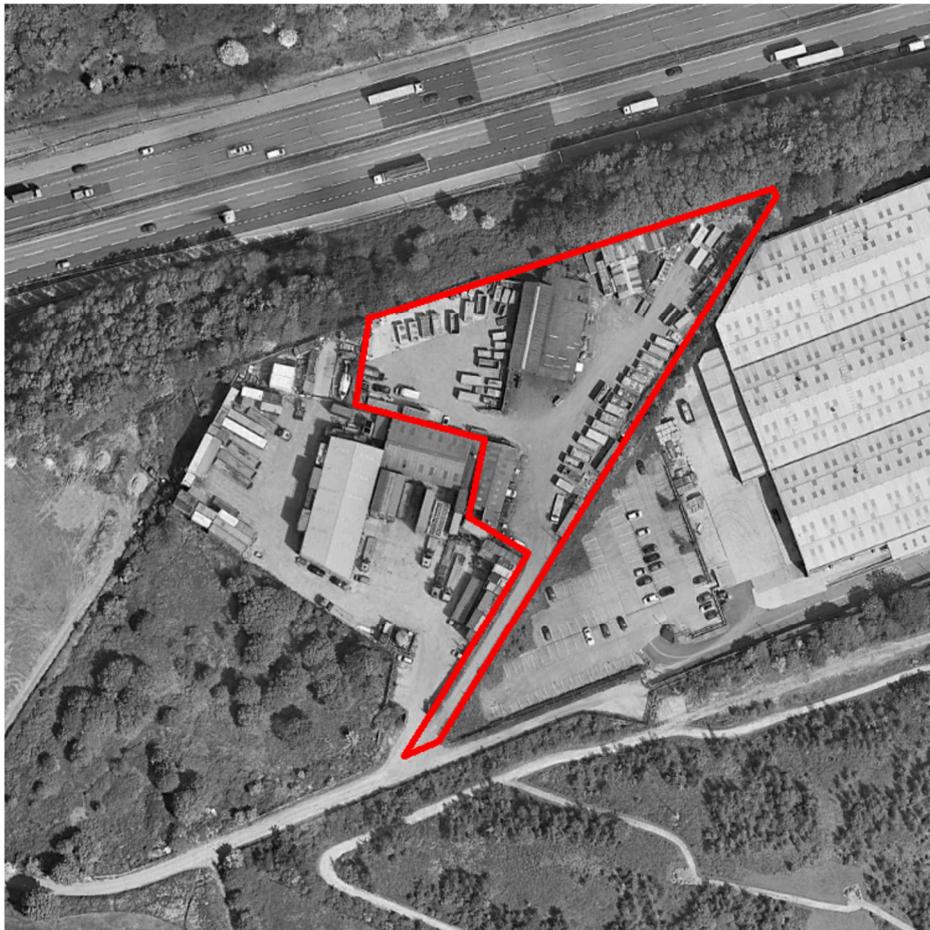


Light Industrial Units, Prefabricated Offices and Waste Transfer Station
Shed

Owler Lane, Birstall, Leeds WF17 9BW

Design and Access Statement



Foxhall Environmental Ltd

June 2025

1. Executive Summary

1.1 This Design and Access Statement relates to the redevelopment of a small waste and industrial site located on the outskirts of Birstall, adjacent to the M62.

1.2 The proposed development will include:

- a new Waste Transfer Station (WTS) to improve existing waste management operations,
- offices and welfare building to replace existing poor-quality offices at the site,
- three small buildings covering use classes E(g)(iii) – formerly B1(c), and
- a secure open storage area.

All necessary parking and servicing facilities.

The GIA for the proposed WTS is 426.3m².

The total GIA for the three units proposed is 450m².

The GIA for the offices and welfare building is 140m².

1.3 The site is to be redeveloped by its owner, Foxhall Environmental Ltd, who will utilise the WTS, offices and secure storage, and look to let the three light industrial units to local businesses.

1.4 The proposals are supported by National and Local planning policies.

1.5 This document sets out:

- The principle of design for the site
- The proposed development layout
- Compliance with design specific local and national plan policy.

2. Introduction

Brief and Aspirations

- 2.1 This Design and Access Statement is submitted in support of an application for planning permission for the redevelopment of an existing waste management and industrial site to provide a Waste Transfer Station, three new small light industrial units, offices and welfare for staff operating at the waste management facility and an area for secure open storage. The site is located on the outskirts of Birstall, on Owler Lane.
- 2.2 The site already has the benefit of a Certificate of Lawful Use for the current operations, however, the existing buildings are all in a poor state of repair and therefore the proposal is to replace them with buildings constructed to meet modern standards.



3. Site Assessment

Site Location

- 3.1 The site is located off Owler Lane which is itself accessed via the B6125 to the west of the site. The centre of the site is located at OS grid reference SE 22776 27631. It is located approximately 1.3 km north of the centre of Birstall and less than 1km from Junction 27 of the M62, where it joins with the M621.
- 3.2 Owler Lane is a narrow unclassified road that originally led to Gelderd Road to the east but which is now stopped up just past the access point to Foxhall Environmental's site.
- 3.3 The site forms part of a larger industrialised area.
- 3.4 The application site covers an area of approximately 0.6 ha



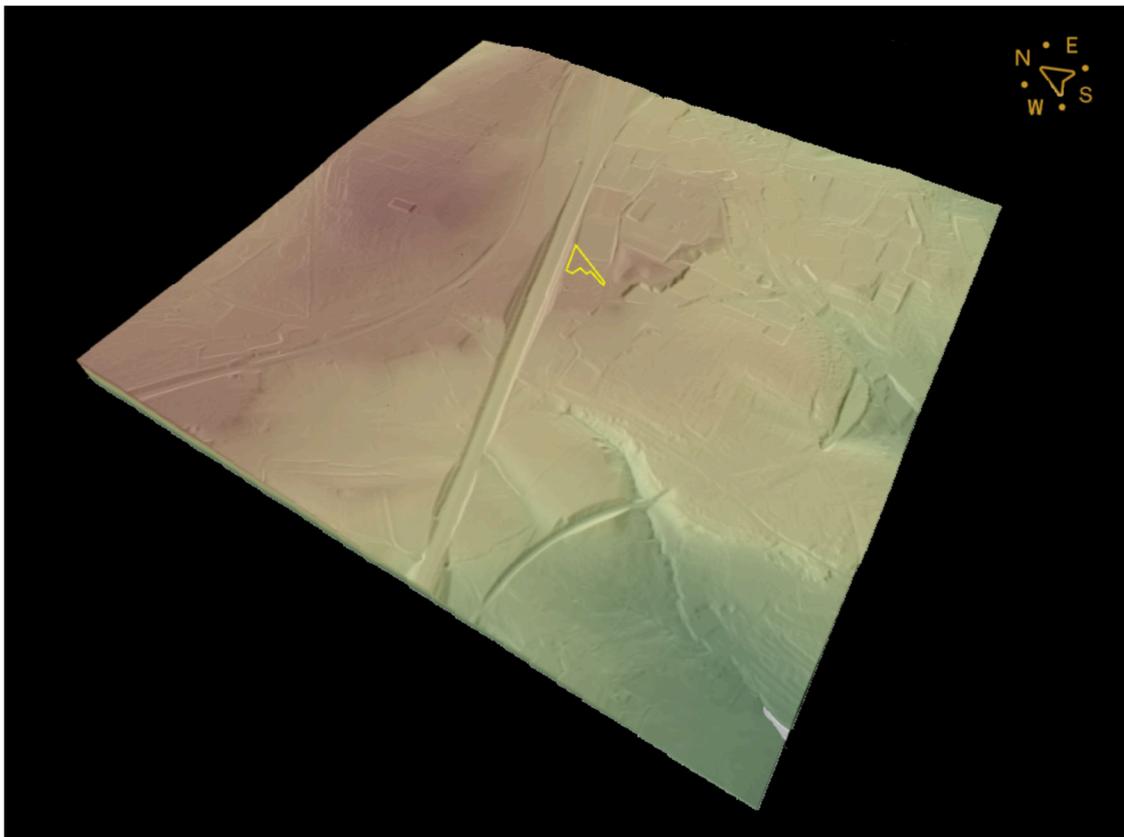
Site Description

- 3.5 The site is broadly triangular in shape and has two distinct areas. The western half of the site comprises the existing waste management operations and the eastern half is generally used for light industrial purposes as well as waste container storage.

- 3.6 The is defined by a band of broadleaf woodland. The eastern boundary is de-marked by a hedgerow and banked slope. To the south and west are located additional industrialised areas.
- 3.7 There are no water bodies on site.
- 3.8 Access to the site is via Owler Lane and along a private access driveway controlled by the developer.
- 3.9 The existing buildings are predominantly agricultural bonded asbestos-clad and in a poor state of repair.

Site Context

- 3.10 The site lies within a larger industrial area located to the west of Junction 20 of the M62. The area sits on a raised plateau that drops down towards the motorway and also falls to the east and west.
- 3.11 The site is generally level of approximately the same height as the adjoining industrial area to the west and south.
- 3.12 The change in elevation of the wider area around the site is shown on the drawing below (red - high ground, green - lower ground).

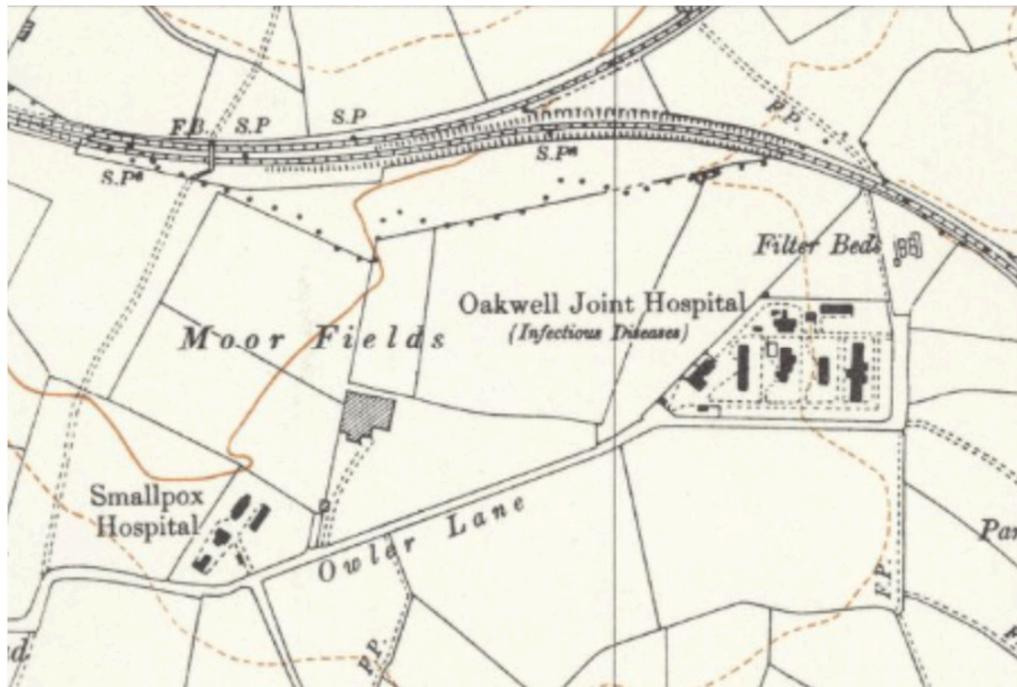


Wider Context

- 3.13 The site is located on the edge of the urban area of Birstall. The region comprises large urban centres of Bradford, Leeds, Wakefield and Huddersfield that are interspersed with smaller urban centres separated by Green Belt partitioning these areas.
- 3.14 The site lies approximately 8.5 km from the centre of Bradford, 9.6 km from the centre of Leeds, 12 km from Wakefield kilometres from the centre of Huddersfield.

Site History

- 3.15 The development site and the adjacent industrial area were historically agricultural fields adjacent to Oakwell Joint Hospital (infectious diseases). Foxhall Farm was established after WWII (which then became industrialised in the 1970s).

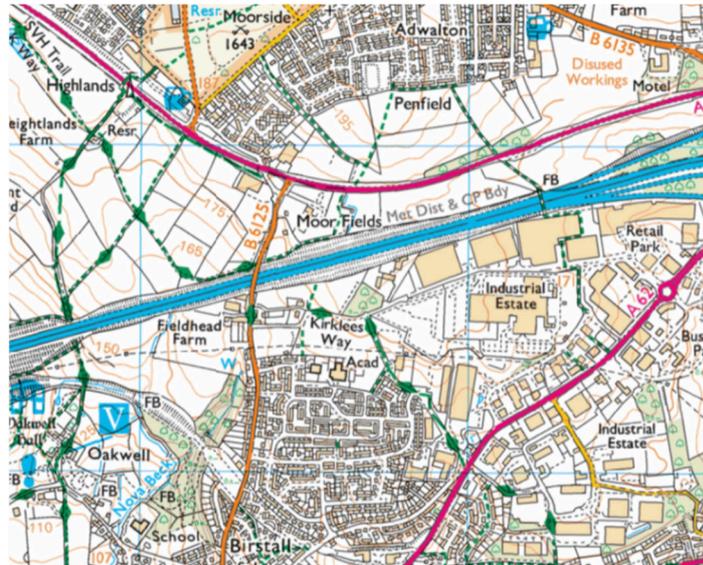


Local Character

- 3.16 Small-scale industrial units, poor quality development with interspersed mature woodland.

4. Site Assessment

- 4.1 The site is well hidden due to the presence of mature trees surrounding the site.
- 4.2 There are no footpaths that run adjacent to or through the site. The nearest footpath runs southwards away from the site off Owler Lane.



- 4.3 There are no views into the site from the wider area, the only view is from Owler Lane, at the site entrance looking up the private access road.

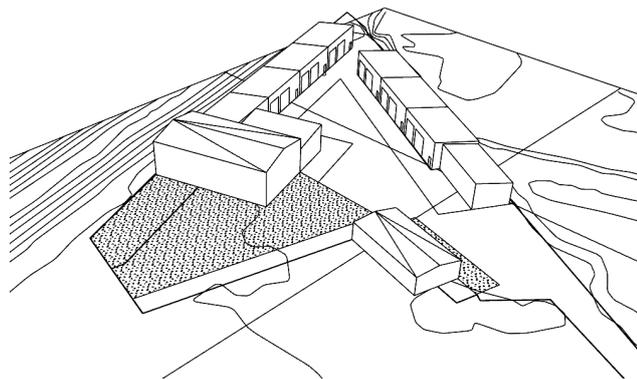


5. Design Concept

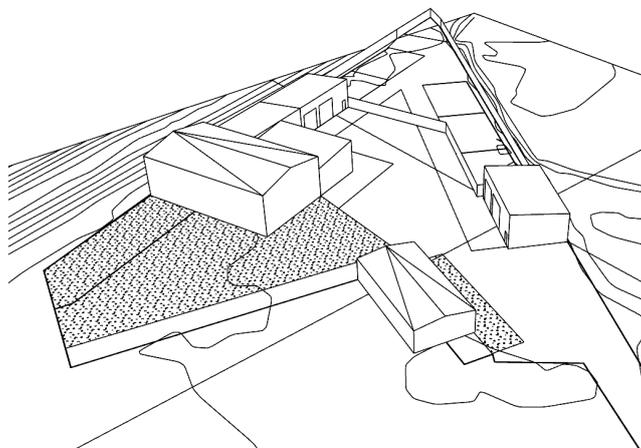
Client Brief

- Replacement of poor quality/redundant agricultural buildings to provide small modern industrial units.
- Retain/enhance waste management area
- provide new office accommodation for staff associated with waste operations
- provide storage area
- ensure traffic can be managed within the site

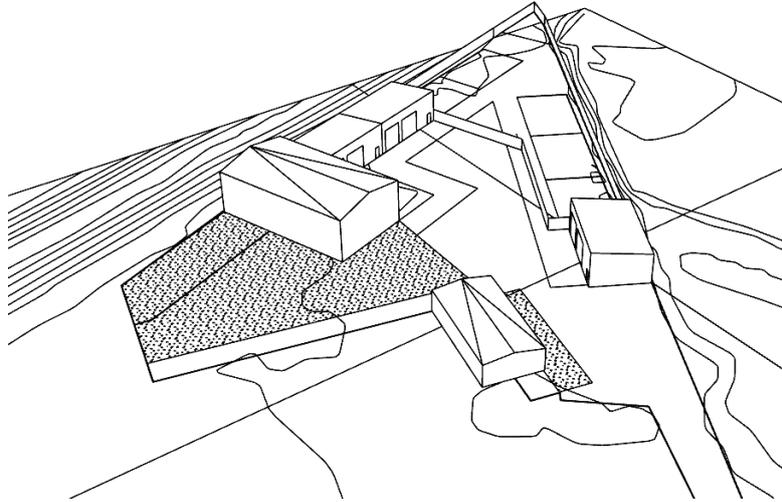
Maximising Industrial Units



Inclusion of Storage Space



Optimising Traffic Control



Proposed Design Strategy

- 5.1 The recommendation was for a full planning application for the industrial units and offices. This was amended to include a proposed Waste Transfer Station building to present a full 'masterplan' for the site.
- 5.2 Industrial units to comprise a brick dado layer on which a cold rolled steel portal frame be constructed and clad with plastic coated profile sheeting to a suitable colour.
- 5.3 Offices to be prefabricated (to replace existing modular units)
- 5.4 Waste Transfer Station – largest enclosed area permissible given vehicle movements and site area available. Height to be minimum to accept tipping vehicles. Steel portal frame with plastic coated profile sheeting to a suitable colour. There are opportunities for solar Photovoltaic panels on the roof to reduce carbon footprint/emphasise the green credentials of the waste recycling operations.

Layout

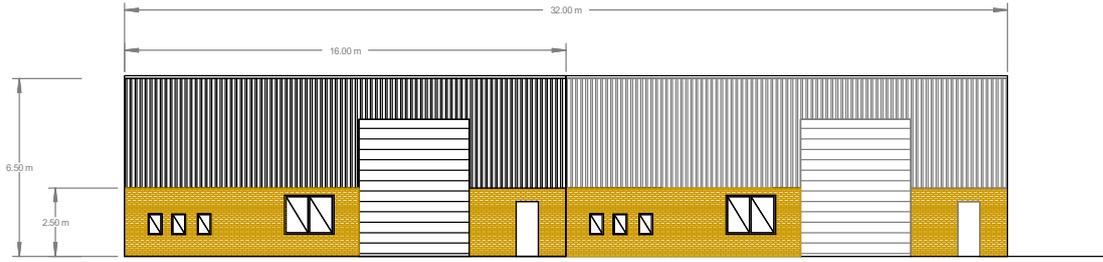
- 6.5 The surfacing is to maximise permeable drainage. The parking areas associated with each unit to comprise porous block paving. Secure storage to comprise hard-core surfacing. Only the waste operational area will comprise additional impervious surfacing (concrete) to comply with permitting regulations.
- 6.6 A weighbridge is to be located centrally to ensure all commercial vehicles are weighed.
- 6.7 Parking provision designed around 5 per industrial unit (inc 1 x disabled per unit) and 10 staff parking for offices – to allow 6 x staff, 1 x disabled and 3 x visitors.
- 6.8 Covered cycle store to be provided.
- 6.9 Very limited opportunities for any landscaping (hard or soft) due to limited site size and layout. Potential for supplemental planting along eastern margins of the site.

Scale

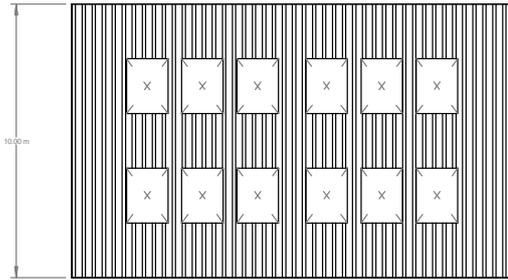
- 6.10 The buildings are designed to be low-level and equivalent in mass to the redundant buildings being replaced. The WTS has a minimum height to accommodate tipping vehicles.
- 6.11 The height and scale of the buildings ensure that they are not intrusive in the landscape.

Appearance

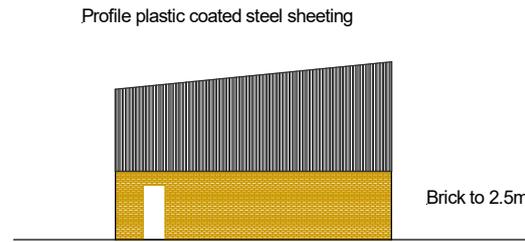
- 6.12 The buildings will have a modern appearance, providing a significant improvement over the existing buildings.
- 6.13 The colour of the profiled cladding to be agreed with the LPA, but a neutral dark green or grey is proposed. This will ensure the buildings do not visually attract attention given their location in Green Belt, where impact on openness is a consideration.



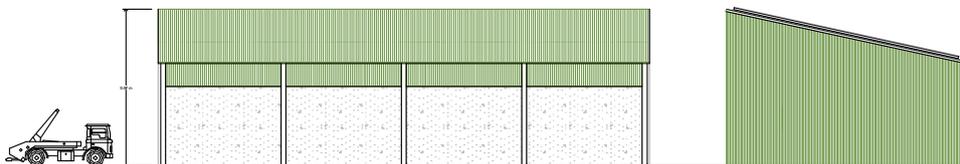
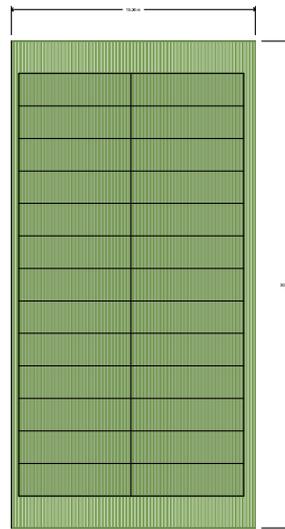
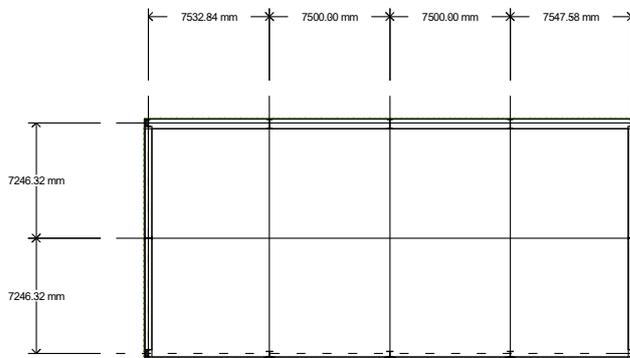
FRONT ELEVATION



ROOF PLAN



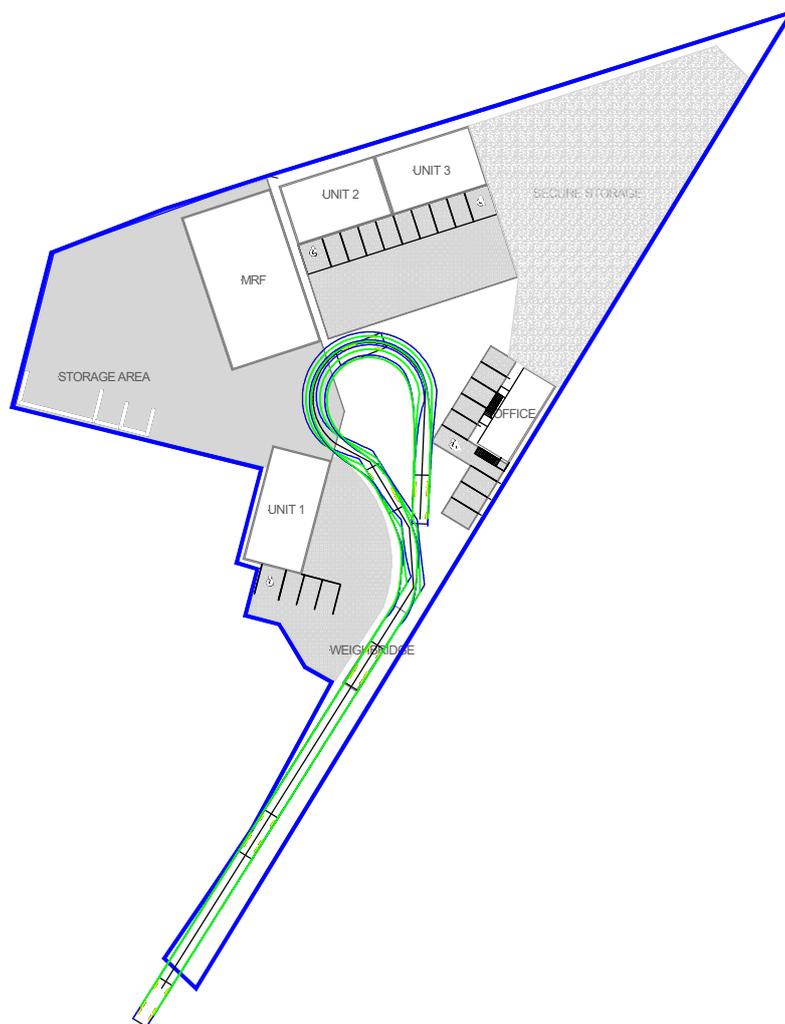
SIDE ELEVATION



7. Access

Vehicular Access

- 7.1 Access from Owler Lane only.
- 7.2 Parking provision to comply with Kirklees District Council Highways design guidance
- 7.3 HGV access plus turning area within the site. This can also serve rescues and emergency vehicles.



Pedestrian Access

- 7.4 There is no pedestrian access to the site. Piles are provided within the site to enable pedestrian movement around the parking area and buildings.

Site and Building Entrances

- 7.5 All buildings face towards the service road.
- 7.6 Accessible parking site within 10 m of each unit access/entrance.
- 7.7 Level thresholds will be provided to all buildings.
- 7.8 Emergency vehicles to have full access to buildings from the service road.

8. Security

Security Strategy Overview

- 8.1 The security design for the proposed commercial/industrial units has been carefully considered to ensure the safety and protection of the site, occupants, and assets. A comprehensive approach has been taken to address potential security risks by incorporating robust physical barriers, advanced technology, and reliable monitoring systems. All security measures comply with relevant standards and regulations.

Access Control and Gates

- 8.2 The site has been designed with a single access and entry point, which will be equipped with lockable gates. This access point controls all vehicle and pedestrian movement into and out of the site, limiting unauthorized access and enhancing site security. The gates will be constructed of robust materials, ensuring they provide a secure physical barrier when locked. Access to the site will be restricted to authorized personnel only.

Doors and Locking Systems

- 8.3 All doors, particularly the ground-floor rear external doors, have been selected to meet the rigorous security requirements outlined in **LPS 1175: Issue 8.1:2020 Security Rating B10** or above. This standard ensures that the doors are able to withstand attempts of forced entry for an extended period, offering high levels of security for the premises.
- 8.4 In addition, Euro profile locks installed on these doors will meet a minimum of the **TS007 3-star security standard**, providing enhanced protection against lock snapping, bumping, and other common methods of attack. These locks are designed to resist tampering and provide a reliable security solution for high-risk entry points.

CCTV System

- 8.5 A comprehensive CCTV system will be installed throughout the site to monitor key areas, including entrances, exits, parking areas, and vulnerable points such as rear access doors.
- 8.6 The CCTV system will utilize high-definition IP cameras with capabilities for night vision and motion detection to ensure continuous monitoring. Camera coverage has been strategically designed to maximize visibility across the site, reducing blind spots and ensuring that all vulnerable areas are appropriately monitored.
- 8.7 The CCTV footage will be securely stored and can be accessed remotely for review. This system will act as both a deterrent to potential intruders and a valuable tool for law enforcement in the event of any incidents.

Alarm System

- 8.8 An intruder alarm system will be installed in each unit, providing real-time notifications of any unauthorized access. The alarm system will be equipped with motion sensors, door and window contact points, and external alarms to ensure full coverage of the premises.
- 8.9 The system to be connected to a remote monitoring centre, providing 24/7 surveillance and immediate response in the event of an intrusion. The alarm system is integrated with the CCTV system, allowing for verification of incidents and coordinated security measures.

Lighting Design

- 8.10 The security of the site is further enhanced by a strategically designed lighting system. Motion-activated lighting will be installed at key locations, such as around the entry point, parking areas, and building perimeters. These lights will illuminate the site during nighttime hours, deterring potential intruders by increasing visibility.
- 8.11 In addition, continuous security lighting will be installed around the site, providing a well-lit environment to reduce hiding spots and ensure that security cameras can capture clear footage during low-light conditions. The lighting will be energy-efficient and designed to minimize light pollution while ensuring all critical areas remain well-lit and secure.

Additional Security Considerations

- 8.12 The overall design of the site includes additional security features, such as:
- Secure Fencing: Perimeter fencing will be installed around the site to control access and provide a physical barrier against unauthorized entry.
- 8.13 The design of the security measures for this development has been informed by best practices, ensuring that the site will remain secure and resilient against criminal activity. All systems will be regularly maintained to ensure ongoing effectiveness, and monitoring systems will comply with data protection regulations.