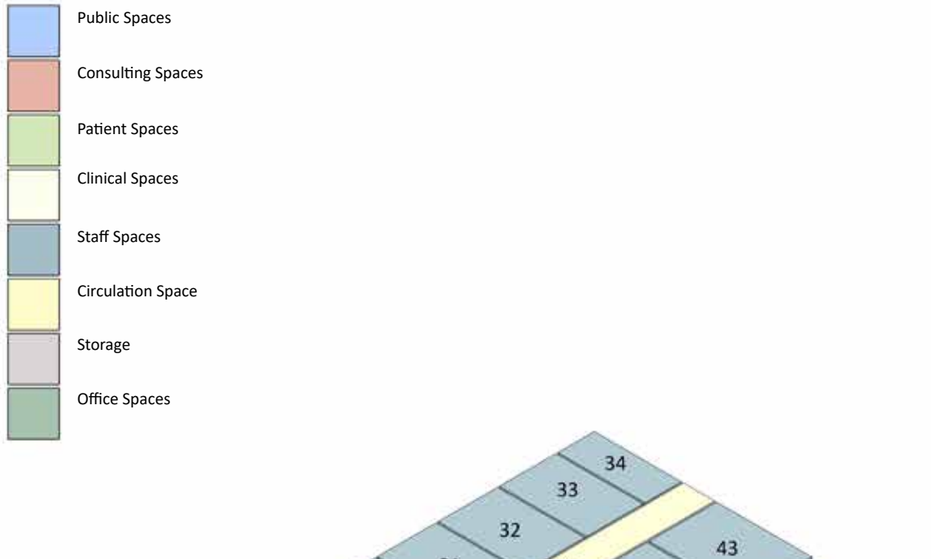
3.5 Programme Diagrama; Internal

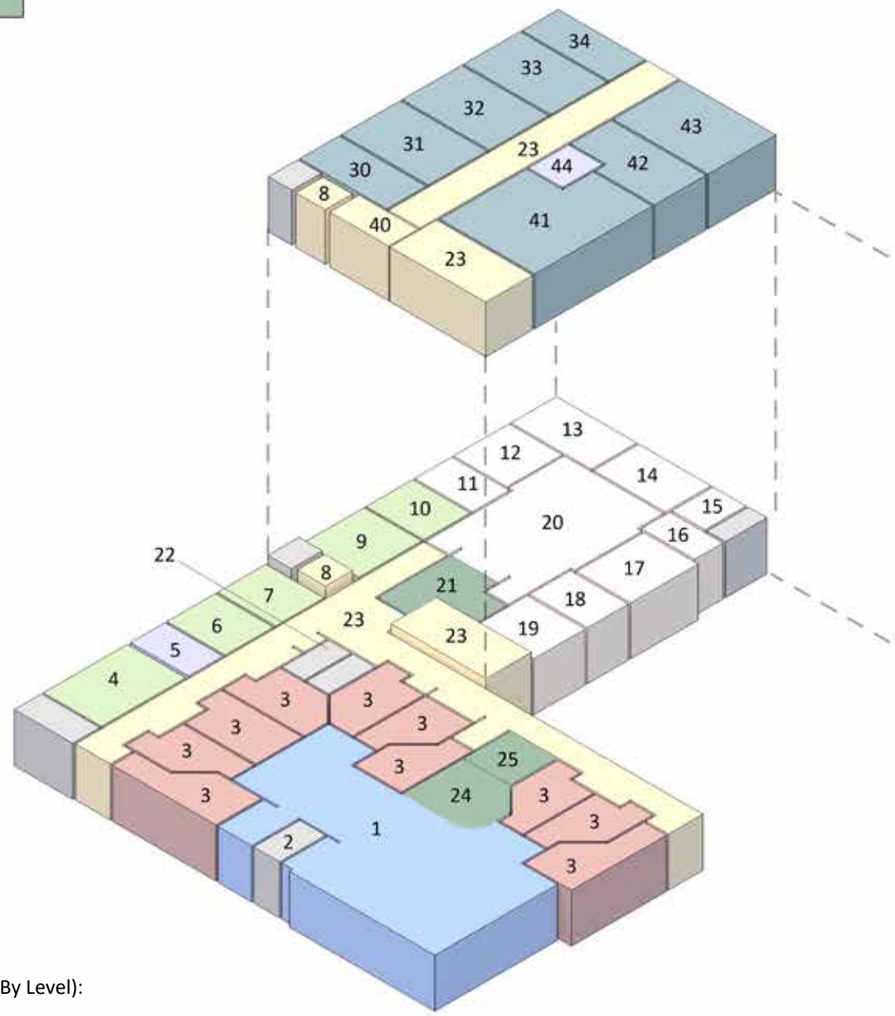
Schedule of Accommodation:

Veterinary Surgery:

1	Waiting Area
2	Male / Female Accessible WC
3	Consulting Rooms 1 - 10
4	Cat Ward
5	Laundry
6	Dog Ward 1
7	Dog Ward 2
8	Lift / Plant
9	Dog Ward 3
10	Dog Isolation
11	Morgue
12	Operating Theatre / Dental
13	Operating Theatre / Dental
14	Recovery
15	Operating Theatre / Dental
16	Operating Theatre / Dental
17	Intensive Care
18	Instrument Prep & Store
19	X-Ray
20	Prepaeration Area
21	Nurse
22	Store (2 No)
23	Circulation
24	Reception
25	Office
30	Vets
31	Nurses
32	Teaching Room
33	Laboratory
34	Staff Room
40	Sleeping
41	Accounts Manager's Room
42	Practice Manager's Room
43	Admin Office
44	Insurance Office
45	Call Centre Office

Veterinary Surgery:



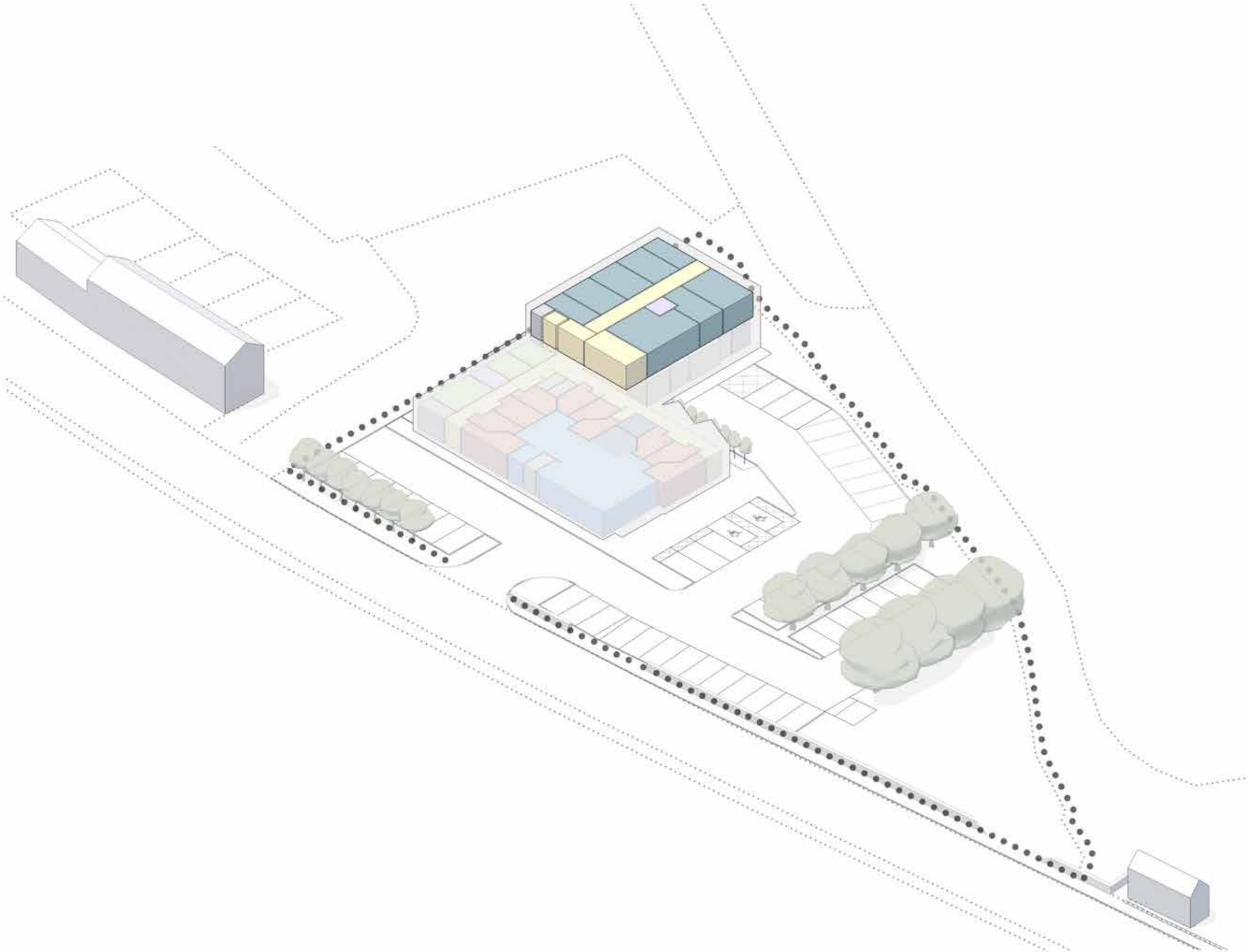


Approximate Total Floor Areas (GIA, By Level):

G.FL	685 sq.m
1.FL	250 sq.m
2.FL	250.sq.m
Total	1,185 sq.m

Programme Diagram; Site (Ground Floor Level)

Programme Diagram; Site (First Floor Level)



4.0 Access

4.1 Vehicular Access

4.1.1 The site is located alongside Woodhead Road which forms part of the A6024 principal highway connecting Huddersfield with the Holme Valley.

4.1.2 Woodhead Road has a 30 mph speed limit.

4.1.3 To the north of the site Woodhead Road forms a signalised crossroads with Eastgate and Station Road.
Eastgate provides access to Honley village centre to the west.
Station Road provides access to Honley Railway
Station to the east and the wider highway network.

4.1.4 In the vicinity of the site frontage Woodhead Road has a carriageway width of between 6.2 and 6.9m, with a near footway of between 1.5 and 1.6m and a far footway of approximately 1.65m. The southbound lane of the carriageway accommodates a 1.2m wide cycle lane which in addition to providing a facility for cyclists reduces the carriageway width and acts as informal traffic calming.

4.1.5 Vehicular access to the proposed veterinary surgery is to be formed with a new access point located at the point of the existing vehicular access from Woodhead Road.

4.1.6 There is an existing established vehicular access to the north of the site which is outside the ownership of the applicant.

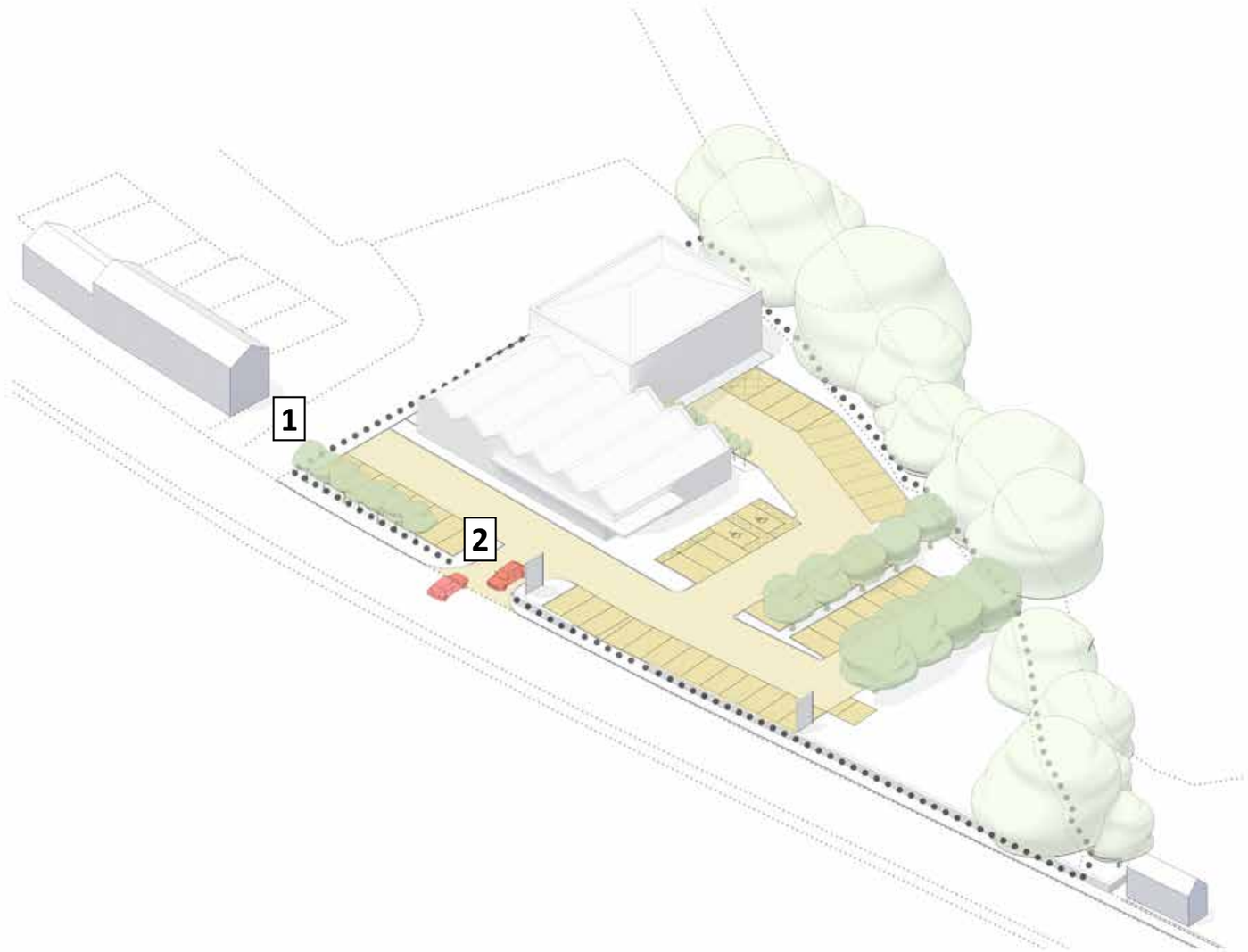
"The level of traffic generated by the proposal is not expected to materially impact the operation of the local highway or junctions, however this should be considered and confirmed within the Transport Statement.."

LA HIghways Comment (Pre-application Enquiry)

4.1.7 A Travel Plan and Transport Statement have been prepared by Via Solutions and accompany the submission of the planning application.

4.1.8 A drawing confirming details of the proposed vehicular access to the site has been prepared by Via Solutions and accompanies the submission of the planning application.

Figure 19:
Diagram; Vehicular Access



Key:

1 Existing vehicular access to adjacent site to be retained unaltered

2 Proposed Vehicular Access to Veterinary Surgery from Woodhead Road (See Drawing by VIA Solutions for detail)

4.2.1 Pedestrian access to the proposed veterinary surgery is to be formed with a new access point located at the point of the existing pedestrian access from Woodhead Road.

"The footpath along the site's frontage to Woodhead Road varies in width, with areas below 2.0m. To promote pedestrian movement and safety, and ensure adequate sightlines are secured and protected, the LPA would expect the footpath along the site's frontage to be increased to a minimum of 2m wide as part of the proposal."

LA HIghways Comment (Pre-application Enquiry)

4.2.2 A drawing confirming details of the proposed access to the site has been prepared by Via Solutions and accompanies the submission of the planning application.

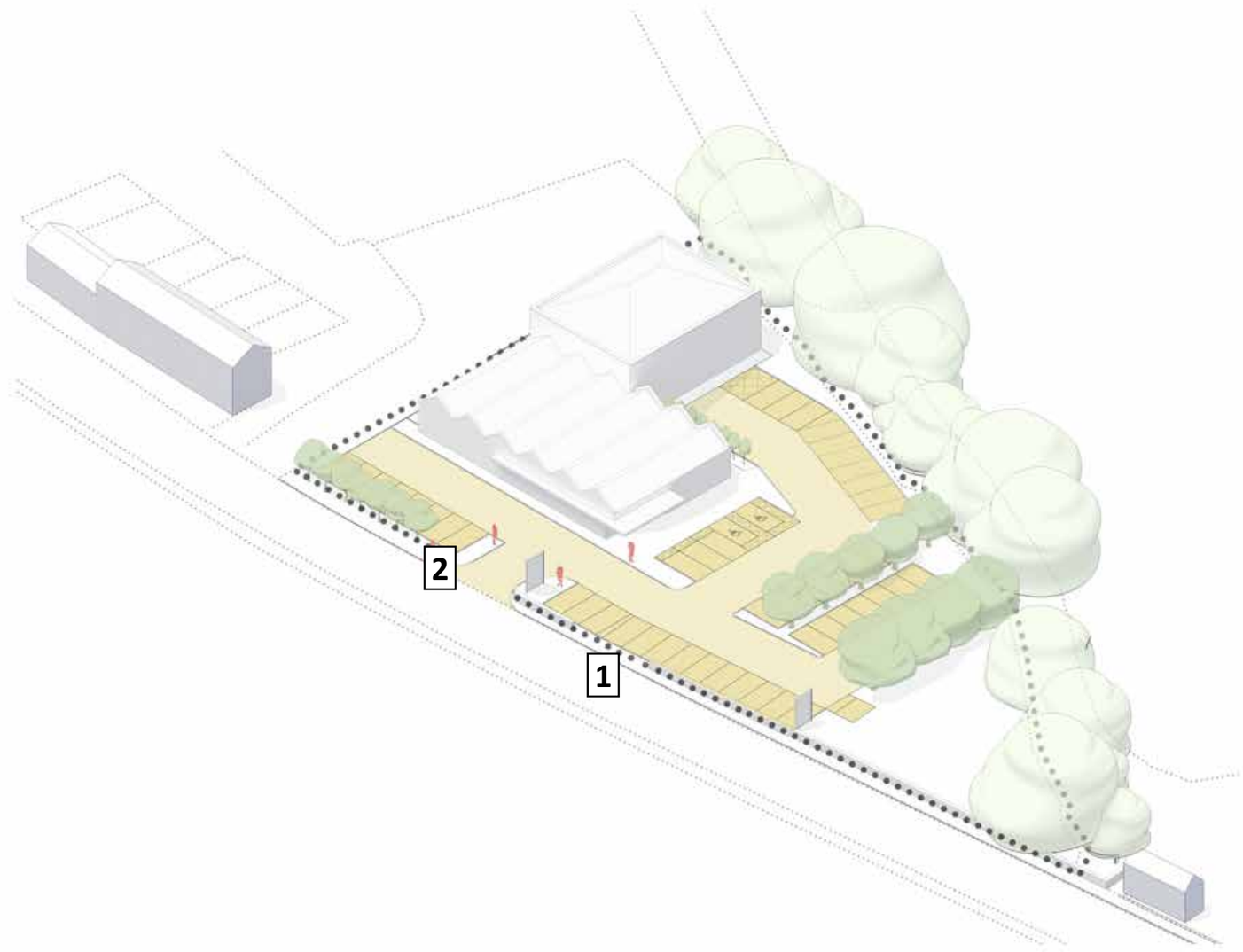
4.2.3 The drawing by VIA Solutions confirms the width of the pavement will be increased to 2m in width as part of the proposition.

"There is a cycle lane on Woodhead Road. This should be protected / enhanced through any works adjacent and onto Woodhead Road."

LA HIghways Comment (Pre-application Enquiry)

4.2.4 The cycle lane on Woodhead Road will be protected / enhanced as part of the proposition and it is hoped that this, along with the inclusion of secure, covered cycle parking within the site will encourage staff to use the bicycle as a mode of transport to / from work. The use of the building means that there is limited scope for visitors to use the bicycle as a mode of transport as they are often escorting animals requiring treatment.

Figure 20:
Diagram; Pedestrian Access



Key:

1 Pedestrian access to Veterinary Surgery from Woodhead Road

2 Existing pavement to Woodhead Road retained at existing width

"The level of internal car parking within the site should be justified within the Transport Statement. The Highways Design Guide SPD does not set minimum standards for parking provision, putting the onus on the applicant to demonstrate that sufficient parking would be provided."

"For commercial units, parking standards should give due regard to similar developments. K.C. Highways are aware that the Donaldson's Vets on Summerset Road has had parking issues due to insufficient car parking spaces being provided. Officers would not expect this situation to be repeated, and require a detailed assessment be undertaken to clearly demonstrate that any new facility would provide sufficient parking."

LA HIghways Comments (Pre-application Enquiry)

4.3.1 A Travel Plan and Transport Statement have been prepared by Via Solutions and accompany the submission of the planning application.

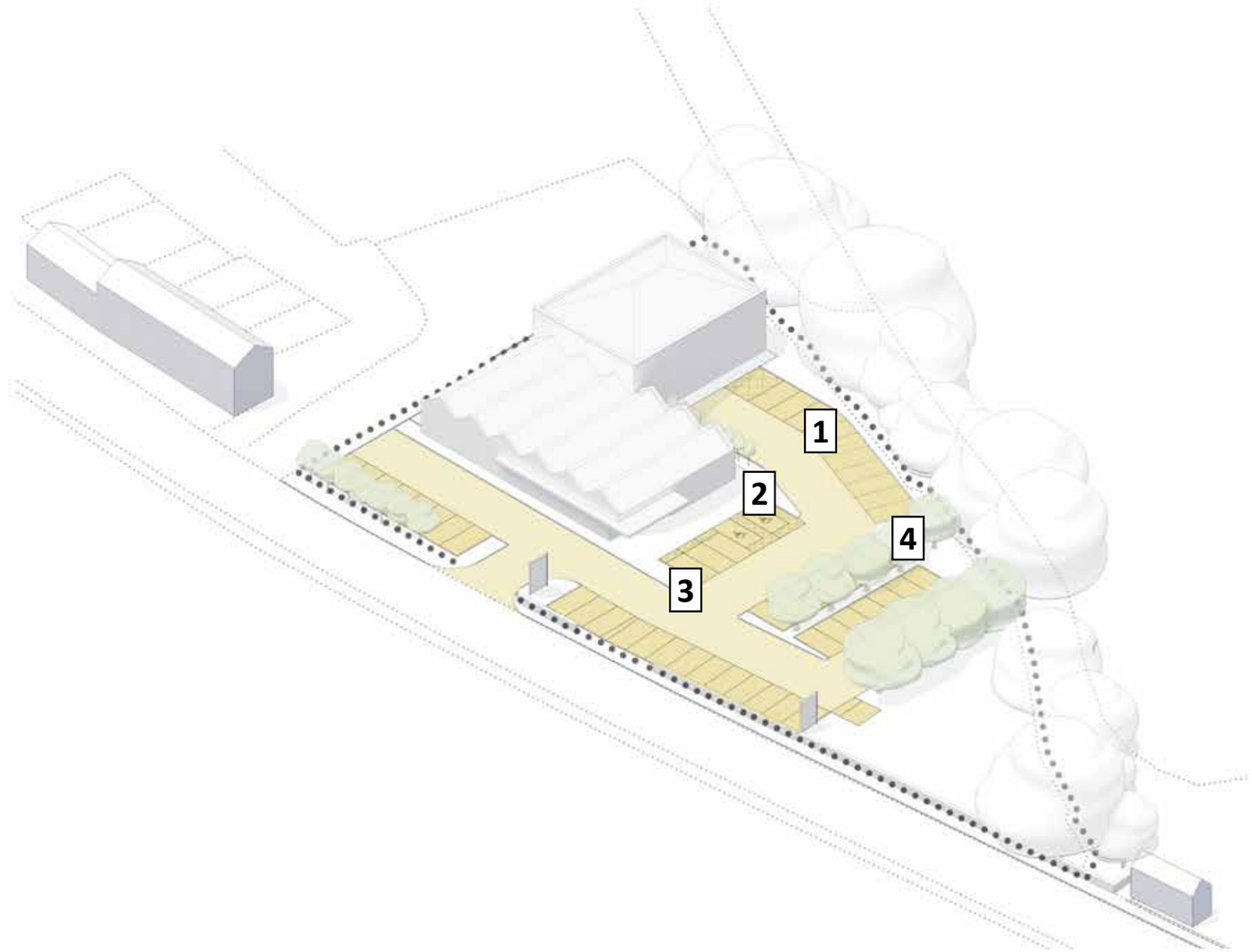
4.3.2 It is proposed to provide 50 No car parking spaces to serve the proposed veterinary surgery.

4.3.3 2 No accessible car parking spaces will be provided, directly outside the proposed entrance to the Veterinary Surgery.

4.3.4 4 No Electric vehicle charging points will be provided, directly outside the proposed entrance to the Veterinary Surgery.

4.3.5 Seperate, secure, covered cycle parking provision (12 No spaces) will be located within the curtilage of the veterinary surgery.

Figure 21:
Diagram; Parking Provision



Key:

1 50 No Car parking spaces for the proposed veterinary surgery

2 2 No accessible car parking spaces

3 3 No Electric vehicle charging points

4 Seperate, secure, covered cycle parking provision (12 No spaces)

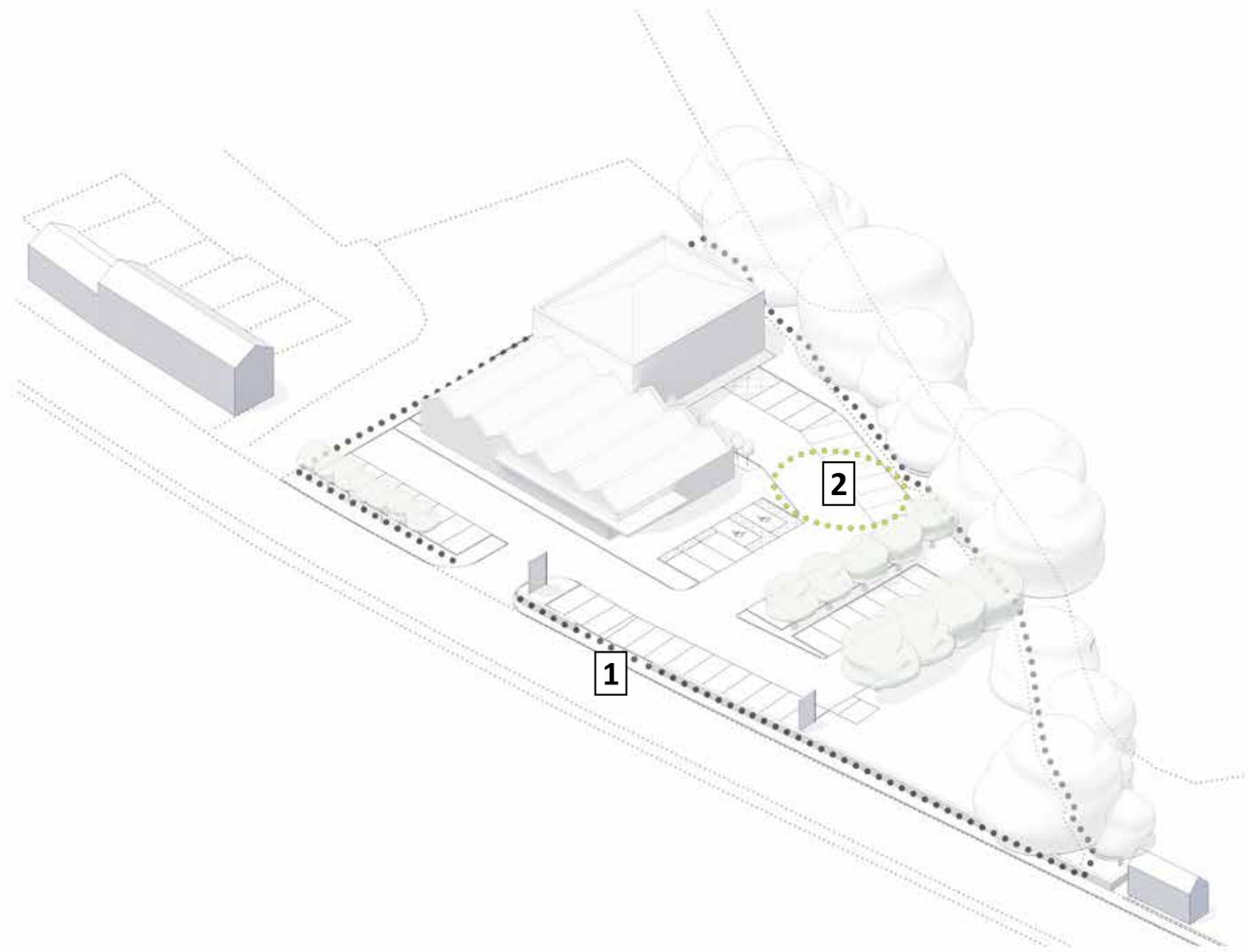
"In line with Government's OUR WASTE, OUR RESOURCES: A STRATEGY FOR ENGLAND and the requirement for waste producers to comply with Regulation 12 of The Waste (England and Wales) Regulations 2011 there should be separate provision for recyclates and residual wastes."

LA Comments (Pre-application Enquiry)

4.4.1 Refuse collection from the veterinary surgery would be carried out by a private arrangement with a waste carrier (outside normal business hours) and turning for their vehicle would be within the car parking area.

4.4.3 It should be noted that there is a requirement for specialist waste collection from inside the veterinary surgery including from the morgue and clinical spaces which would be carried out by a private arrangement with a waste carrier (outside normal business hours)

Figure 22:
Diagram; Refuse Vehicle Access



Key:

1 Proposed vehicular access to Veterinary Surgery from Woodhead Road

2 Turning circle for refuse vehicle within car parking area for Veterinary Surgery, refuse to be collected by private company outside normal business hours

5.0 Environmental Strategies

5.1 General

5.1.1 Detailed analysis of the proposition has been undertaken by a building performance specialist (Meadows & Ross) and an initial SBEM calculation has been prepared in order to assist in design development / the emergence of environmental strategies.

5.1.2 Environmental strategies are not covered in detail within the pre-application enquiry responses from the Local Authority but are contained within this document as a resource which can be drawn on by officers if they so wish.

5.1.3 The initial Design Stage SBEM (prepared by Meadows & Ross) accompanies the planning application however it should be noted that the feasibility and long-term modelling of the strategies will be assessed and potentially refined at later work stages / prior to the submission of a Building Regulations application.

5.2 Energy

5.2.1 Orientation, Glazing Elements
The building has been orientated such that that public spaces benefit from solar gains. Roof windows are proposed to large areas of the proposed multi-pitched roof, in order to take advantage of increased solar gain, and to allow control of ventilation within the space.

5.2.2 External Envelope - Floor, Roof, External Walls
It is intended to use a fabric-first approach in order to reduce any heat losses to an absolute minimum. This would involve installation of high levels of insulation to the proposed suspended floor construction, external walls, and roof; as well as building to maximise airtightness.

5.2.3 It is intended to insulate as follows, likely using high-performance rigid insulation boards or wool / wood fibre insulation batts otherwise; dependent upon breathability requirements.

5.2.4 Suspended Ground Floor Construction:
Approx. 150 - 200mm thickness high-performance rigid insulation boards, suitable for floor installations.
The minimum u-value for this element,
(indicated in the initial SBEM document) is 0.18 W/m2K

5.2.5 Roof Construction:
Approx. 150mm thickness high-performance rigid insulation boards.
The minimum u-value for this element,
(indicated in the initial SBEM document) is 0.16 W/m2K

5.2.6 External Wall Construction:
approx. 150mm thickness high-performance rigid insulation boards.
The minimum u-value for this element,
(indicated in the initial SBEM document) is 0.18 W/m2K

5.3 Airtightness

5.3.1 It is intended to construct the project to as high a level of airtightness as possible. This is through the use of a fully taped and sealed continuous internal vapour barrier.
This increased airtightness dramatically restricts the amount of heat energy lost to leakage and draughts.
This is indicated in the initial SBEM document at ≤4.0 m3/h.m2 (@ 50 Pa)

5.4 Cold-bridging

5.4.1 Attention will be paid at construction junctions, in order to minimise heat loss through cold bridging.
Thermal separation of external elements from internal facing elements will be achieved through cavity closers, use of internal thermal break insulation boards, and thermally broken external window / door units.

5.5 Electrical Fittings

5.5.1 Internal and External Lighting will be using LED Light Fittings (Efficiency 110 lm/W, Light Output Ratio 1.00).

5.5.2 Lighting will be manually switched.

5.6 Heating / Cooling Systems

5.6.1 The proposed heating system at the Ground Floor Level will be VRF (Heating / Cooling).

5.6.2 It is proposed to install Mechanical Ventilation with Heat Recovery (MVHR) throughout the Ground Floor Level with the exception of the WC's, Instrument Prep & Storage areas. The WC's will have a local extract system.

5.6.3 The proposed heating system at the First Floor Level will use an air to water source heat pump to serve radiators.

5.6.4 It is proposed to use natural ventilation throughout the First Floor Level with the exception of the WC's & Storage areas. The WC's will have a local extract system.

5.7 Electrical Supply

5.7.1 Electricity will be sourced on a tariff and from a supplier using renewable energy sources.
This is in order to make all best efforts in relation to the power source, as a large array of solar panels is deemed to have an adverse effect on the character of the dwelling / the local area.

5.8 Water

5.8.1 Where possible, surface water falling on the roof of the proposed new building is to be collected, stored, and used where possible.

5.8.2 Any surplus surface water collected from the roof will be discharged to a soakaway or public sewer.

5.8.3 Proposed fittings will provide the necessary water supply, safety, sanitation, and water saving requirements suggested under the Building Regulations Approved Document G.

6.0 Summary

In summary, the site is a Priority Employment Area in the Kirklees Local Plan and proposes a commercial development which creates jobs which should be welcomed by Officers.

The residential units which were previously proposed on the site have been omitted following engagement with the Local Authority as part of the pre-application enquiry process.

The design of the proposed Veterinary Surgery has been amended to address concerns raised by officers during the pre-application enquiry process including a reduction in height to the larger volume and a re-positioning on the site to create a landscaped margin between the building frontage and Woodhead Road.

The site is previously developed and environmental strategies are emerging which respond to the climate crisis.
The site will be connected to public highways and public transport infrastructure without a material impact on these systems.
The ecological impact of the proposition has been assessed through analysis of net gain and the effect on the existing trees which surround the site as well as the adjacent wildlife habitat.
A sustainable drainage strategy has been developed to service the proposition.

The architecture of the proposition has been developed based on a deep understanding of the site context and the needs of the client alongside a desire to enhance the landscape and make a positive contribution to the street scene.