



**KPP**  
ARCHITECTS

DESIGN & ACCESS STATEMENT

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UK GREETING  
BRETTON PARK WAY, DEWSBURY

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## 1.0 INTRODUCTION

## Overview

This document has been prepared by KPP Architects in support of a Full planning application for the Construction of a commercial extension of up to 2,787sqm (30,000sqft) total including integral offices, with associated car and commercial vehicle parking, servicing and landscaping. This Document has been produced by KPP Architects in conjunction with other consultants covering strategic planning advice on drainage, ground investigation and transportation.

## 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: How the buildings and spaces will be used
- 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

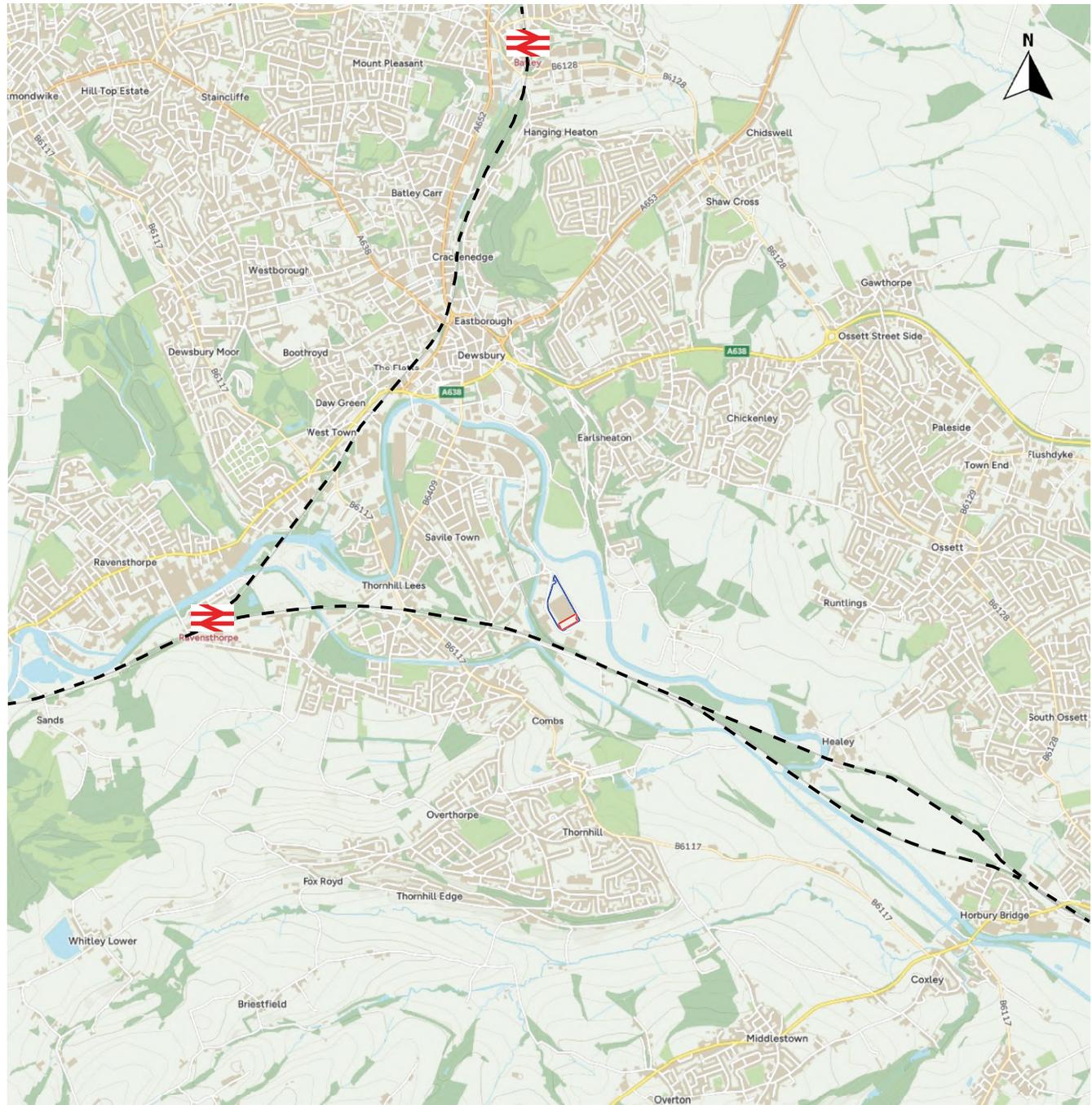
- Vehicular & Transport links: Why access points and routes have been chosen and how the site responds to the existing layout and public transport provision.
- Inclusive access: How everyone can get to and move through the place on equal terms.



Above - Site Red Line Boundary

## 2.0 SITE CONTEXT

- Key:
-  Application site
  -  Train Station
  -  A638
  -  A652/A653
  -  Train line
  -  Delete / Update as applicable



Above - Wider area of SITE LOCATION

## 2.2 LOCAL CONTEXT & CHARACTER

The application site is approximately 10 acres.

The land of the application site is currently used as a storage and distribution centre for UK greetings.

The surroundings south and west adjacent to the site boundary are industrial buildings, where occupational use is similar to the application site.

The application site is accessed via 2no existing access points. Yard access is achieved via a junction off Bretton park way to the North, and car park access is achieved via an existing junction on Bretton park way to the west.

There are no existing public rights of way to or through the site.

Key:

- ① Existing industrial buildings
- ② Cement Supplier
- ③ Multi use open hard standing areas.
- ④ Railway line
- ⑤ Agriculture land
- ⑥ Minor roadway link to Yorkshire water land.
- ⑦ Site access to service yard and existing car parking



Above - Local Context & Character

## 2.4 KEY VIEWS - EXISTING SITE



1 - Picture 1 Gable end view



2 - Picture 2 View from existing car park



3 - Picture 3 View looking towards car park



Above - Site Red Line Boundary

## 2.5 KEY VIEWS - SURROUNDING AREAS



1 - Picture 1 - Northern view on Bretton Park Way



2 - Picture 2 - Southern view on Bretton Park Way



3 - Picture 3 - Western view within application site.



Above - Site Red Line Boundary

## 2.6 EXISTING CONNECTIONS

The application site is located approximately 1.5 miles from Dewsbury centre.

Access to the site shall be achieved via established road networks with connections to the major highways and motorways.

There are currently bus stops can be currently access from Head field road, west of the application site. Pedestrian access to this can follow Bretton Street to access these bus networks.

The nearby railway services can be accessed from Dewsbury Railway station and Ravensthorpe station.

There are no PROWs on site.

There are no cycle lanes directly adjacent to the site or within the local vicinity.

Key:

-  Application site
-  Bretton Park Way
-  Bretton Street
-  Access track to Yorkshire water Land.
-  Bus stops



Above - Site Red Line Boundary

## 2.7 URBAN GRAIN

The application site is located within an priority employment areas and therefore the local authority recognises the importance of development of these areas to increase and improve employment on a local and national scale.

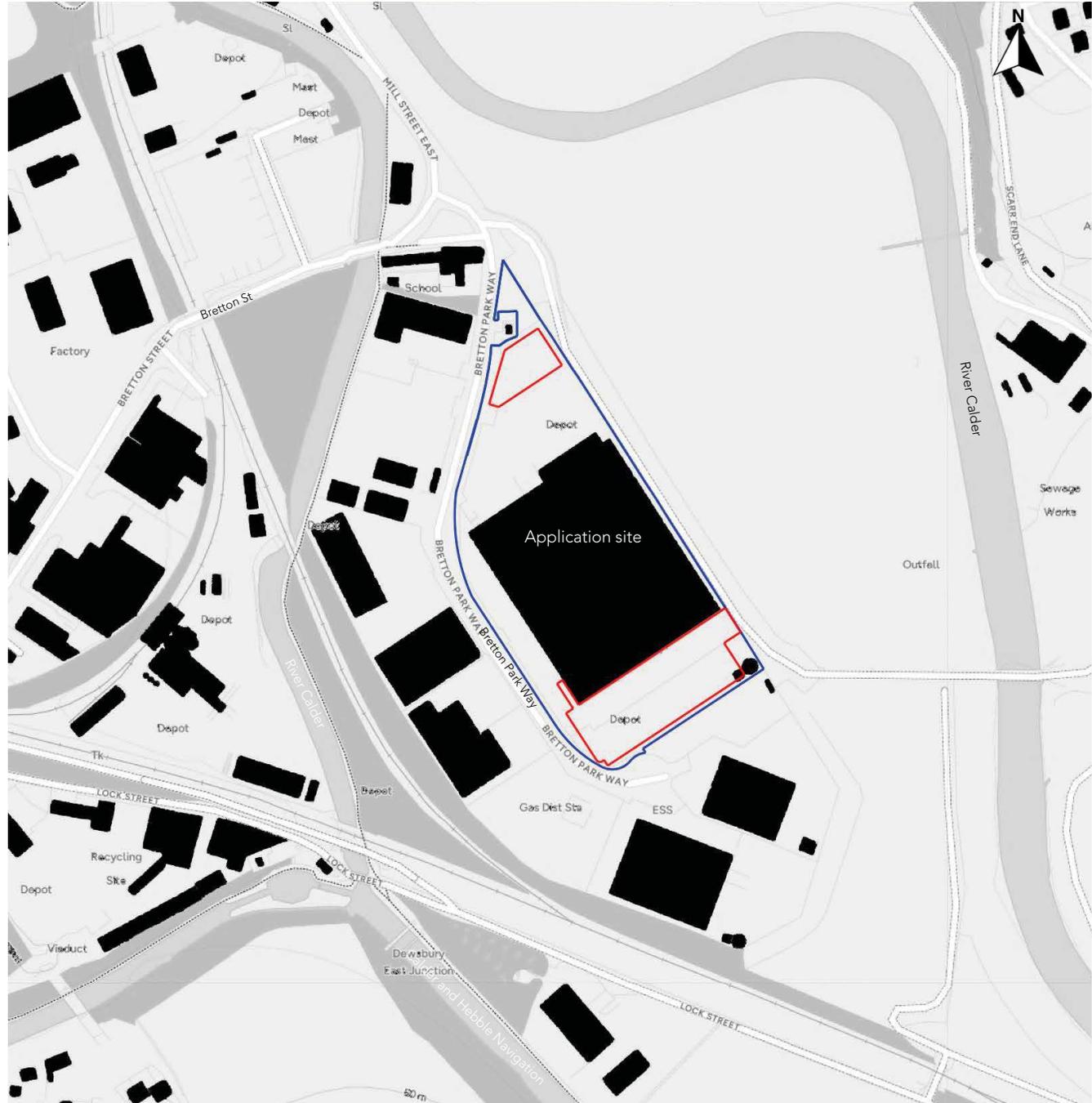
It is intended that the extensions will form development of UK greetings by collating all assets from secondary facilities in the UK and form a main Headquarters for the UK division.

The site benefits from good access to the M1 Via Wakefield road A638 through Dewsbury.

The surrounding context of the existing application site is an industrial and commercial sector, the existing building also is an occupied industrial building. Therefore further development of the existing asset which maintains this use class should have very little impact upon the surrounding properties.

Key:

 Application site



Above - Site Red Line Boundary

## 2.8 LOCAL CONTEXT

The local context to the application site consists of a variety of mixed use industrial developments along bretton park way which vary in size and gradually increase into the industrial park.

The current developments that surround the site heavy utilise external cladding systems and products that give the surrounding context and street scene a heavy industrial aesthetic.



Building heights



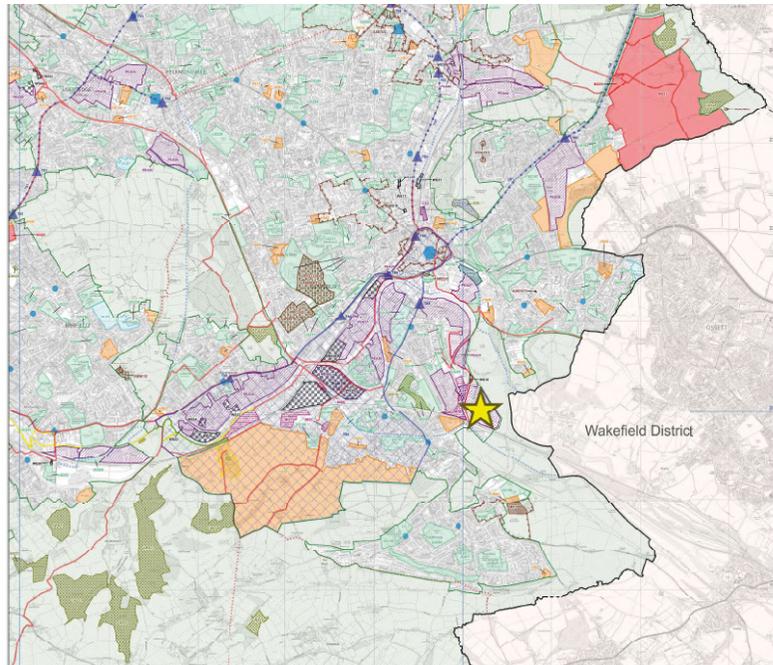
### 3.0 PLANNING & CONSULTATION

### 3.1 PLANNING CONTEXT

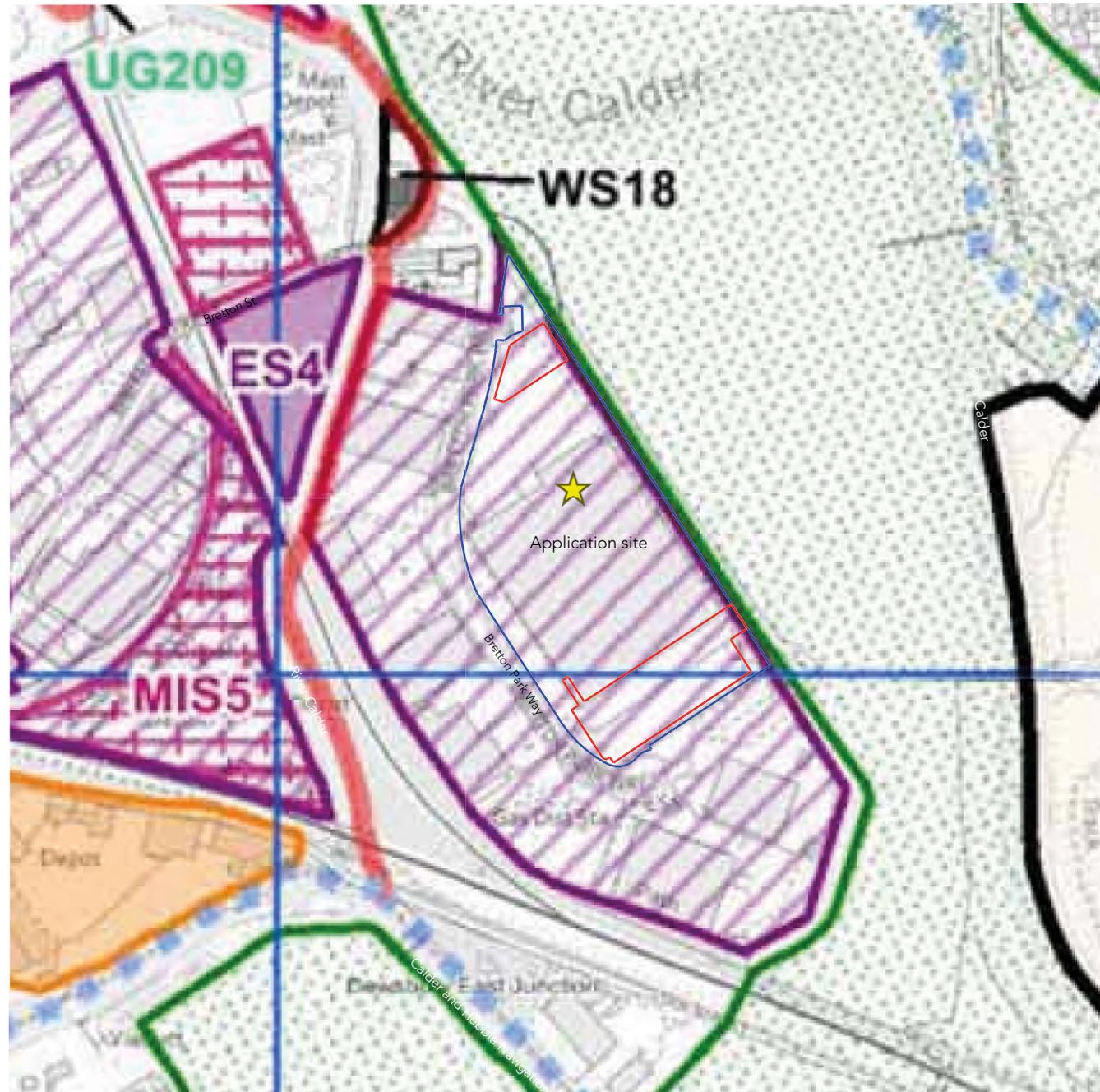
#### LOCAL AUTHORITY LOCAL PLAN

The planning application must be determined in accordance with the requirements of the National Planning Policy Framework and relevant policies of the adopted Local plan Kirklees Council Local Development Scheme March 2024. Development strategy, setting out the Local Authorities development strategy, policy and proposals, to guide land use and planning decisions.

Local Authority Council produced an allocation map in support of the Kirklees council Kirklees Council Local Development Scheme March 2024, which sets out the vision for 2031. The application site falls within local plan ID PEA33, and is noted within the Local plan under economy and employment. The land intended use and allocation from the local authority is for primary employment land which aims to promote development and growth to the local area.



Above Image: Extract from LOCAL AUTHORITY Policy Map Adopted 2019



Above Image: Extract from LOCAL AUTHORITY Policy Map 2019

## 4.0 EVALUATION & DESIGN EVOLUTION

## 4.1 SITE ANALYSIS

### FRA & Drainage Strategy

The Flood Risk Assessment finds that located within Flood Zone 2 and the national planning policy framework guidance states that commercial and industrial are considered appropriate for flood risk 2.

Surface water and foul sewers are located within or around the road Bretton Park Way.

It is found that the proposed development will not impact the risk of flooding from flooding from the river Calder.

It is found that flooding from adjoining land is considered low.

It is found that flooding from ground water is considered low.

It is found that flooding from sewers and drains are considered low.

Proposed drainage for the site consist of surface water from the roof areas to be routed and discharged into the existing 750mm sewer in Bretton Park Way via the existing drainage network. Foul water connections will also be routed to discharge into the existing 150mm foul water sewer via an existing drainage stub.

The findings from the drainage strategy are that the proposed design and specification for flood risk and drainage solutions are reasonable and acceptable for the proposed works.

Refer to accompanying Flood Risk Assessment & Drainage Strategy for further Details.

### Ecology & Bio-diversity characteristics

A preliminary ecological survey has been conducted and found the following.

Species of planting recorded on site are common and may occur elsewhere around the application site. The grass land has low ecological value. No notable invasive species has been found on the site.

The site has low value for amphibians being open and exposed. The site lacks primal characteristics favourable to amphibians.

The development will not result in the loss of water bodies or foraging areas.

There are records of Bats within a 1km of the site. The site provides low opportunity for foraging. It is considered that no degradation of foraging area will occur from the development. All trees on site are considered negligible risk for Bats, no signs of roosting or high value roosting were found. it is considered that bats are highly unlikely to rely on the site.

There where no holes or cracks in trees for nesting, No birds could nest in or on the existing building elements.

The site has little potential for the use by hedgehogs. Foxes and rabbits are known to local occur.

### Transport Assessment

As detailed in the transport assessment ii has been demonstrated that the proposed development is considered to be acceptable in terms of transport sustainability, highway safety and traffic impact, and that there are no reasons why planning consent for the proposed development should not be granted

Refer to accompanying Transport Statement and / or Travel Plan for further Details.

### Sustainability Statement

A transport statement.....

Refer to accompanying Sustainabilty Statement for further Details.

### Phase 1 - Desktop Study

The site has historically been used and developed by the dewsbury corporation gas works and extended in the 1960s. These works and associated building assets here cleared in 2002. Following demolition and re mediation, the wider site was developed to create the existing industrial estate that currently surround the site. Based on the desktop study and mapping the ground on site is estimated to be made ground deposits are shown on the site. The site is shown to be underlain by superficial deposits comprising alluvium (clay, sand and gravel).

The site does lie within Mining Re mediation Authority Coal Mining Reporting Area however a CON29 Coal Mining Report has been sought and it states the Mining Re mediation Authority Interactive Map does not indicate that the site lies within a development high risk area.

A GS report states that 34 records of surface groundwork's are recorded within 250m of the application site, and three are recorded to be on site and a related to unspecified ground works. Other records close to the site include ponds, refuse heaps, unspecified heaps and unspecified ground workings.

The site does not lie within 500m of an Environment Agency Groundwater Source, Protection Zone (SPZ). There is low potential risk of groundwater flooding occurring on the site. There are no records of active groundwater abstraction licenses within 500m of the site. There are no active potable water abstraction licences within 2km of the site. There is no recorded active landfill sites located within 1km of the site.

The site is not in a radon affected area, no radon protective measures are required for new properties constructed on the site. The site is located within a low UXO risk area.

### Phase 2 - Intrusive Survey

Refer to accompanying Intrusive Ground Investigation for further Details.

## 4.2 OPPORTUNITIES & CONSTRAINTS

Key:

-  Application site
-  Transport connections
-  Primary site access
-  Existing soft landscaping intended for future expansion
-  Existing services and easements.
-  Existing local industrial context and surroundings
-  Existing building height - 15m



## 4.3 DESIGN PARAMETERS

Key:

-  Application site
-  Primary site access
-  Maximum height parameter of 15m (existing building height)
-  Allocated employment zone



## 4.4 DESIGN DEVELOPMENT

The application site and the clients requirements have been considered through development of the planning application which have lead to the inclusion of primary design principles.

There is no requirement for the introduction of new road access as the base build has included for such future proofing and has adequate facilities for pedestrian and vehicle access from the public highway.

The Application site provides a space for future expansion in the forms of a grass verge which is reasonably clear from foreseeable contents within the ground that could prohibiter development.

Landscaping areas will be integrated with the remaining soft landscaped areas surrounding the development. It is noted that the developments main focus and goal is for centralising UK greetings operations and administration and therefore aesthetically characteristics and good impressions are a main driver for the development, and aims to promote an impressive and inherently capable impression. Statistically located landscaping will aim to vary the elevational treatment of the development and create comfortable and a pleasant area.

Parking will be achieve by utilising the otherwise unused car parking area to the south east of the site.

The existing building is 15m in height and it is intended to no exceed the established top height on site.



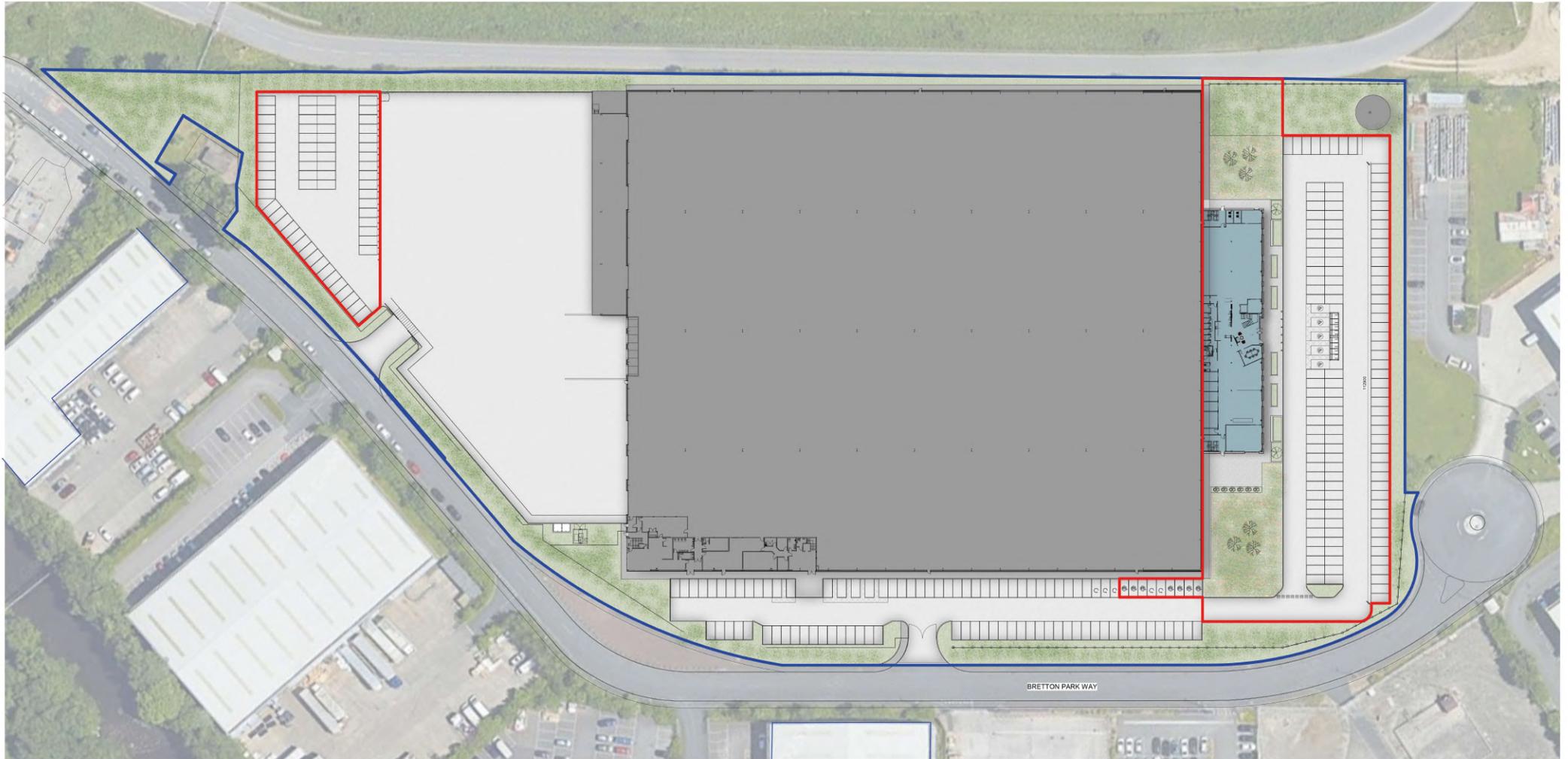
Key:

- ▬ Application site
- ➔ Primary site access
- - - Landscaping buffer

- ① Adjacent approved outline development. Varying buildings sizes, with a maximum height of 19.5m to ridge.
- ② Appropriate screening to PROW



## 5.0 DESIGN PROPOSAL



## 5.2 DESIGN PRINCIPLES

### Building Design Solutions

The proposed extension will form its own identity from the main unit, as part of UK Greetings development strategy to make the application area their main site of operations the extension should exhibit a modern and stylish commercial aesthetic. The proposed colours and materials used for the extension contrast from the existing cladding to stand out for any visitor or occupier and passively draw them towards the new reception area.

The extension is to be made up of a full brickwork facade of brickwork with a textured light brick at low level and darker brickwork at higher levels.

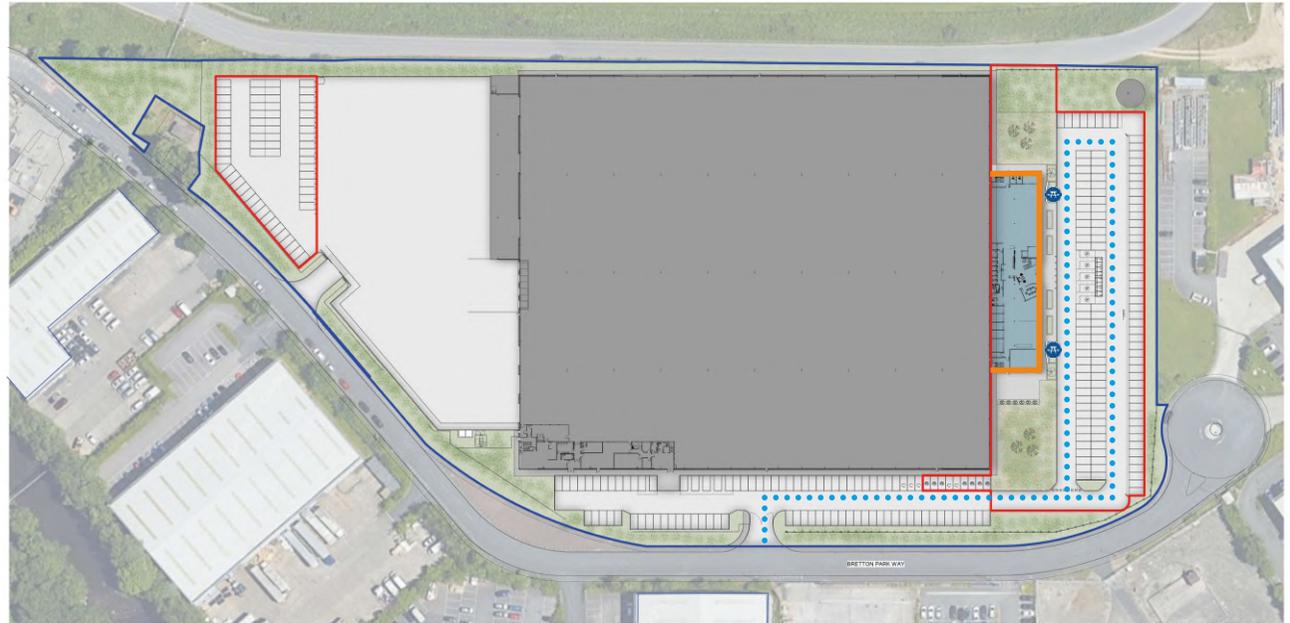
### External Design Solutions

The proposed development aims to retain the existing parking and enhance the frontage of the new extension. A dedicated social area will be constructed with the same materials as the building and will be semi concealed. Seating and focal landscaping will be positioned to the front of the extension.

Additional parking will be provided within the existing yard area to comply with local parking requirements. A proposed footway and crossing will be provided from the parking area of the existing yard, to existing building access.

Key:

- ▬ Application site
- ▬ FOCAL BUILDING FEATURES
- ▬ FOCAL LANDSCAPING
- ROUTES THROUGH SITE
-  Outdoor seating area

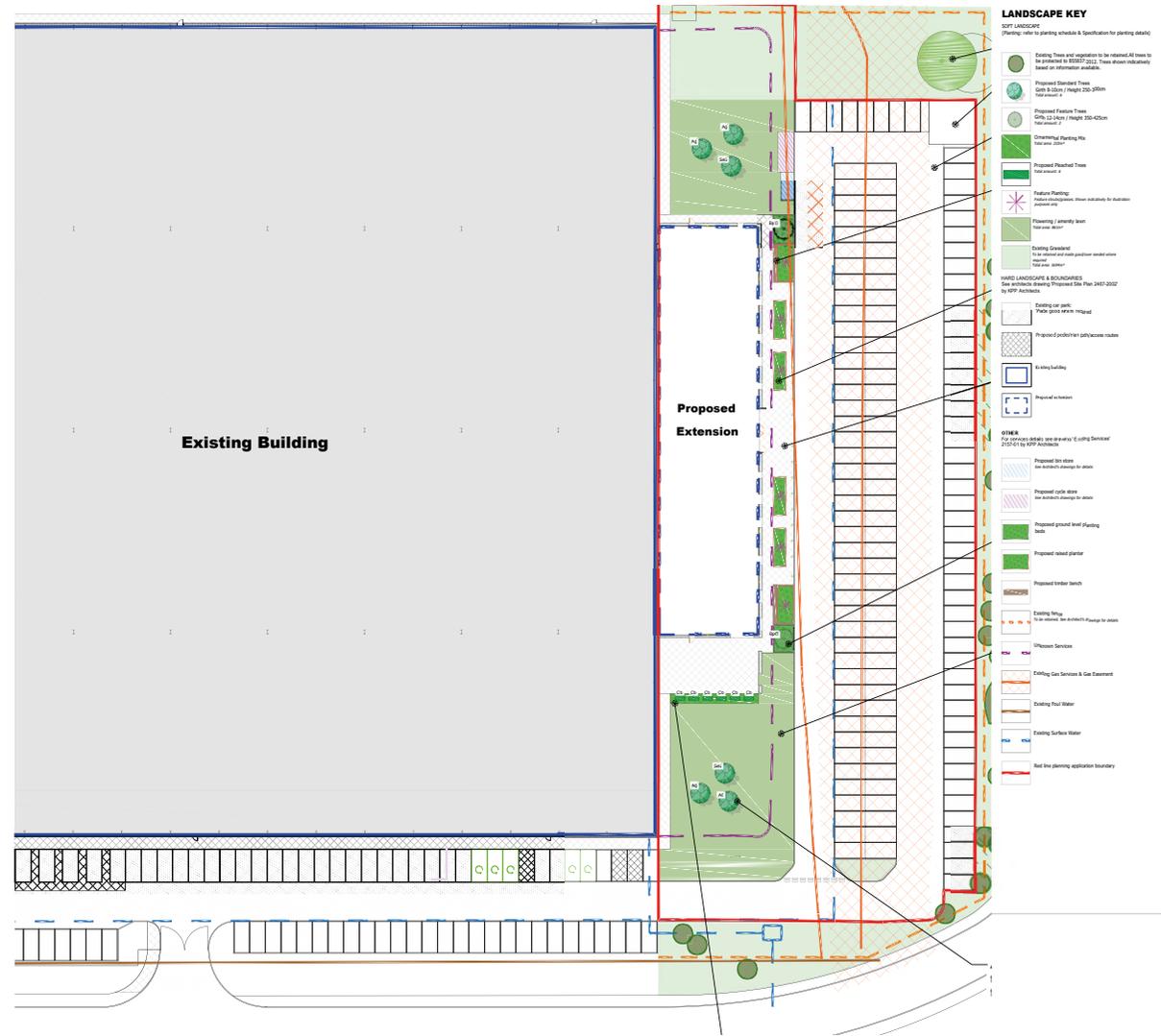


### 5.3 LANDSCAPING PRINCIPLES

A landscaping strategy has been completed by the appointed landscape architect. Their proposed aim is to enhance the existing soft landscaping on site and provide some aesthetically pleasing feature landscaping to the focal points of the proposed elevations of the building elevations.

The landscaper has recognised the importance of good focal and strategic landscaping to enhance the façades character from the car parking with aesthetically pleasing landscaping and planting. The car parking will be used for staff and guest/visitor parking and therefore creating a visually rich environment has been recognised as important.

Maintenance of the proposed landscaping will be carried out as detailed in the Landscaping and Ecology Management Plan.



Above - Landscaping Principles plan

## 5.4 AMOUNT AND USE

### Full Planning Application

The planning application proposes construction of 30,000sq.ft extension for commercial office space. The location of the site and the development scale is in keeping with the local surroundings. The siting of the proposed unit has been carefully considered regarding site levels, access opportunities & constraints, and the buildings orientation in relation to the immediate surroundings.

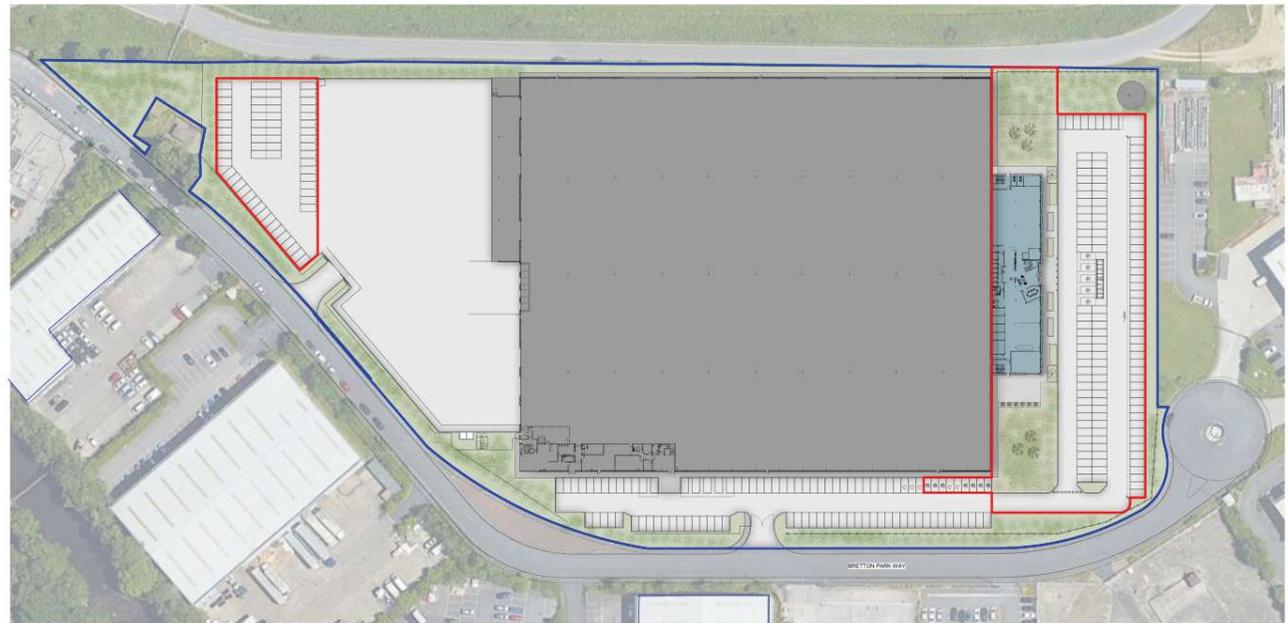
### Development Summary

Gross site area: 10 acres

Development: 30,000Sq.ft

Use Class: E(g)(iii)

Scale The scale of the proposed development is to be in-keeping with the existing surrounding industrial estate.



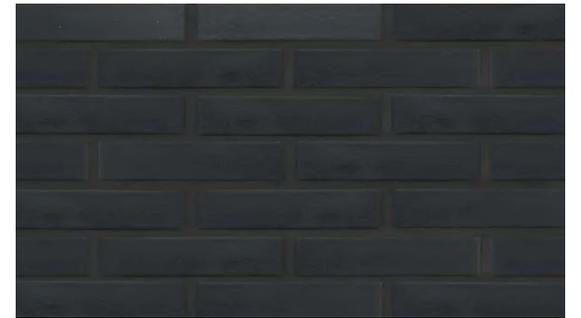
Above - Proposed site plan.

## 5.6 DESIGN & MATERIALS

The materials that make up the building envelope consist of a full masonry system with a textured facing brick at the lower level up to first floor and a black facing brick up to the roof level.



Titan Multi Brick



Lanzarote Black Brick



## 5.0 CONCLUSION

## 5.1 CONCLUSION

KPP Architects have been approached to create this Design and Access Statement in support of Full planning permission to seek the proposal of an extension to an existing industrial building and associated parking to create a new E(g)(iii) 30,000Sq.ft GIA office, parking and external works.

The existing site is currently a industrial unit with ancillary offices which has been deemed inefficient and does not meet the requirements set out by the client.

Kirklees Council Allocation Map 2013 allocated the site as employment area, therefore the local council recognises the importance of providing developments such as this to the local area.

The site has good access by multiple methods of transport including car, EV, bus, train and cycling.

The development is situated within an established industrial area, and provide new opportunities for UK Greetings who already operate on the site.

The building materials will comprise of varying masonry type materials, thermally efficient and robust to ensure a long life for the building and complying with national requirements U-values of industry standard quality. The brickwork will be arranged in such a way that the colours tones and detail will enhance the look of the building, creating an aesthetically intriguing facade.

### Economic:

The delivery of employment on this site will produce a range of employment opportunities and workforce skills which can provide improvements to the local economy.

### Social:

In turn the development will have a positive impact on the local services and amenities, supplementing the residential and retail uses nearby with employment, to deliver a sustainable environment.

Bretton Park provides an opportunity to deliver a much needed and highly attractive development that will complement and expand the scope of employment within the area.



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