



Name of meeting: **Cabinet**

Date: 7 February 2017

Title of report: Southgate Huddersfield

Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	Yes/ no or “not applicable” Yes If yes give reason why Sale of the land would be likely to generate a receipt (equivalent to a saving) in excess of £250k
Is it in the council’s Forward Plan ?	Yes/ no or “not applicable” Yes If yes give date it first went in 06/01/2017
Is it eligible for call in by Scrutiny ?	Yes/ no or “not applicable” Yes
Date signed off by <u>Director</u> & name	Jacqui Gedman – 27/01/17
Is it also signed off by the Assistant Director - Financial Management, Risk, IT & Performance?	Debbie Hogg – 25/01/17
Is it also signed off by the Assistant Director - Legal Governance & Monitoring? <input type="checkbox"/>	Julie Muscroft – 30/01/17
Cabinet member portfolio	Cllr Graham Turner - Asset Strategy, Resources and Creative Kirklees (Arts) Cllr Peter McBride - Economy, Skills, Transportation and Planning

Electoral [wards](#) affected: Dalton

Ward councillors consulted: Members of Dalton Ward, within which the site is located, the councillors for adjoining Newsome Ward, and the Chair of District Committee-Huddersfield have been consulted, and comments received are included in the section Consultees and their opinions.

Status of Report: Public (with Private Appendix)

1.0 Purpose of report

1.1 The report seeks approval for a Draft Development Brief, notes an assessment of potential council uses, and seeks approval to market the site for disposal.

2.0 Background

- 2.1 Southgate is a strategically important site, being relatively large at 6.785 acres (2.75 hectares) and located in a prominent gateway location in Huddersfield town centre where Leeds Road meets the ring road. A site plan (ref. 15-0288) showing the indicative boundary edged red is attached at Appendix 1.
- 2.2 The site was to have been developed by Tesco for a large food store, but in 2015 the company abandoned its plans. The council then entered into an Exit Agreement with Tesco, under which the parties withdrew from the Agreement for Sale, the council retained its land, and Tesco transferred its adjoining land and made an appropriate financial settlement to the council.
- 2.3 On 22 September 2015, Cabinet approved an outline specification and capital expenditure on demolition, noted an outline programme, authorised applications for all necessary consents, and delegated the procurement and appointment of contractors and consultants.

3.0 Draft Development Brief

- 3.1 The Draft Development Brief has been drawn up for the council as landowner, in consultation with the Local Planning Authority (LPA). The Brief is in three parts: the first covering land use planning policy and property market appraisal (Appendix 2 to this report); second, an urban design study (Appendix 3); and third, technical appendices (Appendix 4).
- 3.2 The proposed vision is *“for the Southgate site to be re-developed for activities that will enhance the vitality and viability of Huddersfield town centre. The site will be built out in a comprehensive manner to a complementary mix of uses, or an appropriate single use. Development shall be to a high quality of design and should also help improve surface connectivity between the town centre and the Stadium”*.
- 3.3 **Land use planning policy** is informed by existing planning permission; the statutory Kirklees Unitary Development Plan (UDP); more recent guidance provided by the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG); and the emerging Kirklees Local Plan.
- 3.4 Planning permission for a large food store, which Tesco had obtained, expires on 6 February 2017. The site frontage is unallocated in the UDP. Industry and warehousing to the rear would only be considered if existing premises were to be extended (without harming the amenity of the area or prejudicing highway safety), but the buildings have since been demolished.
- 3.5 Having regard to the NPPF and PPG, the Kirklees Publication Draft Local Plan proposes to allocate the site for mixed use development (which would not rule out an appropriate single use). As the site is inside the boundary of Huddersfield Town Centre, land uses that the LPA might in principle permit are: Leisure, entertainment, and intensive sport and recreation uses; Arts,

culture, and tourism (including hotel) development; Offices; Research & development (R&D) facilities; Education; Health care; Residential.

3.6 Given the location outside the Primary Shopping Area, any new Retail proposals would be subject to a Sequential Test and, above the appropriate size threshold, also an Impact Assessment.

3.7 Consultants Cushman & Wakefield have assessed the current **property market**, evaluating the site's current and future prospects, and highlighted any conflicts with planning or other policy expectations. Developers will make their own assessment of demand; nevertheless, Cushman & Wakefield's view is that the following uses might attract interest from the market:

- Offices – with a shortage of Grade A offices, there is an opportunity to extend the media/creative quarter, and accommodate growing companies;
- Research & development facilities;
- Residential – including starter homes and/or a care home or retirement living, given the connectivity to the town centre;
- Retail – the site might attract interest from smaller format supermarkets/ convenience stores or budget supermarkets, and bulky goods operators.

3.8 Gillespies have produced an **urban design study** in three parts. First, the site analysis considers the context of site description, site setting, existing land use, topography, massing, key views, heritage, connections, movement, gateways/nodes, open space, flood risk, pollution and noise. Second, development principles relate to connectivity; legibility; site uses; scale, massing and form; and landscaping. Third, three 'illustrative' schemes show:

- Offices and research & development facilities;
- Residential mix, excluding purpose-built student housing (due to uncertain market capacity and potential impact on the amenity of other residents);
- Offices and residential (again excluding student housing).

3.9 The illustrative schemes demonstrate how the development principles might be applied to these uses. However, the schemes are not intended to be prescriptive for any developer proposals, or to rule out mixes of other uses.

3.10 In the interests of achieving comprehensive development, the council has a strong preference for any disposal and development of the site to be as a whole, and not in parts; although given the relatively large size of the site the development (and transfer) may be progressed in phases.

4.0 **Assessment of potential council uses**

4.1 A report to Cabinet on 22 September 2015 explained that the specification for site clearance works had been informed by five criteria, one being assessing the suitability for **temporary uses**. Such uses generally mean a higher

specification of surface finishes and therefore greater cost and timescale. Most had been ruled out to meet other criteria, in some cases alternative locations are available, and there is uncertainty as to when a disposal or development of the site would occur which makes planning for any temporary use such as car parking, outdoor events, or public space/public art difficult.

- 4.2 On 18 October 2016, Cabinet considered site options for a new **primary school** in Huddersfield North. The report noted that the Southgate site is in council ownership and there is sufficient space for a new primary school. However, the council has identified other potential uses for the site that meet a range of key strategic council goals. Officers recommended that this site was not to be pursued for a school, and Cabinet gave approval to the feasibility and design development of a new school at Clare Hill.
- 4.3 At present, officers are finalising the terms of reference with Members for a **car parking** study/strategy for the district (including Huddersfield town centre), and those terms of reference have not yet been fully determined. When they have, the work done and the strategy approved, the principles agreed will be taken into account when finalising the Draft Development Brief for the Southgate site.

5.0 Marketing the site for disposal

- 5.1 Government guidance sets out principles to help ensure that local authorities carry out the disposal of assets effectively and efficiently. It is for each council to determine the most appropriate mechanism for disposal of an asset. Potential approaches include formal tender, informal or negotiated tender, public auction, private sale and exchange of land. In some cases, local authorities may choose to retain land and take a more direct role in delivery.
- 5.2 In this instance, the proposed **disposal strategy and process** is to bring the Southgate site to the open market as a development opportunity. Marketing would be undertaken in conjunction with external agents with a two stage negotiated tender process:
1. Expressions of interest would be invited from developers with a proven track record. Developers would be required to submit an indicative masterplan for the site in accordance with the principles contained in the Draft Development Brief. All expressions of interest would be evaluated on the basis of the initial submissions and shortlisted for the next stage.
 2. Shortlisted parties would be invited to submit their detailed development proposals, outline programme, and financial bid for the site to the council as landowner by a specified closing date.
- 5.3 In order to achieve comprehensive and co-ordinated development, the strong preference would be for a disposal and development of the site as a whole, and not in parts, although given its size the development (and transfer) of the site may be progressed in phases.

6.0 Implications for the council

a) Policy

- 6.1 The Draft Development Brief has been informed by the extant planning permission, relevant planning policies in the Kirklees UDP and the Publication Draft Local Plan.
- 6.2 One of the supporting documents to the Publication Draft Local Plan is the Kirklees Economic Strategy (KES) 2014 - 2020. The vision of the Kirklees Economic Strategy is: *“Kirklees to be recognised as the best place to do business in the north of England and one where people prosper and flourish in all of our communities.”* The KES identifies five priorities to deliver the vision; Precision engineering and innovative manufacturing, Innovation and enterprising businesses: Workforce, skills and employment, Infrastructure and Quality places. The range of development options for the Southgate site will potentially significantly contribute towards a number of these priorities.
- 6.3 The Kirklees Joint Health and Wellbeing Strategy 2014 - 2020 recognises that healthy people enjoying a great quality of life for longer via a strong and growing economy will be pivotal to making Kirklees a better place in the future. Development of the Southgate site, at least in part for employment uses, has the potential to provide good jobs and incomes and thereby make a contribution to prosperity, health and wellbeing. Development of quality housing could promote good physical and emotional health and wellbeing.

b) Legal

- 6.4 Under Section 123 of the Local Government Act 1972, a principal council may dispose of land held by them in any manner they wish. Except with the consent of the Secretary of State, a council shall not dispose of land under this section, otherwise than by way of a short tenancy, for a consideration less than the best that can reasonably be obtained.
- 6.5 Best consideration is the unrestricted market value, expressed in capital terms, for disposal where the principal aim is to maximise the value of the receipt. The unrestricted value should take account of whatever land uses might be permitted by the Local Planning Authority insofar as these would be reflected by the market rather than having regard only to the use(s) intended by the parties to a disposal.

c) Finance

- 6.6 The private Appendix 5 to this report considers the financial implications of the disposal of the site, including potential capital receipt from a sale of the land.
- 6.7 As a result of development, the council might receive New Homes Bonus, in which the government currently matches the council tax earned by local authorities from each new home built over a six-year period. However, in December 2016 the Department for Communities and Local Government

(DCLG) indicated that it will revisit the case for withholding the bonus from areas “not delivering on housing growth from 2018/19.” DCLG confirmed that from next year it will introduce a national baseline for housing growth of 0.4%. Below this, the New Homes Bonus will not be paid. DCLG also confirmed that there will be a reduction in the number of years in which payments are made: from six years to five years in 2017/18, and for four years from 2018/19.

- 6.8 The council would receive on an ongoing basis, a proportion of the business rates income from any future commercial occupiers, and Council Tax income from any new residents except students.

7.0 Monitoring and review

- 7.1 Given the strategic importance of the site, two further reports would be brought back to Cabinet, the first for a decision on the preferred developer of the site, and second to consider the preferred developer’s draft masterplan for redevelopment.

- 7.2 An indicative programme for the site disposal process is set out below, with the provisional dates being subject to the response of the property market to the development opportunity:

- Draft disposal strategy to Cabinet, February 2017
- Site placed on the market, June 2017
- Report on preferred purchaser to Cabinet, June 2018
- Due diligence and pre-planning consultation, mid-2018
- Preferred developer’s draft masterplan to Cabinet, November 2018
- Planning application, March 2019
- Planning decision and transfer of land through an initial lease, August 2019
- Transfer of the freehold of the land upon completion of development.

8.0 Consultees and their opinions

- 8.1 Senior Legal Officers in Legal, Governance & Monitoring have been consulted and their advice is reflected in this report and private Appendix 5. The Strategic Council Finance Manager has advised on the financial implications of the disposal of housing land.

- 8.2 Members of Dalton Ward, within which the site is located, the councillors for adjoining Newsome Ward, and the Chair of District Committee-Huddersfield have been consulted. Cllr Mather (Dalton Ward) is happy to support the project and proposals in the report

- 8.3 Cllr Stewart-Turner (Newsome Ward) has commented as follows:

- I think the priority for the Southgate site should be residential. It will help us to hit our housing targets, take pressure off the need to develop our green corridors, etc., and it will help a struggling town centre.

- I would not want to see any retail included on this site; I think that would receive a hostile reception from town centre retailers, who are already struggling.
- I do think that allocating some space for Research & Development / Innovation, would be helpful, I think there are opportunities to support local employment and therefore the local economy.
- I wouldn't like to see offices developed on this site, while we have so many that are empty in the town centre. I'd like to think that an R&D site, alongside a large residential development, would provide a boost for the town centre, and make the existing empty offices more desirable.
- I would like all new development to include measures that mitigate against climate change, and flooding, e.g. adopt Green Streets proposals
- All new development should support healthy lifestyles, e.g. enhance the canal so it is more convenient and safer for walkers and cyclists.

9.0 Next steps

- 9.1 The next step would be for officers to prepare an information pack in advance of marketing of the land.

10.0 Officer recommendations and reasons

- 10.1 It is recommended that Cabinet:

- a) Approves the Draft Development Brief, as set out in Appendices 1, 2 and 3 to this report;
- b) Authorises the Assistant Director (Place) to market the land for disposal for redevelopment;
- c) Agrees to receive two further reports in due course, first for a decision on the preferred purchaser of the site, and second to comment on the preferred developer's draft masterplan for redevelopment.

- 10.2 The reasons for the recommendations are that the site is strategically important for redevelopment, and therefore the council (as landowner) should issue a Draft Development Brief to guide interested developers in drawing up proposals.

11.0 Portfolio holders' recommendation

- 11.1 The portfolio holder Cllr Graham Turner is fully supportive of the project and recognises the importance of moving forward on this important gateway site. Given the important strategic nature of the site, it is important that the council moves to see the site developed as soon as it can, but must ensure that any

future development delivers the best possible outcome for Huddersfield and the Council. The portfolio holder supports all of the recommendations and asks Cabinet to agree the recommendations set out above.

12.0 Contact officers

Adele Buckley, Head of Economic Delivery
Telephone: 01484 221000
Email: adele.buckley@kirklees.gov.uk

Joe Tingle, Physical Resources & Procurement
Telephone: 01484 221000
Email: joe.tingle@kirklees.gov.uk

13.0 Assistant director responsible

Paul Kemp, Assistant Director - Place
Telephone: 01484 221000
Email: paul.kemp@kirklees.gov.uk

14.0 Appendices

14.1 Appendix 1: Site Plan (ref: 15-0288)

14.2 The Draft Development Brief is in three parts:

Appendix 2: Draft Development Brief Part 1
Appendix 3: Urban Design Study
Appendix 4: Technical Appendices

14.3 The Financial Implications of Site Disposal (Appendix 5) and associated plans (Appendix 6 & Appendix 7) are set out in the private part of today's agenda.

15.0 Background paper

Southgate Huddersfield: Site preparation, Cabinet, 22 September 2015.



**PHYSICAL RESOURCES
& PROCUREMENT**

Plan No: 15-0288

Scale: 1250

Required by:

Produced from/based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. (KMC Licence No: 100019241 Date: 30/11/2015)



Southgate Huddersfield

Draft
Development Brief
Part 1

Kirklees Council

In association with:

Cushman & Wakefield

Gillespies



Figure 1. Location plan

CONTENTS

1. BACKGROUND.....	1
The site.....	1
Purpose of the guidance.....	1
Status of the document.....	1
Acknowledgements.....	1
2. VISION STATEMENT.....	3
3. PLANNING POLICY REVIEW.....	4
Planning permission.....	4
Kirklees Unitary Development Plan.....	4
Kirklees Publication Draft Kirklees Local Plan.....	4
4. OTHER POLICY CONSIDERATIONS.....	7
Kirklees Economic Strategy.....	7
Kirklees Joint Health and Wellbeing Strategy.....	8
5. FEASIBILITY APPRAISAL.....	9
Site ownership.....	9
Legal rights.....	9
Financial context.....	9
Complementary and competing developments.....	9
Property market appraisal.....	11
Topography.....	17
Ground conditions.....	17
Infrastructure requirements.....	18
6. SITE AND CONTEXT APPRAISAL.....	21
Urban design study.....	21
7. PLANNING AND DESIGN PRINCIPLES.....	22
Potential uses.....	22
Mix of uses.....	23
The form of new development.....	23
Parking.....	25
Contributions to infrastructure costs.....	26
Affordable housing.....	27

Continued overleaf

8. THE DEVELOPMENT PROCESS.....	29
Site disposal.....	29
The design process.....	29
Legal agreements.....	30
9. LIABILITY, CONTACTS AND REFERENCES.....	31
Liability.....	31
Contacts.....	31
References.....	32

Figures

1. Location plan.....	ii
2. Site plan.....	2
3. Aerial view pre-demolition.....	3
4. Infrastructure projects it is intended to fund through CIL.....	26
5. Infrastructure projects it is intended to fund through S106 & S278 Agreements.....	27

1. BACKGROUND

The site

The Southgate site enjoys a **gateway location** on the eastern edge of Huddersfield town centre, alongside the A62 where Leeds Road meets the Southgate section of the ring road. The Huddersfield Broad Canal is a little further to the east (Figure 1). Old Leeds Road sweeps around to form the eastern and southern boundaries to the **site**. The area is relatively large, approximately 2.744 hectares (6.785 acres), and broadly rectangular in shape (Figure 2). The postcode is HD1 1TW.

Buildings on the site, including the former Huddersfield Sports Centre, the two blocks of Ibbotson and Lonsbrough Flats, an ex-local authority computer centre, Pine Street car park, and former commercial premises, were demolished in Spring/Summer 2016. The clearance and re-grading works have helped make the site ready for **re-development**. An electrical sub-station has been retained to serve future uses (Figure 3).

The Sports Centre has been replaced by the new Huddersfield Leisure Centre at Spring Grove, while tenants in the Flats have been re-housed in various locations including the remodelled Harold Wilson Court on the opposite side of Leeds Road.

Purpose of the guidance

This document provides guidance on how this important site should be re-developed in line with relevant planning and design policies, so as to promote appropriate land use(s) and form of development. It is intended to guide whoever may be interested in developing the site, whether that might be council services or other public bodies, the private sector, or the voluntary and not-for-profit Third Sector.

Status of the document

This document has been produced by Kirklees Council as current landowner. Appendices referred to in the text are set out in a separate document titled **Southgate Huddersfield Technical Appendices**. The Draft Brief has been drawn up in consultation with the Local Planning Authority, but without full public consultation it does not have the status of an approved Supplementary Planning Document. As a result, the document constitutes a Draft Development Brief.

Acknowledgements

The Property Market Appraisal has been provided by commercial consultants Cushman & Wakefield. Urban designers Gillespies have drawn up the Site and Context Appraisal and guidelines on The Form of New Development, which are set out in full in a separate report titled **Southgate Huddersfield Urban Design Study**.

Figure 2. Site plan



**PHYSICAL RESOURCES
& PROCUREMENT**

Plan No: 15-0288

Scale: 1250

Required by:

Produced from/based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. (KMC Licence No: 100019241 Date: 30/11/2015)

2. VISION STATEMENT

The council's vision, based on relevant planning policies and proposals, is for the Southgate site to be re-developed for activities that will enhance the vitality and viability of Huddersfield town centre. The site will be built out in a comprehensive manner for a complementary mix of uses, or an appropriate single use. Development shall be to a high quality of design and should also help improve surface connections between the town centre and the Stadium.

Figure 3. Aerial view pre-demolition



© Geomapping plc 2012. Photo d Scale - 1:2000

Development Site at Old Leeds Road,
Huddersfield, West Yorkshire

3. PLANNING POLICY REVIEW

The planning policy context for re-development is provided by planning permission, the Kirklees Unitary Development Plan (UDP)¹, policies in the National Planning Policy Framework (NPPF)² and Planning Practice Guidance (PPG)³, and the emerging Kirklees Local Plan.

Planning permission

A planning application by Tesco Stores Ltd for a **food store** with petrol filling station, car parking and landscaping, and taking up the full extent of the site, was approved on 7 February 2012. The net sales area was not to exceed 6,860 sq m (73,841 sq ft), with no more than 4,585sqm (49,353 sq ft) to be used for the sale of food, and 2,275 sq m (24,488 sq ft) for non-food goods (Appendix 1). Tesco announced in January 2015 that it no longer intended to implement the scheme, and subsequently concluded an agreement for the land which resulted in the council owning the entire site. Nevertheless, the planning permission remains valid to 6 February 2017.

Kirklees Unitary Development Plan

The statutory Development Plan comprises the Kirklees Unitary Development Plan (UDP) (saved Policies 2007). The statutory development plan is the starting point in the consideration of planning applications for the development or use of land unless material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004).

Around two-thirds of the Southgate site, fronting the two main roads, is unallocated in the UDP. The remainder, adjoining Old Leeds Road, is subject to Policy TC12 which states that in this location industrial and warehousing development will not normally be permitted. The policy makes an exception for the extension of existing premises where this would not be seriously detrimental to the amenity of the area or prejudice highway safety, but all buildings on the site have now been demolished.

Kirklees Publication Draft Local Plan

The council's Local Plan⁴ was published for consultation on 7 November 2016 under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The council considers that, as at the date of publication, its Local Plan has limited weight in planning decisions. However, as the Local Plan progresses, it may be given increased weight in accordance with the guidance in paragraph 216 of the National Planning Policy Framework. In particular, where the policies, proposals and designations in the Local Plan do not vary from those within the UDP, do not attract significant unresolved objections and are consistent with the National Planning Policy Framework (2012), these may be given increased weight. Pending the adoption of the Local Plan, anticipated to be in early 2018⁵, the UDP (saved Policies 2007) remains the statutory Development Plan for Kirklees.

In the Publication Draft Local Plan, the Southgate site is proposed to be **allocated for mixed use** development, as this can be more flexible, viable and allow for more sustainable development and place shaping than a single use (Appendix 2). Nevertheless, the proposed allocation would not rule out an appropriate single use.

The site is within the proposed boundary of **Huddersfield Town Centre** (Appendix 3). Huddersfield is a Principal Town Centre in the shopping centre hierarchy, where the aim is to accommodate a range of uses to serve the local community, businesses and visitors; with the uses complementing each another whilst retaining a strong retail core and supporting the daytime and evening economy (Appendix 4).

Proposals for the town centre uses of **leisure**⁶, entertainment facilities, intensive sport and recreation uses, **offices** (including high quality grade A office space)⁷, and arts, culture and tourism (including **hotel**) development, would be supported in principle within the town centre boundary (Appendix 5). The policy also supports:

- Opportunities for **residential** uses^{8,9,10,11} - subject to protecting the amenity of occupiers (Appendix 6), achieving a density of development to ensure **efficient use of land** in keeping with the character of the area and scheme design (Appendix 7), and ensuring provision for a broad **housing mix and affordable housing** (Appendix 8). Supplementary Planning Document 2 sets out the current planning framework for affordable housing in Kirklees, and the council has approved an interim policy until Local Plan adoption (see Section 7);
- High quality **educational facilities** - the council would support development which relates to the operational needs of and/or expansion of all of the district's higher, further and specialist education establishments. Ancillary and related uses would also be supported in principle to help develop **skills** (Appendix 9). When proposals for new housing development are considered, the need for the provision of additional school places will be a material consideration; and
- **Health services** - where the scale of development proposed may impact on educational and health needs, the council will work actively with applicants to resolve key planning issues in advance of a planning application (Appendix 10).

If **community facilities** are provided as an integral part of a development, they should wherever possible be within adaptable mixed-use buildings (Appendix 11). The council would seek well-designed new and improved **open space** in the district, and new housing developments would be expected to provide or contribute towards new open space or the improvement of existing provision (Appendix 12).

The Southgate site is within 300 metres of the proposed Primary Shopping Area, an edge of centre location for **retail** planning purposes. A Sequential Test would therefore be required with any application for retail use. An Impact Assessment should also be submitted if the retail floorspace exceeds 300 sq m (3,229 sq ft)¹². Plans for **food and drink** and licensed entertainment would be assessed according to the potential harm to the character and function of the town centre (Appendix 13).

The ring road (including Southgate) and the A62 Leeds Road - which links the town centre with the Stadium, the A644 and junction 25 of the M62 motorway - are part of

the West Yorkshire Key Route Network and the West Yorkshire Core Bus Network. These highways form part of the **strategic transport infrastructure**, which would be improved and maintained where possible to reduce congestion and reliance on the private car (Appendix 14). Leeds Road and Southgate are also part of the core **walking and cycling** network, which would be safeguarded and extended to provide opportunities to reduce the number of car journeys (Appendix 15).

The council would support development proposals that can be served by public transport, cycling and walking, with travel plans required for all major planning applications to ensure **sustainable travel** patterns (Appendix 16). Proposals should demonstrate that they can accommodate sustainable modes and be accessed effectively and safely by all users. Development would not be permitted if it materially adds to **highway safety and access** problems, or in the case of schemes which will generate a substantial amount of trips that cannot be served by the existing network (Appendix 17).

Development should incorporate **parking provision** for cars, motorcycles and cycles, and accommodate vehicle parking for disabled people (Appendix 18). **Parking standards** will in due course be set out in a Parking Supplementary Planning Document to the Local Plan, and these will provide the starting point for assessing how much parking is required in new development. In the meantime, the parking standards in the UDP provide the reference (Appendix 19).

Huddersfield Town Centre has been identified as an Area of Concern for **air quality**, with potentially elevated levels of nitrogen dioxide from road traffic. Where development introduces new receptors into such areas or near roads or junctions, it should incorporate sustainable measures that protect the new receptors from unacceptable levels of air pollution (Appendix 20). Where possible, all new development should improve existing **environmental quality**, including in respect of noise pollution (Appendix 21). Since Southgate is a 'brownfield' (previously developed) site, the expectation is that re-development should incorporate a Sustainable Drainage System (SuDS) to help reduce surface water run-off, improve water quality, and ensure any proposed open spaces contribute towards **sustainable drainage** (Appendix 22).

Good design^{13,14,15} should be at the core of all proposals, and considered at the outset of the development process as part of pre-application consultation. Proposals should promote good design by ensuring: the form, scale, layout and details respect and enhance the character of the townscape and important views and vistas; a high standard of amenity for future and neighbouring occupiers; high levels of sustainability; the risk of crime is minimised; the needs of a range of different users are met; the natural environment is enhanced, biodiversity supported, and ecological networks enhanced; new trees¹⁶ are planted with other landscaping; and public art is provided where appropriate. Where appropriate, and in agreement with the developer, schemes would be submitted for design review (Appendix 23).

Developers should draw up masterplans for key sites to help secure high quality, accessible, inclusive and safe design. The **masterplanning** process would involve all relevant stakeholders, including the landowner, the Local Planning Authority, service providers, the local community, and other interested parties (Appendix 24).

4. OTHER POLICY CONSIDERATIONS

Kirklees Economic Strategy

One of the strategies underpinning the Publication Draft Kirklees Local Plan is the Kirklees Economic Strategy (2014-2020)¹⁷. A key priority in the Economic Strategy (Priority 5 Quality places - Action 5b) is to **revitalise Huddersfield town centre**, through a number of initiatives including:

- The provision of more cultural, leisure, and independent retail attractions (including the new Huddersfield Leisure Centre), and development at Kingsgate, Packhorse Centre and The Piazza;
- The development of mixed use schemes in the town centre, to include quality residential and office space including St George's Quarter, the Waterfront Quarter, and other prominent gateway sites; and
- Delivery of The HD One scheme in ways which enhance the leisure offer and job opportunities and build connectivity to the town centre - without undermining investment and activity in the town centre itself.

In this context, Southgate would be seen as a prominent **gateway site** with potential for mixed use development possibly including (but not necessarily restricted to) housing and offices.

The Economic Strategy reinforces the precedence under planning policy for **retail** floorspace to be located within the Primary Shopping Area inside the town's ring road, where the Kingsgate Shopping Centre, Packhorse Centre and The Piazza are all located.

New **leisure and entertainment** attractions are promoted in the Draft Strategy at:

- Kingsgate - where the council has resolved to grant planning permission for an extension called Kingsgate Leisure incorporating a new multi-screen cinema;
- The HD One – a major leisure destination which has been granted outline planning permission, with full approval given for a hotel which would be the first phase of development on land adjoining the John Smith's Stadium.

Under Priority 4 (Infrastructure), action 4j seeks to develop the **Kirklees Smart Corridor** plan for a network of high quality hubs and corridors. This identifies the potential for the Leeds Road corridor to align design and delivery of investment in transport, green infrastructure, flood alleviation, district heating, broadband, skills and town centre regeneration.

Priority 2 (Innovation and enterprising businesses), action 2a is to ensure the right combination of physical centres and maximise their strategic co-ordination to help **businesses to start-up and innovate**.

Kirklees Joint Health and Wellbeing Strategy

The Kirklees Joint Health and Wellbeing Strategy 2014-2020¹⁸ recognises that two things will be pivotal to making Kirklees a better place in the future - healthy people enjoying a great quality of life for longer via a strong and growing economy. Those goals are not only crucial, but intimately bound together. A successful economy that offers good jobs and incomes for all of our communities makes a huge contribution to prosperity, health and wellbeing of all age groups. Likewise, confident, healthy, resilient people are better able to secure a job and more productive in the workplace.

Because of the importance of these issues and the connections between them, the council and its partners are focusing on both the Kirklees Economic Strategy and the Kirklees Joint Health and Wellbeing Strategy as complementary strategies that will set future priorities and guide action. Both focus on building resilience in business, communities and people in order to increase independence, with a shared aim that Kirklees is a District combining great quality of life and a strong and sustainable economy – leading to thriving communities, growing businesses, high prosperity and low inequality and where people enjoy better health throughout their lives.

The Joint Health and Wellbeing Strategy vision is that by 2020, no matter where they live, people in Kirklees live their lives confidently, in better health, for longer and experience less inequality. The outcomes for people and their communities will be:

1. People in Kirklees are as well as possible, for as long as possible, both physically and psychologically, through:
 - Having the best possible start in life, and having the chance to make the most of their talents, skills and qualities;
 - Encouraging the development of positive health and social behaviours;
 - Identifying issues as soon as possible that affect health and wellbeing;
 - Enhancing self-care.
2. Local people can control and manage life challenges through:
 - Being resilient, and being connected to others;
 - Feeling safe and positively included;
 - Being able to navigate through life.
3. People have a safe, warm, affordable home in a decent physical environment within a supportive community through:
 - Continuing to work in partnership to deliver an appropriate supply of homes and jobs to meet the needs of a growing and ageing population;
 - Enabling and supporting independent living and an environment which promotes good physical and emotional health and wellbeing;
 - Improving homes and neighbourhoods.
4. People take up opportunities that have a positive impact on their health and wellbeing.

5. FEASIBILITY APPRAISAL

Site ownership

The Southgate site is in the freehold ownership of Kirklees Council.

The land occupied by the electrical sub-station is leased to Yorkshire Electricity Board (now Northern Powergrid) for a term of 60 years from 9 June 1961.

Legal rights

Under a licence from the council to Cabletel (now Virgin Media) dated 18 June 1999 for a term of 23 years, the statutory undertaker installed fibre optic cabling and cabinet within the footways to the quarter-circle of roads within the site close to Southgate/Leeds Road junction. The licence includes provision for Virgin Media to relocate the apparatus to accommodate re-development of the site.

To the west of the Southgate land and fronting the ring road is Crown House, the site of which is the subject of a lease dated 28 February 1994 for a term of 200 years from the council to Davos Investments Ltd. The lease stipulates that there is to be no development or building within 30 feet (approximately 9.2 metres) of the eastern wall that restricts, diminishes or interferes with the access of light and air to the rear ground floor windows of Crown House.

Financial context

Section 123 of the Local Government Act 1972 requires councils to dispose of land for the best consideration that can reasonably be obtained, unless there is consent to do otherwise from the Secretary of State. Best consideration is the unrestricted market value, expressed in capital terms, for disposal where the principal aim is to maximise the value of the receipt. The unrestricted value should take account of whatever land uses might be permitted by the Local Planning Authority. Subject to this, a council may dispose of land in any manner it wishes.

If local authorities dispose of land at less than best consideration, they are providing a subsidy to the owner, developer and/or occupier of the land. Councils are therefore required to ensure that the nature and amount of subsidy that may be consented by the Secretary of State also complies with the European Commission's State Aid rules.

Complementary and competing developments

Property developments in and around Huddersfield town centre, exceeding 1,400 sq m (15,000 sq ft) of floorspace or 40 housing units, were either under construction or planned at 31 December 2016 at the following locations:

Leisure

- The HD One, Stadium Way – resolution to grant an extension of time for outline planning permission on land adjoining the John Smith’s Stadium for 11,488 sq m (123,200 sq m) of leisure, with 5,365 sq m (57,750 sq m) of restaurants and bars, and 2,320 sq m (24,970 sq ft) of food and non-food retail;
- The HD One – full planning permission for a 149-bed four star hotel, the proposed operator being Park Inn by Radisson;
- Kingsgate Leisure, Cross Church Street – resolution to grant planning permission for a multi-screen cinema complex of 2,303 sq m (24,790 sq ft) and 6 restaurant units (2,911 sq m or 31,224 sq ft).

Retail

- Kingsgate Centre, King Street – resolution to grant planning permission to extend the unit of retailer Next by 1,943 sq m (20,915 sq ft) net.

Offices

- St George’s Quarter, New North Parade – works started on converting a Grade II Listed former railway warehouse to 14,865 sq m (160,000 sq ft) of offices.

Educational facilities (University of Huddersfield)

- Oastler Building, Shorehead – 7,624 sq m (82,065 sq ft) education centre under construction;
- Queen Street South – outline consent for 31,825 sq m (342,564 sq ft) of new buildings.

Student housing

- Standard House, Half Moon Street – conversion and extension to create 55 bedrooms nearing completion;
- Waterfront Quarter, Manchester Road (plot C) – work ongoing on a new block of 252 bedrooms;
- Waterfront Quarter (plot B) – permission for a second block of 252 bedrooms;
- Waterfront Quarter (plot A) – resolution to approve an application to develop 168 bedrooms;
- Ramsden House, New Street – consent to convert floors 2-6 to 45 bedrooms;
- New Wharf, Wakefield Road – approval for re-development to 59 bedrooms;
- Colne Road – permission for development of 336 bedrooms (and 38 apartments);
- Queensgate Retail Park – outline approval for 60 new flats (and 13 town houses);
- Broomfield House, Firth Street – full permission to build 40 studio flats (phase1), and outline consent for a second phase of 24 studio flats (with 3 retail units).

The Publication Draft Local Plan proposes to allocate a second town centre site for mixed use development. The former Kirklees College campus, on the north-western

edge of the ring road (Castlegate) between Trinity Street, Portland Street and New North Road, measures 2.44 hectares (6.03 acres). Full planning permission was granted in June 2016 for a new Lidl food store with a sales area of 1,424 sq m (15,328 sq ft); the masterplan for 'Trinity Central' indicating a health care facility, NHS medical centre, veterinary practice, and retirement living on the rest of the site.

Princess Royal Health Centre, at Greenhead Road, was acquired in December 2016 by Locala Community Partnerships which provides NHS community services. Locala announced that existing healthcare services would continue there, and more services were likely to transfer onto the 1.13 hectare (2.8 acre) site from 2017.

Properties within or near the town centre that were for sale at 31 December 2016 included:

- Crown House, Southgate – largely vacant ten storey office building of 5,745 sq m (58,929 sq ft) constructed in the 1970s and now marketed as suitable for a variety of uses including hotel, student housing, or residential, subject to planning permission. The building adjoins the council's Southgate site;
- The George Hotel, St George's Square – Grade II* Listed building, built 1849-50. Closed since early 2013, a scheme to reduce the number of hotel bedrooms from 60 to 30 and to create 11 apartments, a dental centre, health spa, and rooftop coffee shop/diner was later started but not finished;
- 103 New Street – Co-operative department store building (1936), comprising 2,555 sq m (27,500 sq ft) over 6 floors, with development potential and suitable for various uses subject to planning consent; and
- Gasworks Street/St Andrew's Road – former Gasworks site, measuring 2.93 hectares (7.24 acres), with the benefit of outline planning permission for 4,198 sq m (45,187 sq ft) of non-food retail (bulky goods only).

Property market appraisal

The appraisal of the property market was produced for the council by Cushman & Wakefield in April 2016. This was before the referendum on the United Kingdom's membership of the European Union (23 June 2016) which resulted in a majority vote to leave the EU.

UK property market context

The UK economy has lost some momentum recently, mainly due to weaker manufacturing output. GDP growth is estimated to have been 0.5% quarter on quarter in Q3 2015, following growth of 0.7% in Q2.

The consumer sector remains very strong, with confidence at the highest level since the late 1990's. Household budgets are being boosted by steady wage growth and renewed deflationary pressures on the back of further declines in oil prices and heavy discounting by retailers. According to the Office of National Statistics, the

employment rate reached 73.7% Q3 2015, which is the highest level since comparable records began in 1971. Meanwhile, the unemployment rate fell to 5.3% in Q3 2015 - the lowest level since April 2008.

Profitability is close to previous peaks, companies' cash holdings are near record levels and credit availability is much improved and many companies are still showing a healthy appetite for capital spending and hiring staff. Business investment is forecast to grow by 5.1% in 2016.

The property investment market has stabilised over recent months, with performance in many of the strongest sectors increasingly driven by rental growth and less so by yield compression, occupier sentiment is positive and is underpinned by healthy consumer and business confidence and the positive outlook for the economy. The low interest rate environment combined with the relatively high and stable income yields of UK commercial property, is still proving attractive to new investors.

According to the RICS UK Commercial Market Survey, occupational demand rose for the 12th consecutive quarter in Q3 2015, with demand strengthening across all three main property sectors, although the improvements in retail are more modest in comparison to the office and industrial sectors. This is maintaining upward pressure on prime rents across all sectors, led by offices, which saw average rents increase 7.1% in the year to September 2015, while retail rents rose 7% and industrial rents were up 3.8% during the same period.

Investment activity has been aided by the greater depth and liquidity in the financing market, particularly in the regions, with a broad range of bank and non-bank lenders targeting opportunities across prime, and more recently, secondary markets. Institutions are very active across all sectors, while there is also very strong appetite from UK property companies and overseas private equity, especially for prime and, more recently, secondary office and industrial stock that offer asset management potential.

Prime yields have been relatively stable in recent months and strong investor demand and high pricing is expected to persist into 2016.

UK funds and institutions and overseas private equity continue to show good appetite for prime regional retail assets. With risk appetites improving and investors adopting a slightly more relaxed attitude to covenant strength, the best non-prime and secondary stock is attracting healthy interest. In the out of town segment, lot sizes in the £20-£50m range are particularly sought after, although these are in short supply. More private equity buyers and opportunity funds have emerged in recent months and are boosting demand for attractively priced assets in second tier and secondary locations.

Huddersfield – a place to live, work and invest

Huddersfield is the principal town in the metropolitan borough of Kirklees and is a thriving commercial centre with a population (in the former Huddersfield County Borough area) of 134,987 people. The town is known for its role in the industrial revolution and for being the birthplace of rugby league, Prime Minister Harold Wilson

and international film stars James Mason and Patrick Stewart. Huddersfield is a town of Victorian architecture including the Grade I listed railway station building situated in St George's Square.

Connectivity

Huddersfield is situated approximately 21 miles south west of Leeds, 27 miles north-west of Sheffield and 28 miles north east of Manchester.

The town benefits from excellent transport connections by:

- Road – the town is at the convergence of the A641 and A642, two miles south of the M62 motorway and 12 miles west of the M1. These in turn provide access to the national motorway network.
- Rail – Huddersfield railway station has a comprehensive local and regional rail service, including frequent express services to Dewsbury, Leeds, Manchester and beyond, including Manchester International Airport and major sea ports on the west and east coasts.
- Bus – the town's bus station provides excellent connectivity with surrounding towns and villages.
- Air – Manchester International Airport is accessible via rail (48 minutes) and the M62 (63 km (39 miles)).

Employment

Huddersfield's status as a major manufacturing centre is underlined with the sector accounting for over 30,000 jobs. Specialisms include advanced manufacturing and precision engineering. A total of over 13,000 employers are based within the town, of which there are over 2,300 businesses in the creative and digital sector within the area.

Leeds City Region

Huddersfield is located within the Leeds City Region which is home to over seven million people and has the largest and fastest growing workforce in the UK with over 31% of the working population educated to degree level. The City Region has a workforce of over 1.9 million - the largest in the UK outside London and a GVA of £60.5 billion. Over 109,000 businesses are based in the Leeds City Region which is more than in any other city region. The manufacturing sector is the largest in the UK and is worth over £7 billion and the Leeds City region has the second largest financial sector outside London. The City Region is a recognised leader in health innovation with the UK's largest concentration of health analysts.

Higher education

The University of Huddersfield is one of the largest employers in the town, and is estimated to contribute more than £300m in direct and indirect contributions to the local economy. The University offers 500 courses and currently has over 23,000 students with 3,000 from overseas. Many of the University's graduates choose to

stay in the area once they complete their education. Huddersfield is a diverse and multi-cultured town with a large ethnic population, and the student population adds to the eclectic mix.

Arts and culture

Numerous festivals take place each year, including the Huddersfield Contemporary Music Festival, Huddersfield Literature Festival, Huddersfield Caribbean Carnival, and the Food and Drink Festival which is held in the historic St George's Square offering a wide range of cuisines from around the world.

Tourism

Huddersfield is on the doorstep of the Peak District National Park. Nearby visitor attractions include Holmfirth, a thriving village with speciality shops and markets; Honley, home to cobbled streets, quaint shops and fabulous restaurants; Kirklees Light Railway at Clayton West; Yummy Yorkshire's ice cream bar in Denby Dale; and the National Trust's Marsden Moor Estate.

Huddersfield Property Market Overview

Residential

The Nationwide Building Society has reported that the average property price in the UK in January 2016 represents an annual house price growth of 4.5% from the previous year. The RICS Residential Market Survey (December 2015) indicates that price momentum remains firm and purchaser demand grew at a more moderate pace during October 2015, however due to an ongoing shortage of new instructions to the market demand continues to outpace supply across most parts of the UK.

Analysis of HM Land Registry data of achieved residential house prices in Huddersfield shows a total of 4,506 residential sales over the 12 month period Q3 2014 to Q3 2015 with an average house price of £159,493. A number of new build residential developments have been completed in Huddersfield over the last three years. Of the sample assessed, the average sale price of the new build units equates to circa £186,563.

There is an established private rental market operating across the country with property companies and funds increasing their holdings of residential investment stock. The private rented market in the urban centre of Huddersfield is strengthened by the requirement for student accommodation, particularly as the University is located to the immediate south of the town centre.

Retail

Huddersfield is ranked in the top 5% of all UK Shopping Centres in the Venus score 2011-2012 survey. Property Market analysis estimates that the retail catchment population of the town is 210,000. Town centre retail floor space in Huddersfield is estimated at 1.36 million sq ft, which is above the sub regional centre average ranking the town 47 out of 200 PROMIS centres.

The total retail warehouse accommodation in Huddersfield is estimated at 595,000 sq ft. Around 70% of the total retail warehousing floor space in the Huddersfield area is on retail parks which include Leeds Road Retail Park, Great Northern Retail Park, Huddersfield Retail Park in Beck Road, and Gallagher Retail Park. There is a total of some 536,000 sq ft of food retail floor space in the town, including Tesco (Viaduct Street), Sainsbury's (Market Street and Southgate), Asda (Carr Pit Road), Aldi (Beck Road), Lidl (Castlegate and Wakefield Road), and Iceland (Trinity Street and Carr Pit Road).

Leisure

The main leisure destinations in Huddersfield are the recently-opened Huddersfield Leisure Centre, Grosvenor Casino and Mecca Bingo at Folly Hall, and the John Smith's Stadium, multi-screen cinema and leisure facilities off Leeds Road. Within the Huddersfield area there is a current supply of 90,000 sq ft of leisure space.

Offices

Huddersfield has a diverse office supply, with a range of purpose-built office accommodation in out of town business parks, converted mill buildings, and town centre office blocks. There is however a dearth of new purpose-built Grade A accommodation in the town centre.

Industrial

Befitting the town's status as a major manufacturing centre and close proximity to the M62, Huddersfield has a healthy stock of modern purpose-built industrial and warehousing accommodation. Major concentrations of this include Bradley Junction, Hoyer, Bradley Mills, Queens Mill and Tandem Industrial Estates, Ringway Industrial Park, Trident and Aspley Business Parks, Ringway Industrial Park and Shaw Park.

Potential conflict with planning or other policy considerations

The planning policy context for the redevelopment of the site is currently provided by existing planning permission, the Kirklees Unitary Development Plan (UDP) and policies in the National Planning Policy Framework and National Planning Practice Guidance. The council is in the process of preparing a new Local Plan which sets out the council's long-term strategy on managing development across the district over the next 15 years.

The site is proposed to be allocated for mixed use development in the Publication Draft Kirklees Local Plan. This is to ensure maximum flexibility for the development of the site, although it should be noted that an appropriate single use would still be considered by the Local Planning Authority.

Having reviewed the planning policy for the site, it is clear that a wide range of uses could be supported on the site without conflicting with planning policy. These include:

- Leisure, entertainment facilities and the more intensive sport and recreation uses;
- Arts, culture and tourism development;
- Offices;
- Research and development facilities;
- Education;
- Healthcare; and
- Residential.

There is an extant planning permission for a large food store however, as an “edge of centre” site for retail purposes, any new retail proposals would be subject to the requirements for a Sequential Test and an Impact Assessment.

Whilst an appropriate single use may be acceptable in planning policy terms, the council has expressed a preference towards a mixed-use development on the Southgate site with complementary uses – the uses to complement one another not only on the subject site, but also to existing and proposed developments within Huddersfield town centre.

The Publication Draft Kirklees Local Plan is underpinned by the draft Kirklees Economic Strategy (2014). One of the key priorities in the Kirklees Economic Strategy (2014) (Priority 5 Quality places - Action 5b) is to revitalise Huddersfield town centre, through a number of initiatives.

Evaluating the site’s current and future prospects

The scale of the site lends itself to a large single occupier or a mixed use development. Developers will make their own assessment of market demand, however we suggest the following uses may be acceptable from both a planning context and market perspective:

Offices

The success of nearby Media Centre is apparent, and there is an opportunity to provide additional capacity to the creative and media quarter. There is also potential to develop larger “grow-on space” for occupiers looking to expand their business operations (either through leasing or self-build).

Research and Development facilities

Given the proximity of the site to The Media Centre and the University of Huddersfield, the site has potential to incorporate a small, high value research and development hub.

Residential

Residential development on part or all of the site could enable the delivery of starter homes and/or a care home or retirement living given the site’s connectivity to the town centre and excellent public transport links. Given the proximity of the University Campus, there may also be developer interest in providing student accommodation.

Retail

While the “Big Four” are being highly selective in their development of new large food stores, there is likely to be interest from the retail sector including both food (smaller format or budget supermarkets) and possibly from non-food (bulky goods) operators. Planning policy would direct other non-food retail to the Primary Shopping Area inside the ring road. Any retail proposals for the Southgate site will be subject to planning requirements for Sequential Test and Impact Assessment.

Leisure and tourism development

New leisure facilities and / or a hotel on this “town centre” site would be compatible with planning policy. We acknowledge the proposals at Kingsgate Leisure (for a cinema) and The HD One at the Stadium (for a hotel and multi-use leisure, entertainment and sporting destination) and if these schemes were to be fully developed out it is likely to reduce demand for further facilities on the Southgate site.

Healthcare

The site has potential to be used for a range of healthcare facilities, although the proposals for a Health Hub on the former Kirklees College site at New Road are acknowledged.

Topography

The land slopes down from west (Southgate) to east (Old Leeds Road) by about 7.5 metres (24 feet), and from north (Leeds Road) to south (Old Leeds Road in the vicinity of its junction with Watergate) between around 1 to 3 metres (3 to 10 feet)

When the demolition works were carried out for the council in 2016, existing roads and paths within the site were retained in situ to avoid both disturbing any services beneath and pre-judging any end-developer’s proposals. As part of operations, clean demolition materials were crushed and utilised to re-grade the land temporarily pending re-development of the land.

Updated **topographical drawings** of the site, post-demolition, were produced for the council in November 2016 (Appendix 25).

Ground conditions

A **Phase 1** Preliminary Site Assessment (PSA) - also known as a Desk Study - including a Coal Mining Risk Assessment (CMRA), was completed for the council in November 2016.

At 31 December 2016, a brief for a **Phase 2** intrusive study had been prepared and issued for tender.

Infrastructure requirements

Off-site highways

Improvements required under the existing planning permission for a large food store would accommodate the forecast traffic generation, including an additional left-turn lane from Leeds Road into Southgate, and the Leeds Road/Old Leeds Road junction to be signalised to ease vehicle movements in and out of Old Leeds Road. Car parking and servicing was to be accessed in Old Leeds Road, with restrictions to discourage an alternative route via the narrow Locomotive Bridge (a scheduled Ancient Monument) in Turnbridge Road. Pedestrian facilities appropriate to the forecast pedestrian movements would be provided and upgraded at the key junctions within the vicinity of the site, at Leeds Road/Southgate/ Northgate/ Northumberland Street and at Leeds Road/ Old Leeds Road.

Highway infrastructure requirements for alternative development of the site will be dependent on the use class(es) and scale of proposed development. Until the nature and scale of the proposed use(s) have been established, the Local Planning Authority (LPA) has indicated that it would not wish to be overly directing in respect of vehicular access arrangements. Nevertheless, the first principles for the site access have been established and tested with the planning consent for the food store, namely access off Old Leeds Road via a signalised junction with Leeds Road.

Without being prescriptive on developers having to provide a signalised junction on Leeds Road, or ruling out alternatives to access the site, the LPA will require junction analysis to be undertaken in relation to the nature and scale of the forecast development traffic to determine the new site access arrangements.

It is envisaged that new development proposals for the site will promote and enhance pedestrian and cycle connectivity with the town centre and the Stadium and associated HD One leisure-led development scheme. Leeds Road is a bus route, and public transport is also expected to play a key role; therefore provision should be integrated as far as possible with the development of the Southgate site.

Green Streets

The council is keen to see property developments within the Kirklees Smart Corridor – which runs along the A62 between the town centres of Huddersfield and Dewsbury – adopt **Green Streets principles**. The Green Streets project uses green and blue infrastructure, such as strategic tree planting and sustainable urban drainage systems, to help improve air quality, reduce surface water flooding, and promote the use of cycling and walking (Appendix 26).

On-site highways

The Secretary of State for Transport made an order to stop up highway within the site to enable implementation of the planning permission for a new Tesco food store under section 247 of the Town and Country Planning Act 1990.

After Tesco's decision not to proceed with that development, the council made an application under section 116 of the Highways Act 1980 to **stop up an area of highway** that had become unnecessary following demolition of buildings. In December 2016, the Magistrates Court made an order authorising the stopping up of the identified area of highway for the purposes of all traffic. With immediate effect, the order extinguished that area of highway and as a result removed the obligation for the council, in its role as highway authority, to maintain it (Appendix 27).

The council has made arrangements for utility companies to access their apparatus within the temporary perimeter hoarding in cases of maintenance and emergencies. Footways fronting Southgate, Leeds Road and Old Leeds Road remain as highways open to pedestrians passing the site.

Water and drainage

There are **Yorkshire Water supplies** on the edge of and within parts of the site, and supplies to redundant buildings on the land were disconnected prior to demolition works (Appendix 28). **Sewers** run along the site boundaries and in Pine Street (Appendix 29); for the latter, Tesco agreed with Yorkshire Water a Public Combined Sewer Diversion Plan with a new route in Leeds Road as part of the planning permission for the proposed food store.

Electricity

An electrical sub-station inside the old Sports Centre was decommissioned following closure of the facility in 2015. **Northern Powergrid's** 11kV electrical substation to the north-east of Ibbotson Flats, which also serves properties outside of the site including the residential block at Harold Wilson Court on the north side of Leeds Road, remains in situ (Appendix 30). Individual supplies to redundant buildings on the Southgate site were disconnected prior to demolition.

Gas

The **Northern Gas Networks** infrastructure includes gas pipes in Old Leeds Road and part of Pine Street (Appendix 31). The supplies to individual buildings within the site were disconnected before demolition.

Telecommunications

A number of telecommunications operators have voice and data apparatus either on or in the vicinity of the site, including **BT Openreach** (Appendix 32), **Virgin Media** (Appendix 33), **Vodafone** (Appendix 34), and **City Fibre/Kirklees CORE** (Appendix 35).

Coal mining

The Southgate site is located within the Development High Risk Area as defined by The Coal Authority. As a result, a Coal Mining Risk Assessment would need to be submitted with any planning application for re-development. The Assessment should

be prepared by suitably qualified and competent person, and meet The Coal Authority's guidance¹⁹.

Flood risk

The site is located in the Environment Agency's Flood Zone 1 'Low Probability', having a less than 1 in 1,000 annual probability of river or sea flooding.

As the site area exceeds 1 hectare, a Flood Risk Assessment (FRA)²⁰ would need to be submitted with any planning application. The FRA should identify and assess the risks of all forms of flooding to and from the proposed development and demonstrate how these flood risks will be managed, taking climate change into account. The Assessment should identify opportunities to reduce the probability and consequences of flooding. The FRA should demonstrate that the development is appropriately flood resilient and resistant including safe access and escape routes where required and that any residual risk can be safely managed. It should also give priority to Sustainable Drainage Systems (SuDs).

Health and Safety Executive

The north-eastern corner of the site, near the junction of Leeds Road with Old Leeds Road, is located within an Outer Zone for Health and Safety Executive (HSE) consultation. The consultation zone relates to a gas holder which represents a major hazard site off Gasworks Street to the north-east of the Southgate site.

The Local Planning Authority will consult the HSE on any planning application on the Southgate site. When consulted, the HSE will classify the proposed development into one of four 'Sensitivity Levels'. The main factors that determine these levels are the numbers of persons at the development, their sensitivity (vulnerable populations such as children, old people) and the intensity of the development.

The HSE can provide pre-application advice to developers, and further information can be found on its website²¹.

6. SITE AND CONTEXT APPRAISAL

Urban design study

Gillespies were commissioned by the council to produce an urban design study, starting with a site and context appraisal which forms the design analysis for the site. This is set out in full in the Urban Design Study report which should be read in conjunction with the short summary below.

Introduction

Southgate is a key gateway for Huddersfield town centre and represents an opportunity to create a new high quality development. Through a detailed analysis of the site, the Urban Design Study is designed to inform the Draft Development Brief, setting out a number of design principles for developing the site, and offering a number of illustrative schemes to show how the principles could be implemented through a variety of site uses.

The brief

The main objective of the Urban Design Study is to inform the Draft Development Brief which will provide guidance to potential developers on how the site should/could be redeveloped in line with relevant planning and design policies, so as to promote appropriate land use(s) and form of development.

The council's preference is for mixed-use development, as this can be more flexible, viable and allow for a more sustainable development and better place shaping.

The site

The Southgate site enjoys a gateway location on the eastern edge of Huddersfield town centre, alongside the A62 where Leeds Road meets the Southgate section of the ring road. Old Leeds Road sweeps around to form the eastern and southern boundaries.

Analysis

A detailed analysis of the site and the wider context of the town centre has been used to help inform the design principles. The analysis looked at:

- Site description
- Site setting
- Existing land use
- Topography
- Massing
- Views
- Heritage
- Connections
- Movement
- Gateways
- Open space
- Flood risk
- Pollution
- Noise

7. PLANNING AND DESIGN PRINCIPLES

Potential uses

From the Planning Policy Review and the Feasibility Appraisal, land uses for the Southgate site that may meet both market demand and planning policy, subject to detailed planning and highways considerations, are:

- **Offices;**
- **Research & development facilities;**
- **Residential.**

The list is not in any order of priority. Other uses would also be acceptable in principle under planning policy, and developers will inevitably make their own market assessments; nevertheless, it currently appears to the council that demand might be satisfied by existing facilities and proposals for other sites in the town for:

- **Leisure, entertainment facilities, and intensive sport and recreation uses;**
- **Arts, culture, and tourism (including hotel) development;**
- **Health care;**
- **Education.**

The entire site has planning permission for the development of a food store which is valid to 6 February 2017, but the Property Market Appraisal suggests there is now unlikely to be operator interest in such a large facility. There might be developer and operator interest for other scales or categories of **Retailing**; however, because the site is outside the designated Primary Shopping Area any new proposals will need to address the specific requirements of retail planning policy. Applicants will therefore have to satisfy the Local Planning Authority (LPA) through the Sequential Test that proposals cannot be accommodated within the Primary Shopping Area or closer to it than this site. Policy also requires applicants and LPAs to demonstrate flexibility on issues such as format and scale.

Furthermore, if retail floorspace is greater than 300 sq m (3,229 sq ft), the applicant should submit to the LPA an Impact Assessment to show the effect on existing, committed and planned public and private investment in Huddersfield Town Centre, and on the vitality and viability of the town centre. If a proposal fails to satisfy the Sequential Test, or the Impact Assessment shows a probable significant adverse impact on the town centre, it would not be supported.

Given the key gateway opportunity the site offers, **other uses** not listed above may be better located elsewhere. For example, light and general industry and warehousing are contrary to UDP policy for this site; the council would instead encourage such developments to locate on sites for Employment or in Priority Employment Areas in the Publication Draft Local Plan, such as the St Andrew's Road and Leeds Road corridors to the east and north-east.

In all cases the Feasibility Appraisal acts only a guide, and developers should make their own assessment of market demand.

Mix of uses

An appropriate single use may be acceptable, but the council's preference is to see **mixed use development** on the Southgate site, as this can often be more flexible, viable and allow for more sustainable development and place shaping – as long as the individual uses complement one another. In order to create a quality place and make effective and efficient use of land, the site should be developed in a **comprehensive**, rather than piecemeal, manner.

In considering potential land-uses for this location, developers need to be aware of **the wider area**, where at the time of writing (January 2017):

- Queensgate Revival, a retail-led mixed-use scheme of 32,500 sq m (350,000 sq ft) centred on the Market Hall, Library and Art Gallery, and The Piazza, is unlikely to proceed at the scale proposed in 2008 because of changed market conditions. Nevertheless, the Primary Shopping Area remains the council's priority location for new investment in 'high street' retailing;
- major new leisure destinations are on course to be delivered at Kingsgate in the town centre, and at The HD One alongside the Stadium;
- new leisure and retail floorspace at The HD One in the June 2016 application (to extend the time limit) is 30% lower than the original outline consent. Kirklees Stadium Development Ltd has announced partnerships with Hotel Land & Development Ltd and operator Radisson, Briton Engineering (snow sports centre), Hollywood Bowl (ten-pin bowling), Gravity Trampoline Parks, and restaurant operators Zizzi, Nando's, GBK, Five Guys and Frankie & Benny's;
- Kirklees College has announced that the developer behind the 'Trinity Central' proposals, at Castlegate/Trinity Street/Portland Street/New North Road, has withdrawn and the college is now in discussions with another party;
- outline consent for 18,100 sq m (194,000 sq ft) of Grade A offices at The Waterfront, which forms part of the Waterfront Quarter in Chapel Hill/Manchester Road, expired in December 2015, and the council as landowner now intends to produce a new development brief for the 1.2 hectare (3 acre) site;
- expansion of the University's Queensgate campus continues apace, with the Oastler Building at Shorehead nearing completion and land cleared for re-development at Queen Street South; and
- new student housing schemes, if all implemented, would result in another 1,300 or so bedrooms, a not insignificant number.

The form of new development

The final parts of the urban design study consider development principles and illustrative schemes for the site. These are set out in full in the Urban Design Study report which should be read in conjunction with the summary overleaf.

Development principles

Following the site analysis, a set of development principles has been derived that help to inform the connectivity; legibility; uses; scale; massing and form; and landscaping of any future proposals.

Connectivity looks at ways of improving the pedestrian and cycle access to the site, any possible junction improvements that may need to be made, and how permeable the site should be.

Legibility describes different ways that the site responds to its context. These include: key views that should be considered; wayfinding around the site; gateways within the site and how the site acts as a gateway for the town; building frontage; and locating service yards.

A number of possible **site uses** have been proposed. These include: offices (including grow-on space from the creative and media quarter); research and development facilities; residential (Including Starter Homes, retirement living, and Extra Care); and public realm.

The **scale, massing and form** principle looks at the general massing across the site; the locations of landmark buildings; development offsets from existing buildings; and the general layout of the site.

The **landscaping** principle indicates how the public realm should respond to the context of the site.

Illustrative schemes

Three options have been explored in more detail to show how the development principles could be applied to any future development proposals. The options considered are for mixed use development schemes that include:

1. Offices and research & development (R&D) facilities
2. Residential
3. Offices and residential

Option 1 is a combination of offices and R&D facilities. The building massing responds to the site and the development principles. Two landmark buildings are located on the key axes, an **office** building terminates the view down Northumberland Street and a **research & development facility** acts as a gateway building on the approach from Leeds Road. Special care will be required with the facade treatments of the two buildings to ensure that they are high quality and address the street with active frontages.

Two main public open spaces are provided. One is a soft landscaped space and acts as a pocket park in the centre of the development that can incorporate Sustainable Urban Drainage attenuation. The other is more formal, with hard landscaping that acts as an entrance to the development from the town centre, and

will have a number of ground floor cafés that can spill out into the open space creating a lively and attractive hub within the development.

Option 2 is a **residential** option that has a combination of apartments, houses and an Extra Care facility. **Apartments** are located on the high ground on the west of the site closest to the primary shopping area to allow for focal point prominence in height and design. The massing of the apartments will terminate the key view down Northumberland Street and will act as wayfinding to the Stadium. The **Extra Care** facility is located in the centre of the development. **Houses** are located in a rim on the lower ground to the east and along Leeds Road.

Development along Leeds Road will generally run perpendicular to the road to help alleviate noise issues, the exception to this is the northern block where buildings face Leeds Road to provide a gateway to the town centre.

Option 3 is a mix of offices and residential including Extra Care. **Offices** have been located close to the primary shopping area for design and massing reasons and to aid access. They also help to screen the rest of the site from traffic noise. Housing is located on the low ground away from the main roads in general, and has a more appropriate massing for the adjacent properties along Old Leeds Road.

On the high ground to the west, the same principles applied within Option 1 for the layout of the offices are applied here in Option 3. The central block of offices in Option 1 is replaced by an **Extra Care** unit. To the east of the site on the lower ground are new **houses** and a limited number of **apartments**. Again the same principles applied within Option 2 are used here.

The illustrative schemes show how the development principles might be applied to the identified uses. However, the schemes shown are not intended to be prescriptive for any developer proposals, and are not meant to rule out mixes of other uses for the site.

Parking

The **parking standards** in the Kirklees Unitary Development Plan (Appendix 19) provide the present starting point for assessing how much parking is required in new development.

Where the parking standards for a particular development use class indicate that car parking provision for a town centre site should be to the 'operational minimum requirement/level', this will be subject to the applicant supporting their proposals with a reasoned parking and sustainable model assessment for each element of the development. The assessment should be robust to ensure that the development does not promote indiscriminate on-street parking within the vicinity of the site to the detriment of other local businesses.

Consideration should be given to shared parking on the site throughout the development's use classes.

In due course, new parking standards may be set out in a Supplementary Planning Document to the Local Plan.

Contributions to infrastructure costs

The Local Planning Authority will consider the infrastructure works required in relation to any development proposals that come forward, and the appropriate funding contributions from the developer including the amounts and mechanisms.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a proposed tariff-based charge on new development that will help to deliver new district-wide infrastructure projects. CIL will be set by Local Planning Authorities, and Kirklees Council began consultation on a Publication Draft CIL and Charging Schedule²² on 7 November 2016. Once finalised and adopted, the CIL will be a mandatory and non-negotiable charge.

The list of infrastructure projects it is intended to be funded through CIL is set out in Figure 4. The Publication Draft CIL Charging Schedule relevant to the Southgate site is shown in Appendix 36.

Figure 4. Infrastructure projects it is intended to fund through CIL*

Regulation 123 List CIL Infrastructure
Strategic transport infrastructure Kirklees wide
Strategic education infrastructure Kirklees wide
Strategic open space infrastructure Kirklees wide
Strategic flood alleviation schemes Kirklees wide
Strategic community and cultural infrastructure Kirklees wide
Strategic sports, leisure and recreation infrastructure Kirklees wide

* Extracted from the Local Plan Infrastructure Delivery Plan and Infrastructure Delivery Plan Addendum – see for further information on strategic infrastructure projects.

Section 106 and 278 Agreements

The CIL will work alongside scheme design, conditions of planning permission, and planning and highways obligations in Section 106 and 278 agreements. Such agreements will continue to be used to ensure that developments are acceptable in planning terms. Figure 5 specifies the infrastructure projects intended to be funded through S106 and S278 agreements.

Figure 5. Infrastructure projects it is intended to fund through S106 & S278 Agreements

S106 & S278 Planning Obligations
Transport infrastructure directly related to a specific site which makes a development acceptable in planning terms and is fairly and reasonably related in scale and kind
Strategic development site school provision which makes a development acceptable in planning terms and is fairly and reasonably related in scale and kind: <ul style="list-style-type: none"> • primary provision for Bradley Strategic Site (H1747 & H351) • primary and secondary provision for Chidswell Strategic Site (MX1905) • primary and secondary provision for Dewsbury Riverside Strategic Site (H2089)
On-site open space / green space provision as required by Local Plan Policies (which includes requirements for a financial contribution in lieu of on-site provision in certain circumstances) directly related to a specific site which makes a development acceptable in planning terms and is fairly and reasonably related in scale and kind
On-site flooding and drainage mitigation directly related to a specific site which makes a development acceptable in planning terms and is fairly and reasonably related in scale and kind
On-site community and cultural infrastructure directly related to a specific site which makes a development acceptable in planning terms and is fairly and reasonably related in scale and kind
On-site sports, leisure and recreation infrastructure directly related to a specific site which makes a development acceptable in planning terms and is fairly and reasonably related in scale and kind
Affordable housing

Affordable housing

Affordable housing policy

Supplementary Planning Document 2: Affordable Housing ('SPD2')²³ is the current adopted planning framework for achieving affordable housing. Adopted in 2008, SPD2 elaborates on UDP policy which aspires to secure 15% of gross internal floorspace of brownfield residential development as affordable housing, to meet the needs of households who cannot afford to achieve this on the open market. The presumption is for on-site affordable housing provision at agreed transfer prices.

When the Local Plan is adopted, its provisions on affordable housing will replace SPD2. In the meantime, an interim policy on affordable housing contributions in new housing developments²⁴ was approved by the council in December 2016. This is an informal policy, for development management purposes, that fast tracks to the Local

Plan position and will be considered as a material consideration in the decision making process for planning applications. Affordable housing is defined in a note at Appendix 8 of this Draft Development Brief, which also sets out the Publication Draft Local Plan policy for housing mix and affordable housing.

Evidencing housing needs: The Strategic Housing Market Assessment

The Strategic Housing Market Assessment (SHMA) provides evidence for affordable housing, including the need for affordable homes to rent, and for other tenure options. All areas of Kirklees exhibit a shortfall in affordable housing provision. The SHMA will provide to further evidence on the need for student housing, local incomes, and how Starter Homes can help to meet needs. Additional evidence will be provided from partner services and organisations and the Joint Health and Wellbeing Strategy and Mental Health Accommodation Strategy.

Securing affordable housing

The council will take a flexible view to securing the type, tenure and range of housing proposed, and it particularly welcomes innovative approaches to affordable housing delivery and approaches which will provide an enhanced affordable housing offer, related to local incomes in Kirklees.

To meet local needs, the council will need to agree the number, type, tenure and transfer cost and trigger points for the delivery of affordable housing. It will also require arrangements to ensure that the housing remains genuinely affordable in the longer term, and can be retained for as long as possible. Affordable housing is most effectively secured through a S106 Agreement.

The Southgate site presents an opportunity to incorporate a range of housing offers, and can help to respond to a number of housing needs and provider an offer for graduates who may wish to stay in Huddersfield after leaving the University.

Starter Homes

The Housing and Planning Act 2016 introduced provisions for Starter Homes in England, which are to be new dwellings; available to first-time buyers aged between 23 and 39 years old and any other criteria to be specified by the Secretary of State; and sold at a discount of at least 20% of the market value and always for less than £250,000 outside of Greater London. Full details as to how the Starter Homes provisions will operate are to be set out in Regulations to be made by the Secretary of State. These could provide that a Local Planning Authority may only grant planning permission for a residential development of a specified description if the Starter Homes requirement is met.

Starter Homes are affordable housing for the purposes of the National Planning Policy Framework, and therefore will count towards the provision of affordable housing by developers under Section 106 Agreements. Starter Homes may offer opportunities to secure town centre living. This is part of the council's approach to improve the residential offer for our towns and to build vibrancy, footfall and economic resilience in the longer term.

8. THE DEVELOPMENT PROCESS

Site disposal

The council proposes to bring the Southgate site to the open market as a development opportunity. Marketing would be undertaken by external agents and would be a two stage process as set out below.

Stage one

Expressions of interest will be invited from developers with a proven track record in the design, funding, construction and sale/letting of mixed use (or single use) development sites of a similar size to the opportunity at Southgate. At this initial stage, developers will be required to submit an indicative masterplan for the site in accordance with the principles contained in this Draft Development Brief. All expressions of interest will be evaluated on the basis of the initial submissions and shortlisted for the next stage.

Stage two

Shortlisted parties will be invited to submit their detailed development proposals, outline programme, and financial bid for the site to the council landowner.

In order to achieve comprehensive and co-ordinated development, the council's strong preference is for a disposal and development of the site as a whole, and not in parts; although the development (and transfer) of the site may be progressed in phases.

The design process

Planning Practice Guidance highlights established ways in which good design can be achieved, and these include masterplans, design codes, and design review.

For ***stage one*** of the site disposal process for Southgate, the council as landowner will require each interested developer to draw up its initial masterplan in consultation with the Local Planning Authority.

Each **masterplan** should set out the strategy for new development including its general layout and scale and other aspects requiring consideration. The process should include testing out options and considering the most important parameters such as the mix of uses, requirement for open space or transport infrastructure, the amount and scale of buildings, and the quality of buildings. The masterplan can show these issues in an indicative layout and massing plan where the shape and position of buildings, streets and open space is set out.

At ***stage two*** of the site disposal process - and prior to submission of a planning application - the selected developer should refine its masterplan, in consultation with

all relevant stakeholders, including the Local Planning Authority, the council as landowner, service providers, the local community, and other interested parties.

To complement the masterplan, the selected developer might also wish to draw up a **draft design code** to provide detailed design guidance on how the design and planning principles of the masterplan should be applied to development of the site, and include detailed drawings or diagrams. This will help to coordinate design across this large, complex site to deliver a coherent locally agreed vision; and to ensure consistency across the site where development is likely to be phased and more than one developer and design team might be involved, and/or the site may end up in multiple ownerships.

The selected developer will be asked to submit the draft masterplan (and if available, the draft design code) for **design review**, to the Yorkshire Design Review Panel managed by Integreat Plus²⁵. This is the Design Council CABE affiliated panel for Yorkshire and the Humber, and works as part of a national design review network across England. Design review is an independent peer-review system that aims to improve the design quality of development proposals. A panel of recognised design experts will objectively test the scheme's performance against a number of fundamental design criteria, and look at ways that the design could be enhanced before a planning application is drawn up and submitted.

Legal agreements

The selected developer will be expected to enter into a Development Agreement with the council which will include the following key principles:

- Submission to the council as landowner for endorsement of a final masterplan and design code;
- Submission of a planning application to the Local Planning Authority^{26, 27};
- Development obligations and programme;
- Transfer of the freehold of the site (either as a whole or in phases) and payment of land value following the granting of planning permission; and
- Overage and claw back provisions.

9. LIABILITY, CONTACTS AND REFERENCES

Liability

Every effort has been made to ensure that the information contained within this document is as accurate as possible at the time of writing, but Kirklees Council does not accept responsibility for any errors or omissions.

The council will seek to select a preferred developer by the end of stage two of the site disposal process. However, the council does not bind itself to necessarily accept any developer submission.

Contacts

- *Landowner*

Corporate Landlord
Physical Resources and Procurement Service
Kirklees Council
Queensgate Market Office
Queensgate
Huddersfield
HD1 2UJ

Telephone: 01484 221000

Contacts: Gary Fowler gary.fowler@kirklees.gov.uk

Joe Tingle joe.tingle@kirklees.gov.uk

- *Local Planning Authority*

Development Management
Investment and Regeneration Service
Kirklees Council
Civic Centre 1
Market Street
Huddersfield
HD1 2NF

Telephone: 01484 221000

Contact: David Wordsworth david.wordsworth@kirklees.gov.uk

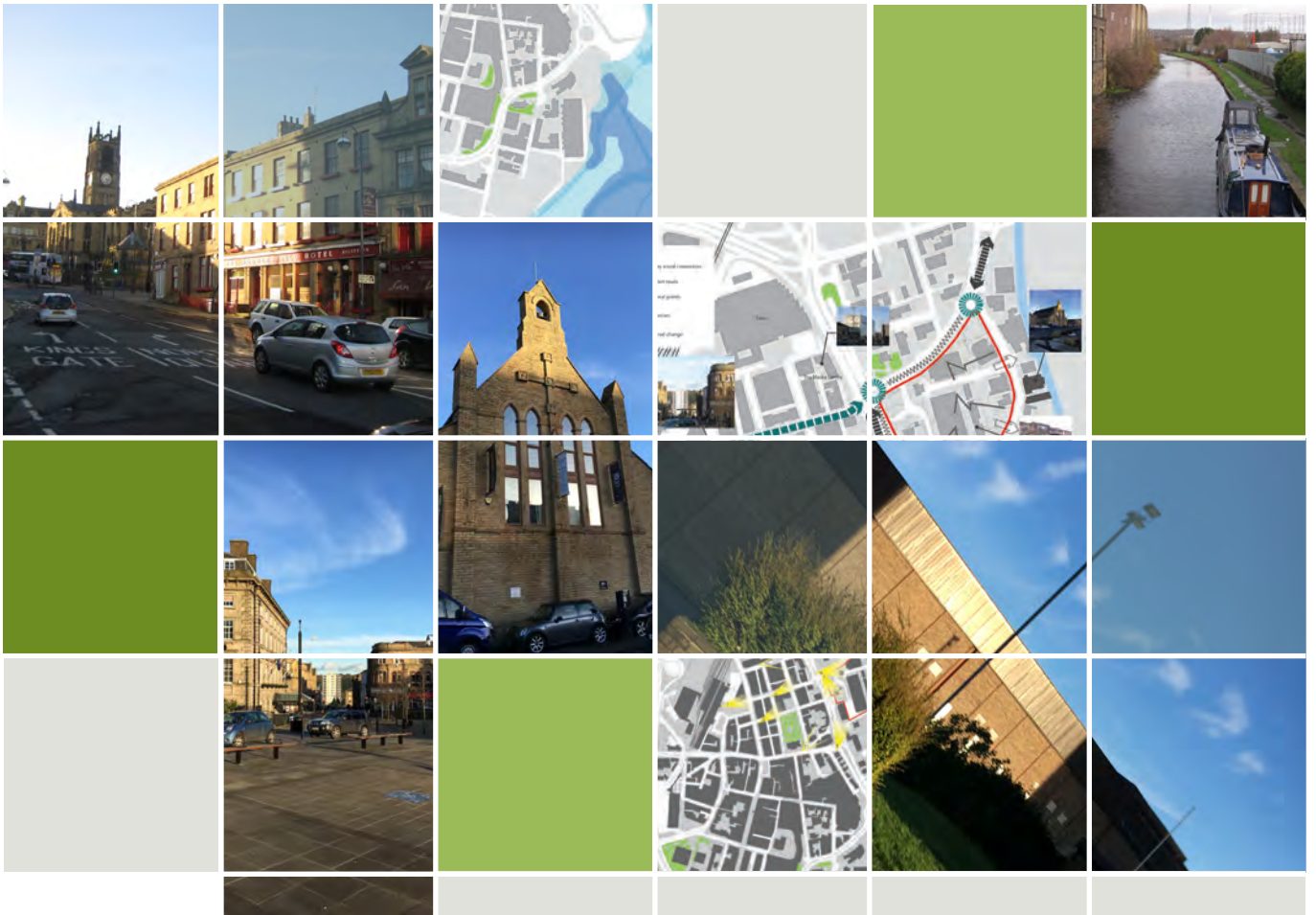
References

1. Kirklees Unitary Development Plan (Kirklees Council, March 1999) [Kirklees UDP](#)
2. National Planning Policy Framework (DCLG, March 2012) [NPPF](#)
3. Planning Practice Guidance (DCLG) [PPG](#)
4. Kirklees Publication Draft Local Plan, (Kirklees Council, November 2016) [Kirklees Local Plan](#)
5. Kirklees Local Plan Local Development Scheme (Kirklees Council, August 2016) [Local Development Scheme](#)
6. Kirklees Leisure Needs Assessment (WYG, October 2014) [Leisure Needs Assessment](#)
7. Kirklees Employment Market Strength Assessment (GVA, September 2015) [Employment Market Strength Assessment](#)
8. Kirklees Strategic Housing Market Assessment 2016 (Arc4, October 2016) [Strategic Housing Market Assessment](#)
9. The Private Rented Market in Kirklees (Arc4, November 2015) [Private Rented Market](#)
10. Kirklees Student Housing Survey (Arc4, October 2016) [Student Housing Survey](#)
11. A Place to Live Life to the Full (Kirklees Older People's Partnership Board, September 2011) [Accommodation Strategy for Older People](#)
12. Retail Capacity Study for Kirklees (WYG, 2014, 2016) [Retail Capacity Study](#)
13. Urban Design Compendium (Homes and Communities Agency, 2013) [Urban Design Compendium](#)
14. Building for Life 12 (Design Council, January 2015) [Building for Life](#)
15. Manual for Streets (Department for Transport, March 2007) [Manual for Streets](#)
16. Trees in the Townscape (Trees & Design Action Group, November 2012) [Trees in the Townscape](#)
17. Kirklees Economic Strategy 2014-2020 (Kirklees Council, June 2014) [Economic Strategy](#)
18. Kirklees Joint Health and Wellbeing Strategy 2014-2020 (Kirklees Health and Wellbeing Board, July 2014) [Health and Wellbeing Strategy](#)

19. Risk Based Approach to Development Management (The Coal Authority, September 2014) [Coal Authority Guidance](#)
20. Flood Risk Assessment (Defra and Environment Agency, October 2015) [Flood Risk Assessment](#)
21. Developers - Planning Application Advice (Health and Safety Executive) [HSE Planning Application Advice](#)
22. Publication Draft Kirklees Community Infrastructure Levy (Kirklees Council, November 2016) [Draft CIL](#)
23. Supplementary Planning Document 2 Affordable Housing (Kirklees Council, November 2008) [SPD 2 Affordable Housing](#)
24. Kirklees Interim Affordable Housing Policy 2016 (Kirklees Council, December 2016) [Interim Affordable Housing Policy](#)
25. Yorkshire Design Review Panel (Integreat Plus) [Design Review](#)
26. Planning Application Checklist (Kirklees Council, July 2013) [Validation Checklist](#)
27. Guidance Notes to Planning Application Checklist (Kirklees Council, July 2013) [Guidance to Validation Checklist](#)

January 2017

AUGUST 2016



SITE ANALYSIS AND DEVELOPMENT PRINCIPLES

SOUTHGATE HUDDERSFIELD

Urban Design Study

For Kirklees Council

GILLESPIES



M5410-700

Revision	Status	Prepared	Checked	Date
D00	DRAFT	MC	MS	07.03.16
D01	DRAFT	MC	MS	18.05.16
D02	DRAFT	MC	MS	23.05.16
D03	DRAFT	MC	MS	20.06.16
D04	DRAFT	MC	MS	07.07.16
D05	DRAFT	MC	MS	15.07.16
D06	DRAFT	MC	MS	22.07.16
D07	DRAFT	MC	MS	28.07.16
D08	DOCUMENT	MC	MS	09.08.16

CONTENTS

1.0 Executive Summary

2.0 Introduction

- 2.1 The brief
- 2.2 The study area
- 2.3 Structure of report

3.0 Site Analysis

- 3.1 Site description
- 3.2 Site setting
- 3.3 Existing land use
- 3.4 Topography
- 3.5 Massing
- 3.6 Views
- 3.7 Heritage
- 3.8 Connections
- 3.9 Movement
- 3.10 Gateways
- 3.11 Open Space
- 3.12 Flood risk
- 3.13 Pollution
- 3.14 Noise

4.0 Development Principles

- 4.1 Connectivity
- 4.2 Legibility
- 4.3 Site uses
- 4.4 Scale, Massing and Form
- 4.5 Landscaping

5.0 Illustrative Schemes

- 5.1 Option 1
- 5.2 Option 2
- 5.3 Option 3

6.0 Appendix

- 6.1 Accommodation schedule





1.0: Executive Summary



EXECUTIVE SUMMARY

Southgate is a key gateway for Huddersfield town centre and represents an opportunity to create a new high quality development. Through a detailed analysis of the site, this Urban Design Study is designed to inform the 'Draft Development Brief' setting out a number of design principles for developing the site, and offering a number of illustrative schemes to show how the principles could be implemented through a variety site uses.

INTRODUCTION

Gillespies were commissioned by Kirklees Council to produce this urban design study to support a draft development brief for the Southgate site in Huddersfield. The report contains two main sections: first a 'site and context appraisal' which forms the analysis for the site; and second the 'form of new development' which is presented in terms of *design principles* and *illustrative schemes*.

THE BRIEF

The main objective of the Urban Design Study is to inform the *Draft Development Brief* which will provide guidance to potential developers on how the site should/could be re-developed in line with relevant planning and design policies, so as to promote appropriate land use(s) and form of development.

The Council's preference is for mixed-use development, as this can be more flexible, viable and allow for a more sustainable development and better place shaping.

THE SITE

The Southgate site enjoys a gateway location on the eastern edge of Huddersfield town centre, alongside the A62 where Leeds Road meets the Southgate section of the ring road. Old Leeds Road sweeps around to form the eastern and southern boundaries.

ANALYSIS

A detailed analysis of the site and the wider context of the town centre has been used to help inform the design principles. The analysis looked at

- Site description
- Site setting
- Existing land use
- Topography
- Massing
- Views
- Heritage
- Connections
- Movement
- Gateways
- Open space
- Flood risk
- Pollution
- Noise

DEVELOPMENT PRINCIPLES

Following the site analysis, a set of development principles has been derived that help to inform the connectivity; legibility; uses; scale; massing and form; and landscaping of any future proposals.

Connectivity looks at ways of improving the pedestrian and cycle access to the site, any possible junction improvements that may need to be made, and how permeable the site should be.

Legibility describes different ways that the site responds to its context. These include: key views that should be considered; wayfinding around the site; gateways within the site and how the site acts as a gateway for the town; building frontage; and locating service yards.

A number of possible **site uses** have been proposed. These include: offices (including grow-on space from the creative and media quarter); research and development facilities; residential (including Starter Homes, retirement living, and Extra Care); and public realm.

The **scale, massing and form** principle looks at the general massing across the site; the locations of landmark buildings; development offsets from existing buildings; and the general layout of the site.

The **landscaping** principle indicates how the public realm should respond to the context of the site.

ILLUSTRATIVE SCHEMES

Three options have been explored in more detail to show how the development principles could be applied to any future development proposals. The options considered are for mixed use development schemes that include:

1. Offices and research & development (R&D) facilities
2. Residential
3. Offices and residential

Option 1 is a combination of offices and R&D facilities. The building massing responds to the site and the development principles. Two landmark buildings are located on the key axes, an **office** building terminates the view down Northumberland Street and an **R&D facility** acts as a gateway building on the approach from Leeds Road. Special care will be required with the facade treatments of the two buildings to ensure that they are high quality and address the street with active frontages.

Two main public open spaces are provided. One is a soft landscaped space and acts as a pocket park in the centre of the development that can incorporate Sustainable Urban Drainage attenuation. The other is more formal, with hard landscaping that acts as an entrance to the development from the town centre, and will have a number of ground floor cafes that can spill out into the open space creating a lively and attractive hub within the development.

Option 2 is a residential option that has a combination of apartments, houses and an Extra Care facility.

Apartments are located on the high ground on the west of the site closest to the primary shopping area to allow for focal point prominence in height and design. The massing of the apartments will terminate the key view down Northumberland Street and will act as wayfinding to the Stadium. The **Extra Care** facility is located in the centre of the development. **Houses** are located in a rim on the lower ground to the east and along Leeds Road.

Development along Leeds Road will generally run perpendicular to the road to help alleviate noise issues, the exception to this is the northern block where buildings face Leeds Road to provide a gateway to the town centre.

Option 3 is a mix of offices and residential including Extra Care.

Offices have been located close to the primary shopping area for design and massing reasons and to aid access. They also help to screen the rest of the site from traffic noise. Housing is located on the low ground away from the main roads in general, and has a more appropriate massing for the adjacent properties along Old Leeds Road.

On the high ground to the west, the same principles applied within Option 1 for the layout of the offices are applied here in Option 3.

The central block of offices in Option 1 is replaced by an **Extra Care** unit.

To the east of the site on the lower ground are new **houses** and a limited number of **apartments**. Again the same principles applied within Option 2 are used here.





2.0: Introduction

The practice ethos is to work with the defining characteristic and inherited qualities of a place to create inspirational, vibrant spaces that integrate with and invigorate their surroundings.



▲ 17 Old Leeds Road

INTRODUCTION Gillespies were commissioned to produce this urban design study to support a draft development brief for the Southgate (former Huddersfield Sports Centre, residential flats, business use, and offices) site in Huddersfield. The report will contain two main sections of a 'site and context appraisal' and the 'form of the new development', expressed through a number of illustrations, diagrams, text, photographs and options. .

2.1 The Brief

The main objective of the Urban Design Study is to inform a document ('Draft Development Brief') that will provide guidance to potential developers on how the site should/could be re-developed in line with relevant planning and design policies, so as to promote appropriate land use(s) and form of development.

There is an extant planning permission for a new Tesco food

store that would take up the entire site, but recent changes in the retail market suggest there is now unlikely to be operator interest in such a large unit. Other land uses that would be acceptable in principle, subject to detailed planning and highway considerations are:

- ▶ Leisure, entertainment, and the more intensive sport and recreation uses;
- ▶ Arts, culture and tourism;
- ▶ Offices;
- ▶ Research and development;

- ▶ Educational facilities;
- ▶ Health care;
- ▶ Residential;
- ▶ Other retail - subject to a sequential test and an impact assessment.

A single use would not be ruled out, but the Council's preference is for mixed-use development as this can be more flexible, viable and allow for a more sustainable development and better place shaping.

2.2 The Study Area

The Site

The Southgate site enjoys a gateway location on the eastern edge of Huddersfield town centre, alongside the A62 where Leeds Road meets the Southgate section of the ring road. Old Leeds Road sweeps around to form the eastern and southern boundaries.

The site is relatively large, approximately 2.744 hectares (6.785 acres) in area, and broadly rectangular in shape. The land slopes down from west (Southgate) to east by about 8.45 metres, and from north (Leeds Road) to south between around 1 to 3 metres (3 to 10 feet).

At the time of writing, the site was occupied by vacant buildings, including the former Huddersfield Sports Centre – replaced by the new Huddersfield Leisure Centre at Spring Grove in Summer 2015 – the two blocks of Ibbotson and Lonsbrough Flats, an ex-local authority computer centre, Pine Street car park, and former commercial premises. All the buildings on the site, with the exception of an electrical sub-station to the north-east of Lonsbrough Flats, are programmed for demolition in the Spring and Summer of 2016.

The site is currently in the freehold ownership of Kirklees Council.

Purpose of the Urban Design Study

This study will form part of a draft Development Brief to facilitate the development of the site and to aid the decision making processes in regards to future development, the study is required to show the context in relation to the immediate area and that of the town centre.

2.3 Structure of the report

The Urban Design Study is in two parts:

1. Site and context appraisal

The Study will look at, but not exclusively, the following issues:

- ▶ Topography;
- ▶ Context of the immediate area and the town centre;
- ▶ Legibility of the site;
- ▶ The highway network;
- ▶ Connectivity between the site and the surrounding area;
- ▶ The current scale and massing of the buildings on the development site and those in the immediate vicinity, including the area outside of the town centre; and
- ▶ The historic assets in the immediate area and how these could influence the development of the site.

2. The form of new development

Following on from the site and context appraisal, the Study will provide urban design guidance indicating how the site could be developed bearing in mind the opportunities and the constraints. The potential forms of development will be indicated through the use of illustrations.

The potential forms of development will indicate, but not exclusively, how the following principles could be applied:

- ▶ Connectivity;
- ▶ Legibility;
- ▶ The proposed location of each individual use;
- ▶ Height, scale and massing of the development;
- ▶ How this impacts upon the context of the immediate area and the context of the town centre; and
- ▶ How the impact upon any heritage assets could be mitigated.



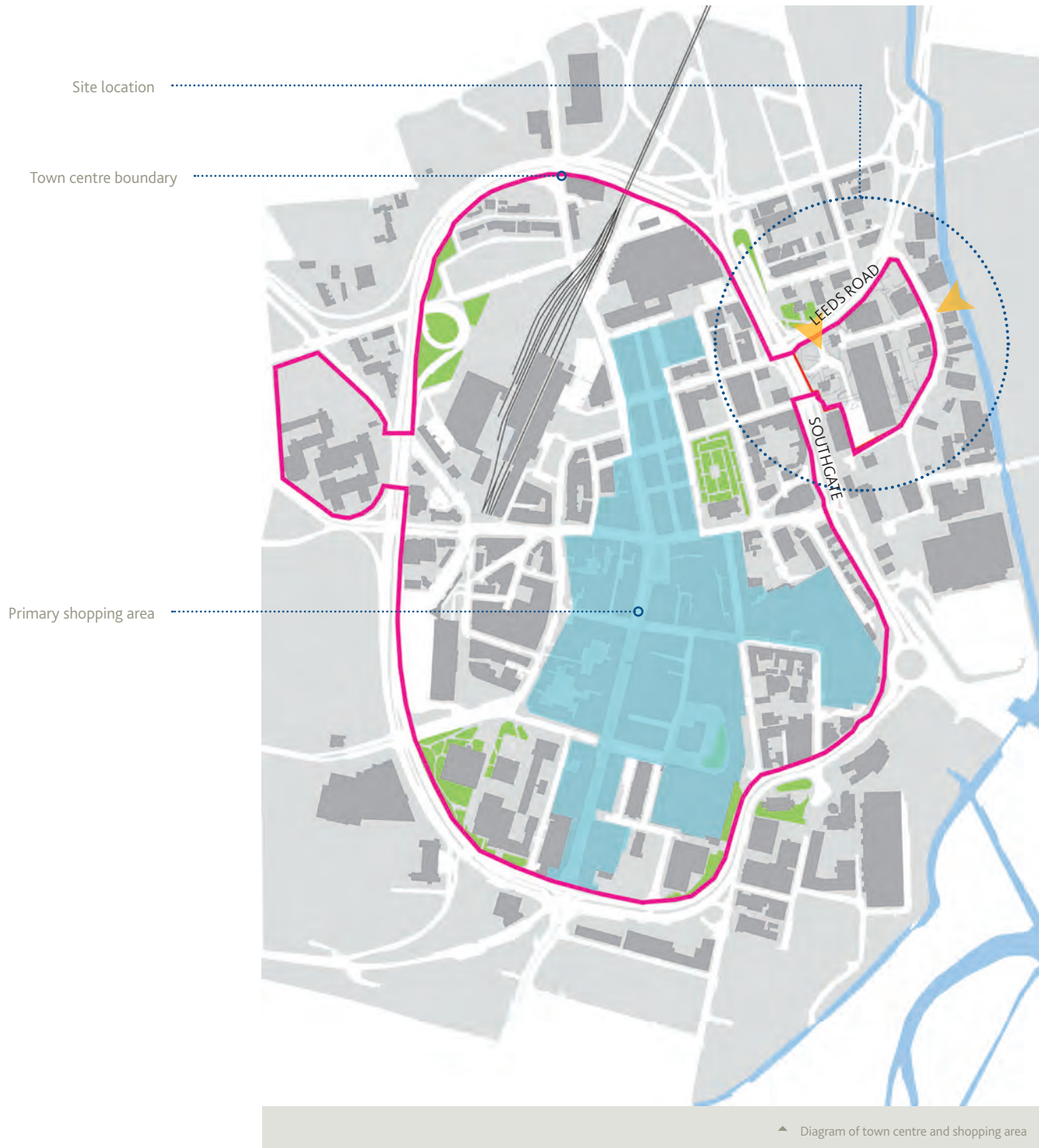


3.0: Site Analysis

SITE ANALYSIS

3.1 Site Description

The site is located on the eastern edge of Huddersfield town centre and covers an area of 2.744 hectares. The site slopes down from Southgate in the west towards Old Leeds Road in the east by a maximum of 8.45metres.



Boundaries

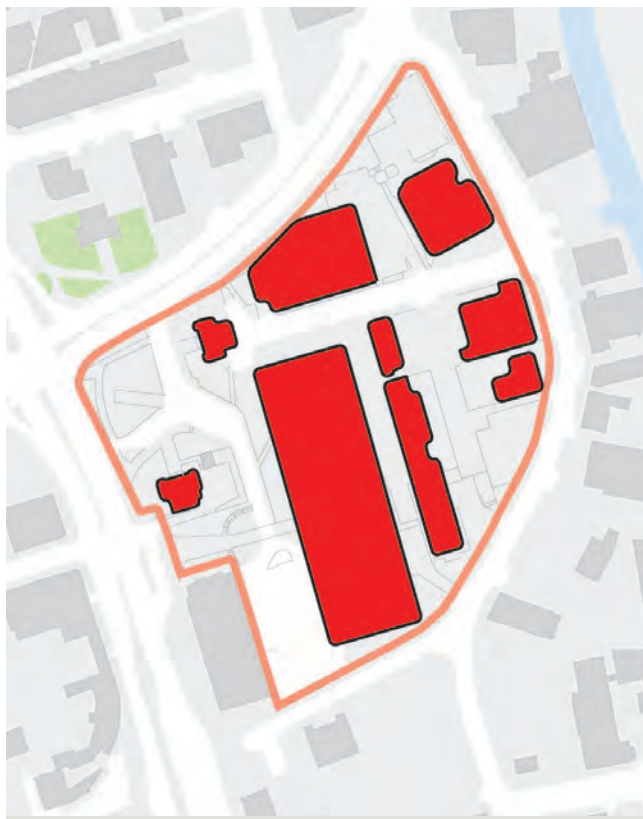
The site is separated from the town centre by Southgate which is part of the ring road that forms the western boundary of the site. The north of the site is bounded by Leeds Road. Both Southgate and Leeds Road are busy dual carriageways that act as a barrier to movement onto site from these directions. The town's primary shopping area lies inside the ring road

Access

The main vehicle access to the site is via Old Leeds Road which is accessed from Leeds Road. The junction is currently a priority junction that requires turning across the dual carriageway. Access to the site can also be gained via Quay Street/Watergate from the east although this is a secondary access with limited access across a very narrow bridge with 7.5 ton weight limit.

Demolition

The site is currently occupied by a number of buildings that are due for demolition in spring/summer 2016 to help prepare the site for re-development. Following completion of demolition work, the only structures that will remain above ground are the electrical substation to the north east of Lonsbrough Flats, the tarmac surfaces of Pine Street and un-



▲ Buildings planned to be demolished

named roads and footways, and the surface car park between the old Sports Centre and Crown House

Stopping up

The Secretary of State had confirmed a permanent closure of highways within the site so that the planning permission for a food store could be implemented. The Council will now seek a new order for any re-development. In the meantime, the existing highway infrastructure on site is being temporarily stopped up for the duration of demolition works. The stopping up affects Pine Street and a number of un-named roads and footpaths that cross the site.

Easement

In the south west corner of the site there is an easement restricting re-development within 30 feet (approximately 10 metres) of the rear elevation of Crown House.

Utilities

The majority of utilities that cross the site run down Pine Street. The Substation within the old Sports Centre building is being removed. The substation to the rear of Lonsbrough flats is being retained. It will be up to a developer to negotiate the relocation of this if required.



▲ Stopping up order details

3.2 Site setting

The Southgate site occupies an important 'gateway site' on the edge of the ring road at a busy junction that links to Leeds Road retail parks, John Smith's Stadium and junction 25 of the M62 motorway.

To the east of the site, along Old Leeds Road, are a number of low rise business uses that are a mix of traditional stone buildings, converted ecclesiastical buildings, and 1960's / 70's brick buildings, these back onto the Huddersfield Broad Canal. Further south along the canal there are the two large mill buildings and chimney of John L Brierley's Turnbridge Mills. Further south still is the Sainsbury's store at Shore Head.

Between Sainsbury's and the site there are two high-rise office blocks. The first of these is the BT Exchange that is a 6 storey 70's building. The other is adjacent to the site and is Crown House, a privately-owned and currently under-utilised office building. This 10 storey building helps to protect part of the site from the noise and pollution of the ring road due to its position fronting Southgate.

3.3 Recent land uses

The site is currently vacant and due for demolition in the spring and summer of 2016, however the site has recently had a number of different land uses.

On the corner of Southgate and Leeds Road there are two eleven storey 60's residential tower blocks. These help create a visual link to the town centre and are framed by the view from the railway station by Northumberland Street. A third tower, Harold Wilson Court, is located to the north of the site and has recently undergone a refurbishment. In the centre of the site is the old Huddersfield Sports Centre, with pedestrian access via a bridge link from Southgate. The Sports Centre was served by surface parking and a multi-storey car park accessed off Pine Street. Along Old Leeds Road there are a number of smaller former commercial and Local Authority buildings.



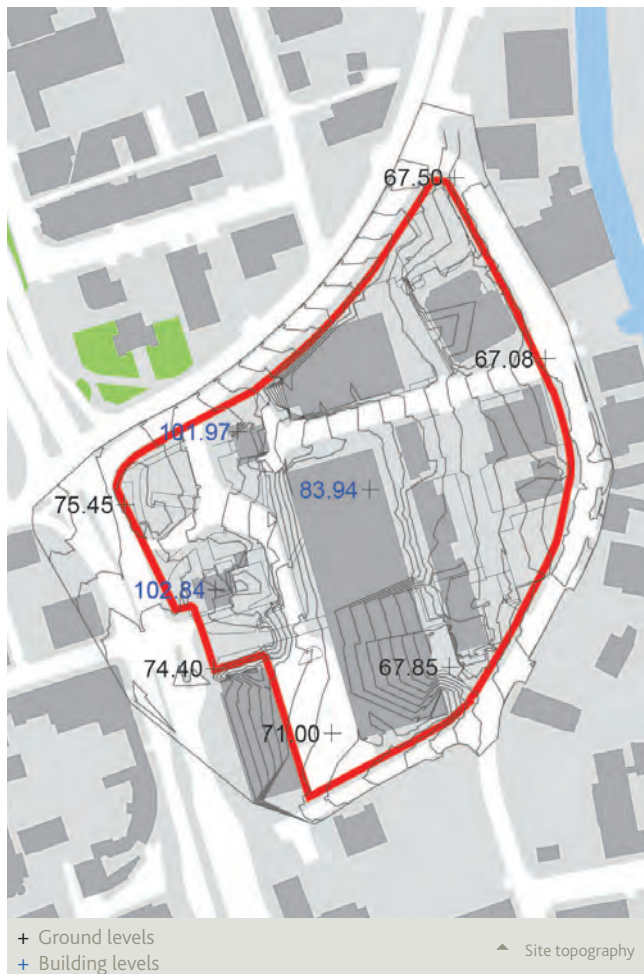
3.4 Topography

Huddersfield town centre sits on the side of a hill that generally slopes from west to east. The site is on the east of the town centre and therefore generally sits lower than the town centre.

The high point of the site runs along Southgate and falls towards Old Leeds Road and the canal and River Colne beyond to the east. At its greatest, the height change across the site is 8.45m over a distance of 190 metres giving a cross fall of close to 1 in 24.

Sitting above the height of the canal and river the site is in the Environment Agency's Flood Zone 1.

The diagram of topography shows the site levels prior to demolition works which are likely to result in some modest re-grading of the site.



3.5 Massing

The site and its surrounding is a mix of low-rise and high-rise buildings. Generally speaking, the buildings are lower around the Old Leeds Road area where there are a number of industrial buildings that back onto the canal with the exception of John L Brierley's Turnbridge Mills which include two 7 storey buildings and a tall chimney. The 60's and 70's buildings along Southgate tend to be of above 5 storeys with the more traditional buildings being between 3 and 5 storeys.



3.6 Views

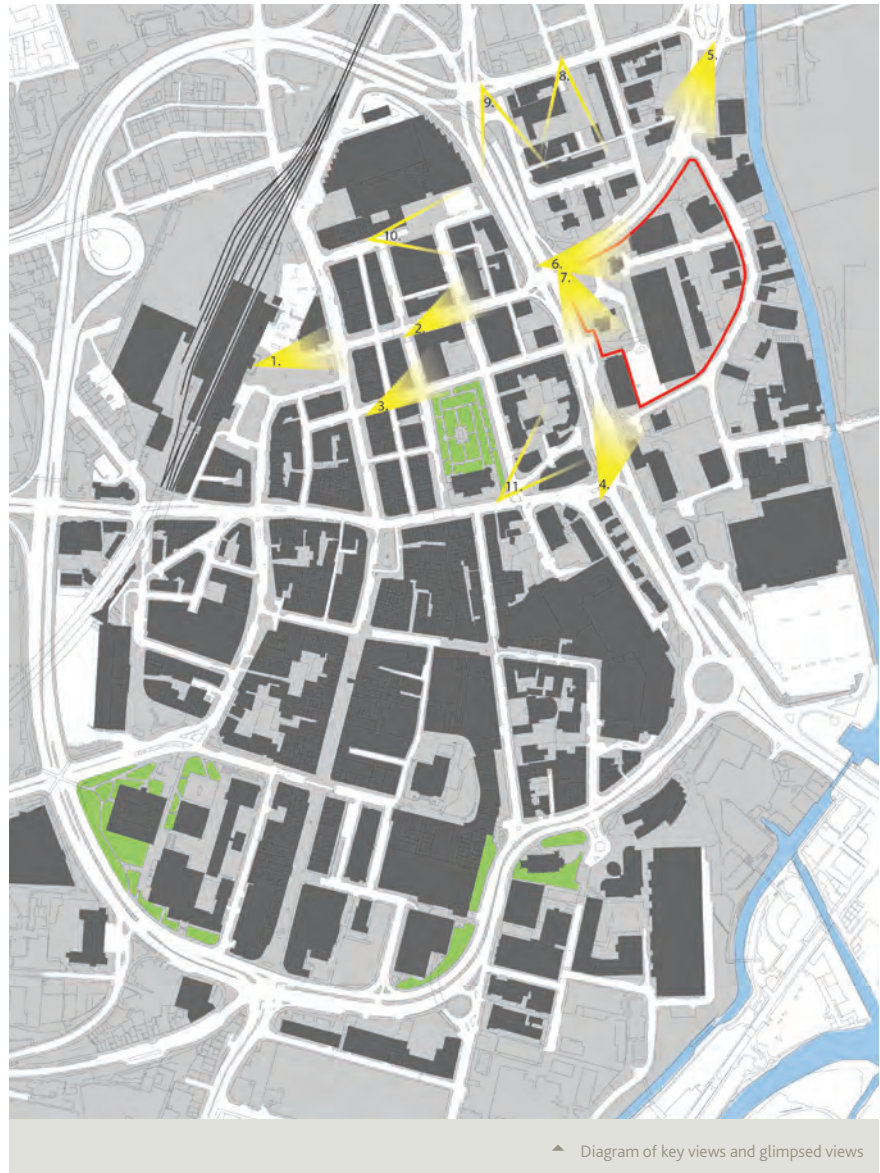
Located on the edge of the town centre, there are a number of key views that help to visually connect the site to the town centre. As a gateway site there are also a number of views that could signify the arrival to the town centre. In addition to these, there are views from the site beyond the town to Castle Hill and Kilner Bank.

Key Views

- ▶ View 1. From the front of the railway station. View down Northumberland Street of Ibbotson Flats that creates a focal point at the end of the view. This key axis view should act as a wayfinder to the site and a signpost to the Stadium and Leeds Road retail parks.
- ▶ View 2. From Northumberland Street. Similar to view 1 but from within the primary shopping area.
- ▶ View 3. From St Peter's Street. Lonsbrough Flats creates a focal point within the view and helps to visually link the site with the town centre.
- ▶ View 4. View as approached from the south. Crown House dominates this approach visually.
- ▶ View 5. View of site approaching from along Leeds Road. This approach to the site should act as a gateway to the town centre.
- ▶ View 6 and 7. View from junction of Southgate and Leeds Road. Close views of the site.

Glimpsed Views

- ▶ View 8. View along William Street with high rise flats visible.
- ▶ View 9. View down Broadway towards junction of Southgate and Leeds Road.
- ▶ View 10. View down Brook Street looking at the back of the open market and The Media Centre. Tall buildings on site would be visible.
- ▶ View 11. View down Beast Market with Crown House and the site beyond.



▲ Diagram of key views and glimpsed views

There are two areas of the site that are visually prominent. The first of these is the junction of Southgate and Leeds Road which offers the main visual link to the town centre as well as views from the south and north along Southgate. The second is the junction of Leeds Road and Old Leeds Road as this offers the first view of the town centre when approached from along Leeds Road.

- ▶ Key views of the site
- ▶ Glimpsed views of the site



3.7 Heritage

a. Historic street pattern

Most of Huddersfield town centre has been laid out on a grid street pattern. This is strongly evident within the inner ring road. The majority of the roads that existed prior to the inner ring road being built in the 1960's and 70's are still evident. The exception to this are some of the roads close to the junction of Southgate and Leeds Road. Other changes include the loss of a road that ran parallel and to the south of Pine Street, and one that ran parallel and to the east of Southgate. Any proposal that looks to break up the site into smaller parcels of land should look to extend the existing street pattern across the ring road and Leeds Road to knit the site back into the town street pattern.

b. Listed Buildings

Huddersfield has the third highest density of listed buildings in England. The site does not have any listed buildings within the boundary. There are a number of listed buildings that are adjacent to the site and are mainly located on the west side of Southgate. The setting of these will need to be considered

in any proposal to develop the site, however the presence of Southgate between the listed buildings and the site should limit any impact on their setting.

c. Conservation Area

The site lies outside the town centre Conservation Area that runs adjacent to the site along Southgate. There is a clear separation of the Conservation Area and site, with Southgate acting as a barrier to the character and appearance of the Conservation Area. The existing buildings on the site were constructed in the 60's and 70's and have very low architectural merit and as such add little to the setting of the Conservation Area. The massing of the residential tower blocks and Sports Centre have little consideration of the built form within the Conservation Area.

d. Materials

For much of Huddersfield the traditional building material is a dressed or ashlar sand stone that in many cases is rusticated. Roofing is typically slate.



▲ Diagram of historic street pattern



■ Listed building
■ Town centre conservation area

▲ Diagram of listed buildings and conservation area

3.8 Connections

The site is located on the edge of the town centre and as such is accessible through a choice of transport modes. It is well connected with the road, bus, pedestrian and cycle networks.

The site is well served by public transport, including the railway station 330 metres from the site with frequent trains to Leeds, Bradford, Sheffield and Manchester and the wider rail network. The site is well linked with bus services to the town centre that operate to Batley, Dewsbury and Leeds with stops on both sides of Leeds Road.

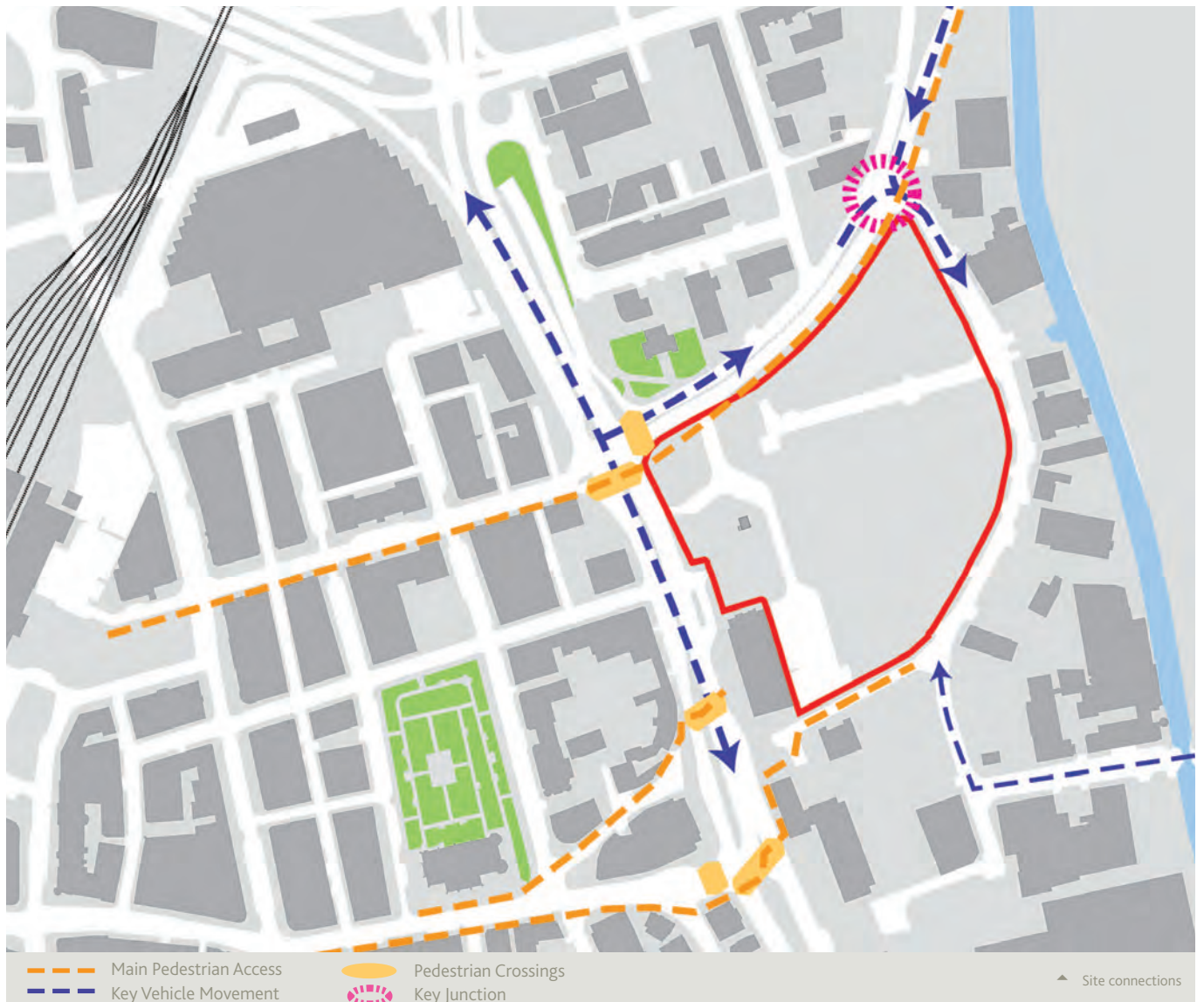
3.9 Movement

The site has a number of pedestrian crossings across Southgate that link it with the town centre. The existing pedestrian permeability of the site is quite good with a number of points

of access from Southgate and along Old Leeds Road. The quality and accessibility of these though is relatively poor with narrow, stepped and undefined access being prevalent.

There is a designated cycle lane along Leeds Road but this is part of the road and is very narrow. As part of the 'CityConnect2' project there are proposed cycle routes across West Yorkshire. The proposals in Huddersfield are to improve the network within the town and along the canal footpath in the Colne Valley.

The existing vehicle movement passes around the site, with very little permeability of the site due to restricted access onto Southgate and Leeds Road that take the form of dual carriageways. Vehicle access onto the site is possible on Pine Street via Old Leeds Road. This is accessed from both Leeds Road and Watergate. The access from Leeds Road is via a priority junction, and it is possible that any future use (depending on scale and vehicle trips generated) may require



this junction to be signalised and vehicle access to the site formed in Old Leeds Road - as proposed for the Tesco scheme. The access from Watergate is limited due to the very narrow turn bridge over the canal which is a scheduled Ancient Monument and has a weight limit of 7.5 tons.

3.10 Gateways / Nodes

Through the introduction of the inner ring road in the 1970's a defined core has been created. Where main arterial roads connect onto the ring road, key gateway sites have been formed around the town centre. These sites should be of a merit and quality that help to signify arrival and act as wayfinders around and through the town. The Southgate site is one of these gateway sites that not only indicates arrival from along Leeds Road, but should also act as a wayfinding site to the Stadium and Leeds Road retail parks from the railway station and town centre.

3.11 Open Space

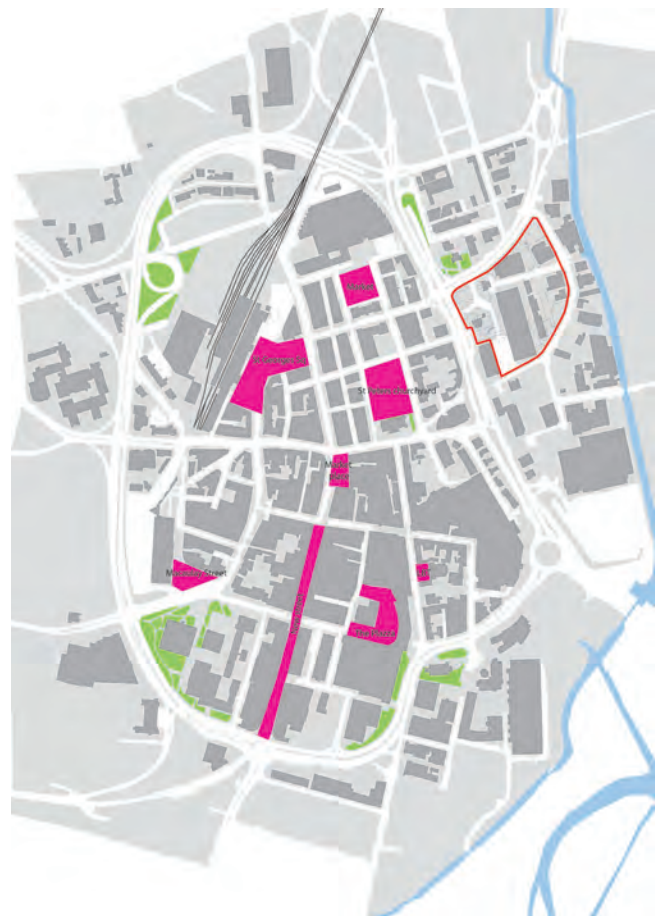
Throughout Huddersfield there are a number of public open spaces. Within the town centre the majority of open space is in the form of squares and pedestrianised streets. The most significant and formal open space is St George's Square outside the railway station, which has a direct link to the site along Northumberland Street. The Brook Street Market is part covered and part open space. There is also a small square in Macaulay Street in front of the bus station

There is limited green space, with St Peter's Churchyard the largest and closest to the site. There are also small green spaces around the Library/Art Gallery and Civic Centre.

Within the site there is an area of green space on the junction of Leeds Road and Southgate that forms the setting for the residential flats. This is continued on the opposite site of Leeds Road outside Harold Wilson Court. Bounded on one side by Southgate and dissected by Leeds Road, this area is uninviting and under utilised and primarily acts as a buffer from the road and the residential flats.



★ Key town centre Gateways
★ Key focal point
▲ Gateways and nodes



■ Key Squares and pedestrianised streets
■ Green space
▲ Open spaces diagram

3.12 Flood Risk

The site is within the Environment Agency's Flood Zone 1 and as such has low, less than 1 in 1,000 year flood probability. The closest Flood Zones 2 and 3 to the site are across the canal to the east within 100m of the site. Due to the topography there is also very limited likelihood of surface water flooding or river / canal flooding.

3.13 Pollution

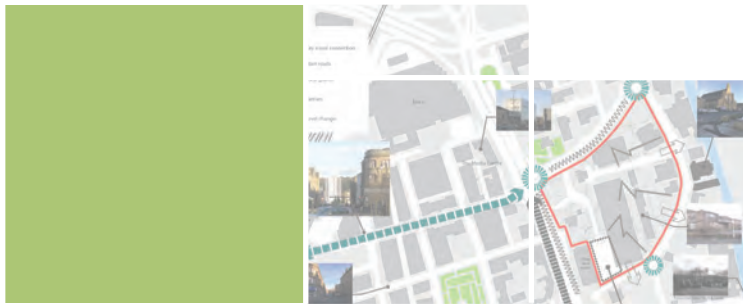
The town centre has been identified as an area of concern for air quality, with potentially elevated levels of nitrogen oxide from road traffic on busy routes and junctions. The site is in such a location, and development should therefore incorporate sustainable measures to provide protection from unacceptable levels of air pollution. Mitigation will be particularly important where residential uses are proposed, and could include tree planting and provision for cycling.

3.14 Noise

With the site being bounded on two sides with busy dual carriageways, the areas in these vicinities will suffer from traffic noise. The existing structures act as a noise barrier for the remainder of the site with Crown House shielding much of the south of the site from traffic noise.





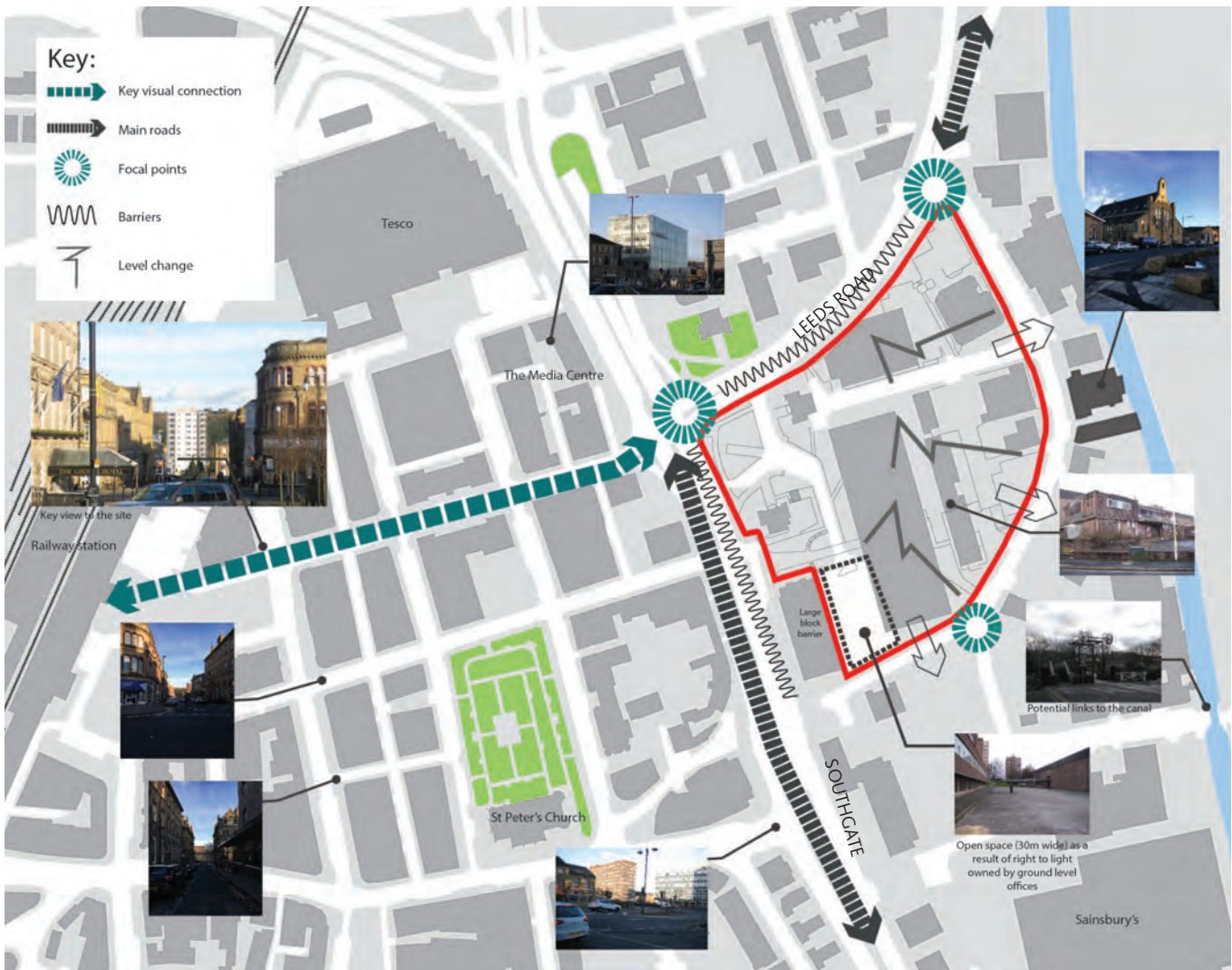


4.0: Development Principles

DEVELOPMENT PRINCIPLES

A set of principles that inform the design process covering the following:

- ▶ Connectivity
- ▶ Legibility
- ▶ Site Uses
- ▶ Scale, Massing and Form
- ▶ Landscaping



▲ Diagram connectivity

4.1 Connectivity

Existing planning permission.

The plans for the Tesco food store include the probable maximum extent of highway improvements required for the development of the site, as the proposal represented a very high trip generator with over 750 short stay parking spaces, a petrol filling station, internet shopping delivery vehicles and store delivery vehicles needing to access the site. In this scenario there were a number road, junction, cycle, footpath and crossing improvements and public transport measures.

Site permeability.

To create a lively and viable site that is well used and is connected to the town centre, it is important to develop a number of routes that increase choice and convenience. Well used and utilised space increases the feeling of security. Bounded on two sides by Leeds Road and Southgate, the opportunity for vehicle permeability is relatively limited with access / egress only possible from Old Leeds Road. There is greater opportunity for pedestrian, cycle and visual permeability, and a variety of smaller mixed uses would assist in this as compared with a large scale single use.

Pedestrian access.

Located within the town centre, the site should make best possible use of pedestrian and cycle access for visiting the site and potential uses. There are a number of improvements that would help with access between the site and the town centre by improving links across Southgate. This could also enhance the route to the Stadium by improving facilities for pedestrians and cyclists past the site. In addition to the east / west links with the town centre, the site should aim to improve the north / south connectivity along Southgate.

Cycling.

There is an opportunity to improve cycle access to the site through the proposals outlined within 'CityConnect2'. On the edge of the site, the proposals include a segregated lane from Leeds Road to the town centre with improved crossing to Northumberland Street (with an outbound lane on the opposite side of Leeds Road), and a southbound route along Southgate with a two-way segregated cycle lane and crossing to Beast Market.

Public transport.

In the vicinity of the site there are bus stops on the Huddersfield-Dewsbury-Batley-Leeds route, one stop is on the northern boundary for inbound services, and one on the opposite site of the Leeds Road near the Fitzwilliam Street junction for outbound buses.

Junction improvements.

Improvements to the junctions may be required, depending on the site use and vehicle trips generated by specific development proposals which will be subject to traffic modelling. Possible improvements may be required at two junctions. Where it meets Southgate, Leeds Road may need a third vehicle lane adding to ease movements straight ahead (to Northumberland Street) and right turn (into Northgate) lanes while improving pedestrian crossing. The Leeds Road / Old Leeds Road junction may require signalling with an additional separate right turn lane into Old Leeds Road and better pedestrian crossing.



4.2 Legibility

While the site is part of the designated town centre, Southgate acts as to sever it from the town centre. To aid legibility of the site, a number principles should be followed that will help to orientate users and link the site back to its context.

Views of the site.

- ▶ The View from the railway station to the corner of Southgate and Leeds Road is a key view of the site and should act as the main visual link to the town centre. The built form in this location should be of a height that acts as a wayfinder. (See below)
- ▶ View north along Southgate. This view is dominated by Crown House and the BT Exchange. The massing of these two buildings obscures much of the site from this direction. The only area of the site that is visible is the corner of Southgate and Leeds Road.
- ▶ View south along Southgate. The junction of Southgate and Leeds Road.
- ▶ View as approached from Leeds Road. The junction of Old Leeds Road and Leeds Road is a nodal point. This offers the potential to act as a gateway as any built form would face the approach to the town centre.



Wayfinding.

The site sits on a key axis from the town centre to the Stadium and the Leeds Road retail parks. Its location is directly visible from the railway station and as such offers the opportunity to act as a landmark to aid wayfinding between these locations.

Gateways.

Located on the edge of town centre on a key arterial route, the site offers opportunities to act as a gateway to the town.

Frontage and servicing.

To become integrated with the town centre, it is important that the development should front onto Southgate and Leeds Road. With a site of this size it is possible to provide servicing to the sides of buildings which allows for active frontages along the main roads, while also providing internal areas of public realm that are protected from the noise and pollution of these edges. The identified focal points should act as main entrances as this will not only aid the legibility of buildings but also the site as a whole.

Site access.

Because of the traffic flows on Leeds Road and Southgate, the main vehicle access into and out of the re-development site is likely to be in Old Leeds Road. Key building entrances should be located on the identified focal points to aid legibility.



4.3 Site uses

The site has planning permission for the development of a large food store, but changed market conditions mean this is unlikely to be implemented. While another single use may be acceptable, the preferred option is for a mixed use development as this could offer greater flexibility, viability and connectivity. A number of possible site uses that might attract developer and end user interest have been suggested to us in discussions with commercial consultants Cushman & Wakefield:

- ▶ Offices (including space for growing media and creative companies)
- ▶ Research & development facilities
- ▶ Residential (Including Starter Homes, retirement living, Care Home)

To ensure the vitality and viability of the town's primary shopping area, the following would be subject to Planning requirements for a sequential test and, if floorspace exceeds 300 sq m, also an impact assessment:

- ▶ Retail (shops, financial and professional services, restaurants and cafes, drinking establishments, hot food takeaways)

Market demand would be limited here if proposals are fully developed out at the expansion of Kingsgate (cinema) and The HD One adjoining the Stadium for:

- ▶ Leisure and hotel

Uses less likely to attract interest at Southgate because of proposals elsewhere in the town are:

- ▶ Education
- ▶ Healthcare

Due to the important gateway location of the site, some uses have been deemed inappropriate as they would not offer the opportunity to enhance the setting of the town centre through improved quality and appearance, specifically:

- ▶ Light and general industry
- ▶ Warehousing

4.4 Scale, Massing and Form

General massing.

The built form should respond to the different contexts around the site. These can be split into the three general areas of Southgate and the town centre, Leeds Road, and Old Leeds Road.

1. Southgate and the town centre.

The massing along Southgate should respond to the historic town centre within the locality. This will help link it back to the scale of its setting and improve the relationship to the heritage assets of the town centre Conservation Area and listed buildings. New buildings along Southgate should be in the region of 5 storeys with a landmark building of up to 7 storeys.

2. Leeds Road.

There is limited, appropriate context on Leeds Road for massing to respond to, however it should act as a means of building up to the town centre and Southgate. Buildings should be around 4 storeys.

3. Old Leeds Road.

There are a number of relevant buildings that offer a frame of reference along this edge, however due to the more fractured nature of development here, there are a number of approaches that could be employed.

- ▶ If development is along the boundary of the site then it should respond to the earlier buildings and be of between 2 and 3 storeys.
- ▶ If the development is set back from the edge there is an opportunity to increase the height to 3 to 4 storeys.



Landmark buildings.

To aid legibility and wayfinding, the massing at key locations could be increased to create points of focus:

- ▶ **Junction of Southgate / Leeds Road.** To improve visual links with the town centre, act as a wayfinder and create a strong focus on this visually prominent corner, proposals should aim to improve the façade quality and the massing and height of the buildings in this area.
- ▶ **Junction of Leeds Road and Old Leeds Road.** Again there is an opportunity to increase the massing, height and quality in this location to act as a gateway and signify arrival to the town centre.

Offset from Crown House.

There is an existing right to light and air easement for the benefit of the ground floor of Crown House. This limits the extent of any development within 30ft (approximately 10m) of the rear (east elevation) of the building.

Single or multiple buildings.

This will be very much driven by market demand for the site. A single large block building, accommodating either a sole use or a mix of uses, would limit the opportunities to provide many of the principles described. A preferred option would therefore be for a mixed use development, or a single use in more than one building which would allow for flexibility in massing, form and layout that could deliver the principles described.

Layout.

The layout will depend on the type of use and the size of blocks, however where possible the development should address Southgate and Leeds Road. Due to the existing fractured nature of development along Old Leeds Road, there is the opportunity to have a more relaxed frontage along this edge. The road and path network should aim to extend roads across the site that link it into the existing street pattern. Where there are links onto Southgate or Leeds Road, these should be paths for pedestrians and cyclists as vehicle access is problematic.

4.5 Landscaping

The landscaping principles will greatly depend on the type of use decided upon. In general the approach should be that the areas adjoining the two roads of Southgate and Leeds Road should be more formal creating high quality public realm at street level and a distinctive setting for the buildings in this area.

Other over arching-objectives will include:

- ▶ Accessibility around site should be an integral part of the public realm.
- ▶ Formalising levels and working with the topography of the site to create positive landscape features that create a distinctive sculptural landscape.
- ▶ A variety of vibrant spaces that can be enjoyed both by day and night through the use of feature lighting and focal points.
- ▶ Materials that are robust and durable.
- ▶ A safe external environment that is well overlooked.
- ▶ Integration of Sustainable Urban Drainage System (SuDS) within the landscape.





5.0: Illustrative Schemes

This section looks at three options for the development of the site:

- ▶ 1. Offices and research & development.
- ▶ 2. Residential mix.
- ▶ 3. Offices and residential.

Schemes incorporating other uses that might be acceptable under planning policy and/or (in the opinion of Cushman & Wakefield) attract developer interest have not been drawn up. This is because either their built form is typically single-storey and bespoke to operator requirements (for example leisure, large scale retail), or there are competing proposals elsewhere in the town which might limit developer interest here (for leisure, large scale retail and healthcare). For options including residential development, purpose-built student housing has not been included because of doubts about both market capacity, and compatibility with the amenity of other residents on-site (particularly those in retirement living or Extra Care).

The illustrative schemes presented here show how the development principles, set out in Section 4.0 of this study, might be applied to the identified uses. However, the schemes shown are not intended to be prescriptive for any developer proposals, and are not meant to rule out mixes of other uses for the site.

General Assumptions

In order to provide a framework and structure for the proposals some assumptions have been made that will remain in place for each option.

We have based each option on a cleared site broadly retaining the existing topography, pre-demolition.

Parking has been designated according to "operational minimum requirement" for the various categories of building use. We are demonstrating a logical area of parking for each use based on the masterplan area available. However, the operational minimum requirement at this location is

subject to an applicant supporting their proposals with a reasoned parking and sustainable model assessment for each element of the development proposed. The assessment should be robust in that the development does not promote indiscriminate on-street parking within the vicinity of the site to the detriment of other local businesses.

The eastern part of the site has the steepest falls so the layouts will take regard of contours.

The old street pattern will be reinstated where possible and the existing Pine Street containing services will be retained.

5.1 Option 1

Mixed use to include offices and research & development

Option 1 is a combination of offices and research and development (R&D) facilities. The building massing responds to the site and the development principles. Two landmark buildings are located on the key axes, an office building terminates the view down Northumberland Street and an R&D facility acts as a gateway building on the approach from Leeds Road. Special care will be required with the facade treatments of the two buildings to ensure that they are high quality and address the street with active frontages.

The main vehicle access to the site is from Old Leeds Road and utilises the existing Pine Street. New high quality pedestrian paths cross the site and allow for building maintenance vehicles to access the envelope of the buildings. Pedestrian and cyclist connectivity to the site from the local highway network and town centre will be assessed and where appropriate improved.

Two main public open spaces are provided. One is a soft landscaped space and acts as a pocket park in the centre of the development that can incorporate Sustainable Urban Drainage attenuation. The other is more formal with hard landscaping that acts as an entrance to the development from the town centre, and will have a number of ground floor cafes that can spill out into the open space creating a lively and attractive hub within the development.

The **office blocks** are limited to a cross width of 12 metres to allow for natural lighting and ventilation with a maximum floor to floor height of 3.6 meters. These will vary in height

from four to seven storeys. They are located on the west of the site on the high ground and are closer to the primary shopping area. The blocks that face Leeds Road and Southgate will act as a sound buffer for the rest of the site, and careful consideration will be required for these facades. There is an opportunity to incorporate a number of passive sound solutions such as double facades or green walls.

The **R&D blocks** are located on the east of the site on the lower ground and are closer to the light industry uses that surround the site. These will have a floor to floor height of no more than 5 meters and are limited to 2 storeys (11 meters) to ensure that they are of similar height and scale to the existing rim of properties along Old Leeds Road. Due to the type of proposed use, there is limited opportunity for natural ventilation. This frees up the width limit and allows for a large floor plate to accommodate machinery and equipment required for the proposed uses.

As a town centre site, the parking standards are based on the operational minimum, but discussions will be required with Kirklees Council as to what provision will be acceptable for the development. At this high level stage, an indicative parking schedule is included in Section 6.0 with consideration being given to shared parking throughout the development's use classes. Good cycle parking provision will be provided that is undercover, located close to entrances, and is well overlooked. The cycle parking structures will also incorporate bin storage.



▲ Option 1. Masterplan showing offices and R&D facilities



▲ View looking up Pine Street.



▲ Option 1. Aerial view from north east of the site



▲ View looking across the site from the north

5.2 Option 2

Residential mix

The residential option has a combination of apartments, houses and an Extra Care facility.

Access to the site will be from Old Leeds Road along the existing Pine Street and a new access linking the south and east of the site that broadly follows the historic street pattern. Pedestrian and cyclist connectivity to the site from the local highway network and town centre will be assessed and where appropriately improved.

Apartments are located on the high ground on the west of the site closest to the primary shopping area to allow for focal point prominence in height and design. The massing of the apartments will terminate the key view down Northumberland Street and will act as wayfinding to the Stadium. The facade treatment for the apartments will require careful consideration to limit traffic noise. A double skin facade could be incorporated that would provide both access and sound control for the apartments.

Between the apartments there is an opportunity for a public open space that should incorporate a play area.

The **Extra Care** facility is located in the centre of the development. An entrance and on-site support facility allows access to the private central courtyard garden.

Houses are located in a rim on the lower ground to the east and along Leeds Road.

Development along Leeds Road will generally run perpendicular to the road to help alleviate noise issues,

the exception to this is the northern block where buildings face Leeds Road to provide a gateway to the town centre. The northern-most building within this block may be an apartment to provide additional height to this gateway location. The buildings that are adjacent to Leeds Road should be special corner units that provide a dual aspect and natural surveillance onto Leeds Road. Development adjacent to Crown House will be perpendicular to limit overlooking and the overbearing presence of Crown House to improve visual amenity.

The housing units have been designed with a footprint of 7.5 x 6 metres giving a floor area of 90 sq m.

Using Kirklees UDP parking standards, each house could fall into the affordable housing category of less than 110 sq m. and have one designated parking space. A mixed parking strategy has been employed with a variety of rear court and front curtilage parking. Parking for the apartments may happen in a new parking court around Crown House. The apartments are a mix of one and two bed with a parking requirement of 1.25 spaces per apartment (equating to 1 residents' space for each unit plus 1 visitor space for every 4 units). At this high level stage, an indicative parking schedule is included in Section 6.0 with consideration being given to shared parking throughout the development's use classes.



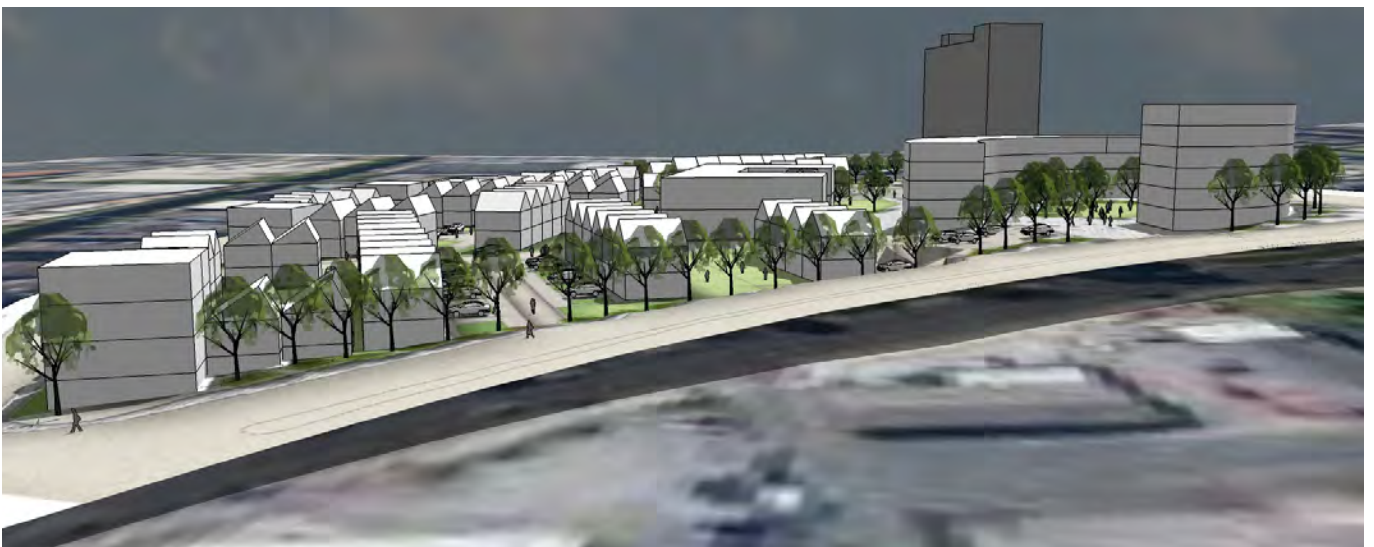
▲ Option 2. Masterplan showing residential development



▲ View of development along Old Leeds Road



▲ Option 2. Aerial view from north east of the site



▲ View looking across the site from the north

5.3 Option 3

Mixed use to include offices and residential

The third option is a mix of offices and residential including Extra Care.

The principal form of vehicle access is from Old Leeds Road using Pine Street and two new points of access from the south. There are a number of new pedestrian and cycle access points around the site. Pedestrian and cyclist connectivity to the site from the local highway network and town centre will be assessed and where appropriate improved.

Offices have been located close to the primary shopping area for design and massing reasons and to aid access. They also help to screen the rest of the site from traffic noise. Housing is located on the low ground away from the main roads in general and has a more appropriate massing for the adjacent properties along Old Leeds Road.

On the high ground to the west, the same principles applied within Option 1 for the layout of the **offices** are applied here.

- Key building to terminate the view down Northumberland Street.
- Formal open space to act as an entrance to the development from the town centre.
- Offices fronting Leeds Road to act as a buffer for the rest of the site.
- Large green area that will incorporate a play area.
- Limited vehicle parking with ample cycle parking.



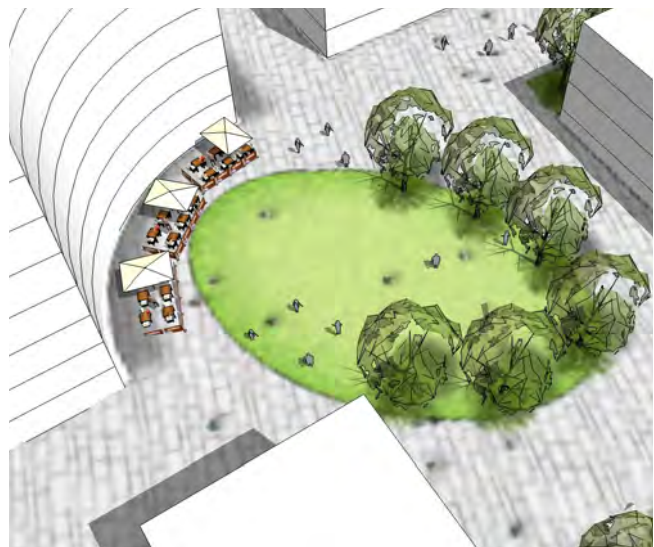
▲ Option3. Masterplan showing offices and residential

The main change from the office layout in Option 1 is that the central block of offices is replaced with an **Extra Care** unit.

To the east of the site on the lower ground are new **houses** and a limited number of **apartments**. Again the same principles applied within Option 2 are used here.

- Apartment building creates a gateway feature when approaching the town centre.
- Limited parking provision as appropriate for a town centre site.

At this high level stage, an indicative parking schedule is included in Section 6.0 with consideration being given to shared parking throughout the development's use classes.



▲ New public Square. with outdoor cafe seating



▲ Option 3. Aerial view from north east of the site



▲ View looking across the site from the north





6.0: Appendix

01 Accommodation schedule

01 ACCOMMODATION SCHEDULE

Indicative data for each of the illustrative schemes in Section 5.0 of this study is shown in the table below.

Option 1						
Indicative parking numbers 266 spaces						
Building	No of Buildings	Type of building	Foot print [m2]	Number of Floors	Gross Floor Area [m2]	No of residential units
A	1	Office	420	5	2100	N/A
B	1	Office	455	7	3185	N/A
C	1	Office	360	4	1440	N/A
D	1	Office	360	4	1440	N/A
E	1	Office	360	4	1440	N/A
F	1	Office	360	4	1440	N/A
G	1	Office	360	4	1440	N/A
H	1	Office	420	4	1680	N/A
I	1	R&D	1055	2	2110	N/A
J	1	R&D	1050	2	2100	N/A
K	1	R&D	1155	2	2310	N/A

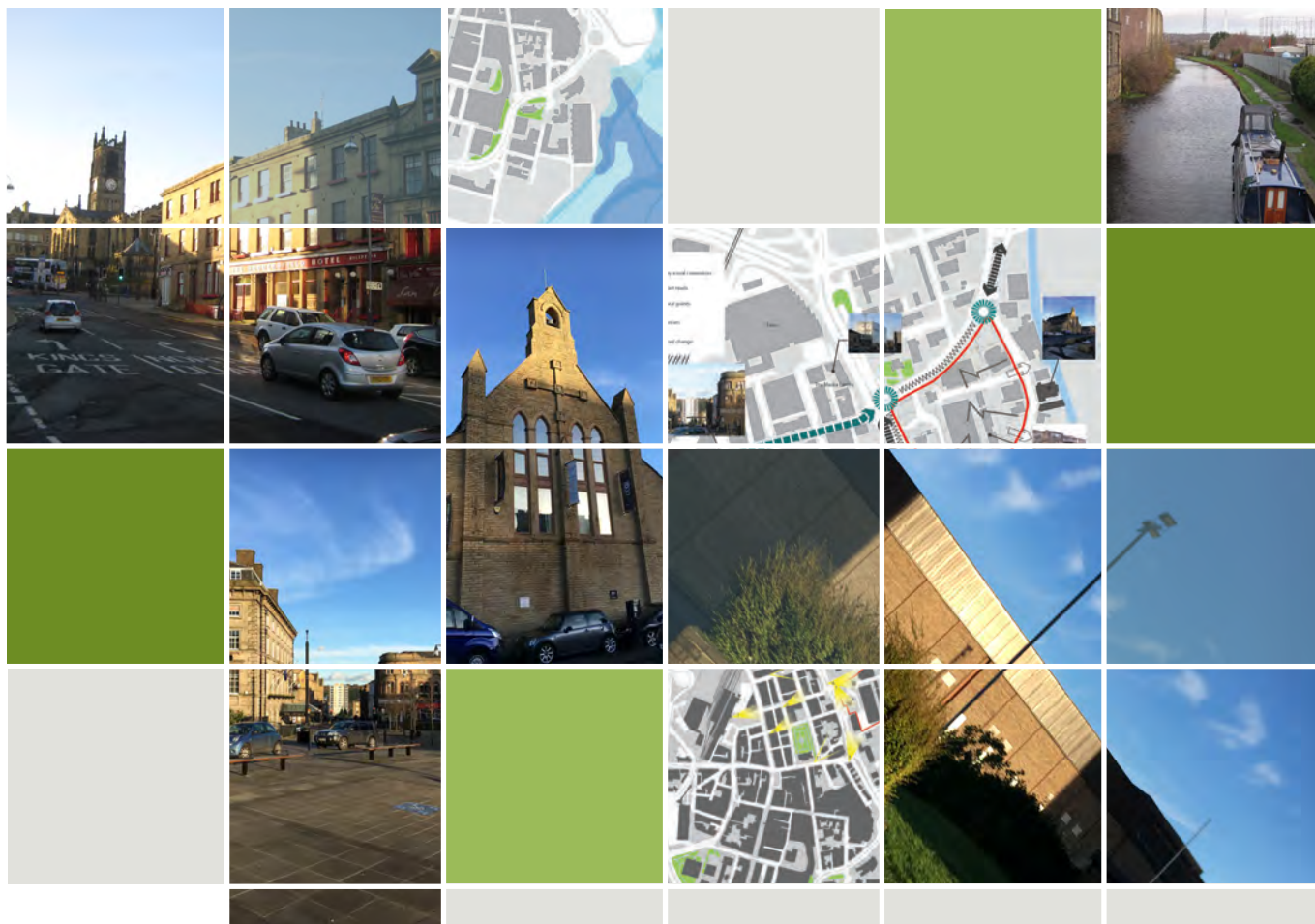
		Option 1 Office		Office total	14165	
		Option 1 R&D		R&D total	6520	

Option 2						
Indicative parking numbers 210 spaces, equivalent to 1 space per dwelling + 25% visitor parking. With an additional 18 spaces for the Extra care facility						
Building	No of Buildings	Type of building	Foot print [m2]	Number of Floors	Gross Floor Area [m2]	No of residential units
A	1	Apartment	455	6	2730	30
B	1	Apartment	970	4	3880	43
C	1	Extra care	850	2	1700	44 beds
D	75	House	45	2	90	75
E	1	Apartment	115	4	460	4
F	3	Apartment	115	3	345	9

				Residential total		161 + 44 beds
--	--	--	--	-------------------	--	---------------

Option 3						
Indicative parking numbers 257 spaces						
Building	No of Buildings	Type of building	Foot print [m2]	Number of Floors	Gross Floor Area [m2]	No of residential units
A	1	Office	420	5	2100	N/A
B	1	Office	455	7	3185	N/A
C	1	Office	360	4	1440	N/A
D	1	Office	360	4	1440	N/A
E	1	Office	360	4	1440	N/A
F	1	Office	420	4	1680	N/A
G	1	Extra care	650	2	1300	32 beds
H	50	House	45	2	90	50
I	1	Apartment	115	4	460	4
J	3	Apartment	115	3	345	9

		Option 3 Office		Office total	11285	
				Residential total		63 + 32 beds



Gillespies:

Minton Chambers,
12 Heatons Court,
Leeds, LS1 4LJ

T: 0113 247 0550

F: 0113 247 0660

E: michael.sharp@gillespies.co.uk

or

E: tom.walker@gillespies.co.uk

www.gillespies.co.uk

London • Oxford • Manchester • Leeds • Glasgow • Edinburgh

Southgate Huddersfield

Technical
Appendices

Kirklees Council

Status of the document

These Technical Appendices have been compiled by Kirklees Council as current landowner.

Details of planning permission, draft planning policies and proposals reflect the position known at the time of writing (January 2017).

The services drawings were supplied by utility companies prior to the implementation of the council's demolition and site clearance works during Spring and Summer 2016. The topographical drawings at Appendix 25 include utilities mapping post-demolition.

The document should be read in conjunction with the **Southgate Huddersfield Draft Development Brief Part 1** and the **Southgate Huddersfield Urban Design Study**.

Liability

Every effort has been made to ensure that the information contained within this document is as accurate as possible at the time of writing, but Kirklees Council does not accept responsibility for any errors or omissions.

Contacts

- *Landowner*

Corporate Landlord
Physical Resources and Procurement Service
Kirklees Council
Queensgate Market Office
Queensgate
Huddersfield
HD1 2UJ

Telephone: 01484 221000

Contacts: Gary Fowler gary.fowler@kirklees.gov.uk

Joe Tingle joe.tingle@kirklees.gov.uk

- *Local Planning Authority*

Development Management
Investment and Regeneration Service
Kirklees Council
Civic Centre III
Market Street
Huddersfield
HD1 2EY

Telephone: 01484 221000

Contact: David Wordsworth david.wordsworth@kirklees.gov.uk

CONTENTS

Status of the document.....	ii
Liability.....	ii
Contacts.....	ii
A1. Planning permission.....	1
A2. Publication draft mixed use allocation.....	7
A3. Publication draft principal town centre boundary and primary shopping area map	8
A4. Publication draft policy for Huddersfield town centre.....	10
A5. Publication draft policy for town centre uses.....	11
A6. Publication draft policy for residential use in town centres.....	13
A7. Publication draft policy for efficient and effective use of land and buildings.....	14
A8. Publication draft policy for housing mix and affordable housing.....	15
A9. Publication draft policy for supporting skilled and flexible communities and workforce.....	17
A10. Publication draft policy for educational and health needs.....	18
A11. Publication draft policy for community facilities and services.....	19
A12. Publication draft policy for new open space.....	20
A13. Publication draft policy for food and drink uses and the evening economy.....	21
A14. Publication draft policy for strategic transport infrastructure.....	22
A15. Publication draft policy for core walking and cycling network.....	23
A16. Publication draft policy for sustainable travel.....	24
A17. Publication draft policy for highway safety and access.....	25
A18. Publication draft policy for parking.....	26
A19. Unitary Development Plan parking standards.....	27
A20. Publication draft policy for protection and improvement of local air quality.....	32
A21. Publication draft policy for protection and improvement of environmental quality..	33

Continued overleaf

A22. Publication draft policy for drainage.....	34
A23. Publication draft policy for design.....	35
A24. Publication draft policy for masterplanning sites.....	37
A25. Topographical drawings.....	39
A26. Green Streets principles.....	42
A27. Stopped up highway drawing.....	43
A28. Yorkshire Water mains supply drawing.....	45
A29. Yorkshire Water sewers drawing.....	47
A30. Northern Powergrid drawing.....	49
A31. Northern Gas Networks drawing.....	51
A32. BT Openreach drawing.....	53
A33. Virgin Media drawing.....	55
A34. Vodafone drawing.....	57
A35. City Fibre/Kirklees CORE drawing.....	59
A36. Publication draft Community Infrastructure Levy charging rates.....	61

APPENDIX 1 PLANNING PERMISSION

A planning application by Tesco Stores Ltd for a replacement retail (Class A1) store with petrol filling station, car parking, landscaping and associated works (ref. 2009/93675) was approved with conditions on 7 February 2012 by the Secretary of State following a Local Public Inquiry. The approved plans and other documents can be viewed on-line at: 2009/93675

The planning permission **expires on 6 February 2017**.

Schedule of conditions

Procedural

- 1) The development hereby permitted shall begin not later than five years from the date of this decision.
- 2) The development hereby permitted shall be carried out in complete accordance with the following approved plans and specifications except as may be required by other conditions:
 - 51H General Arrangement External Areas
 - 52J General Arrangement Gross Internal Areas
 - 53H General Arrangement Gross External Areas
 - A916 Existing Northern Elevation
 - A917 Existing Western Elevation
 - A918 Existing Southern Elevation
 - A919 Existing Eastern Elevation
 - A101 AA Sales Floor Level
 - A102 Z Level B1 Car Park Mezzanine Deck
 - A103 AA Level B2 General Car Park
 - A104 M Roof Level
 - A105 W Sales Floor Level
 - A106 M Level B1 Car Park Mezzanine Deck
 - A107 M Level B2 General Car Park
 - 201P Proposed Elevations 1 of 2
 - 202P Proposed Elevations 2 of 2 (as amended by 5221.P21 in respect of Fig 3 South West Elevation)
 - A261 Service Yard Access Ramp Proposed Elevations
 - A250 Rev A Proposed Petrol Station Elevations
 - A301 Rev G Proposed Sections
 - A950 Existing Block Plan
 - LS17830 Lighting Plan
 - ASP3 Rev N Landscape Masterplan
 - ASP4 Public Realm
 - ASP6 (a)&(b) Rev I Planting Plans
 - 675905/16 Site Location Plan
 - PSK002 Public Combined Sewer Diversion Plan
 - PSK002 Existing Public Combined Sewer Easements
 - PSK003 Water Mains Plan
 - PSK003 Water Mains Easement Plan

Design

- 3) All areas of the proposed development indicated to be constructed of stone, including the building, boundary / retaining walls and petrol filling station, shall be constructed of natural stone.
- 4) Before development (excluding demolition) commences details of all facing, roofing, hard landscaping materials and sample panels showing (i) the coursing, colour, type, finish and pointing of the stone facing; and (ii) the staining/painting of the timber boarding; and (iii) all facing materials for the tower feature, shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter be constructed using the approved materials and finishes which shall thereafter be retained as such.

Landscaping and biodiversity

- 5) Notwithstanding the submitted details, no development (excluding demolition) shall take place until a revised species mix for the landscaping shown on plan ASP3 Rev N to include a programme for implementation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include structurally diverse predominantly native plant species including a proportion of heavy standard/ semi-mature trees. The approved scheme shall be carried out in accordance with the approved programme for implementation, and shall be maintained in accordance with the approved Vegetation Management Plan referred to in Condition 6.
- 6) No development (excluding demolition) shall take place until a Vegetation Management Plan has been submitted to and approved in writing by the Local Planning Authority. The principal aims of the Plan shall be to optimise biodiversity interests and shall include a timescale for implementation. The measures contained in the Vegetation Management Plan shall be implemented in accordance with the approved timescale and the vegetation shall be maintained in accordance with the principles of the Plan for a period of 5 years from the date set in the programme for implementation. All plants which die or are removed within that period shall be replaced on a like for like basis in the next planting season.
- 7) No development shall take place until a scheme for the provision of a minimum ten bat boxes / bricks and ten bird boxes (including a timetable for installation and agreeing suitable locations) has been submitted to and approved in writing by the Local Planning Authority. The bat bricks/boxes and bird boxes shall be installed in accordance with the approved timetable before the first opening of the store and shall thereafter be maintained throughout the lifetime of the development.
- 8) No development (excluding demolition) shall take place until details of a scheme including a proposed timetable for the eradication of Japanese Knotweed and Himalayan Balsam have been submitted to and agreed in writing by the Local Planning Authority. All works to eradicate the two species shall be completed in accordance with the approved timetable, unless otherwise agreed in writing by the Local Planning Authority.
- 9) No development shall take place until details of a Bat Watching Brief for Building B5 (south of Pine Street at the corner of Old Leeds Road and Pine Street, as identified on drawing no. 1733/EC03 in the submitted Ecological Assessment) has been submitted to and approved in writing by the Local Planning Authority. The demolition of Building B5 shall thereafter be implemented in full accordance with the approved Bat Watching Brief. In the event that bats are identified or encountered during demolition, demolition works

on Building B5 shall cease immediately and the Local Planning Authority shall be notified in writing within two working days. Unless otherwise agreed in writing with the Local Planning Authority, works shall not recommence on Building B5 until a Bat Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority. The demolition of Building B5 shall thereafter proceed in accordance with the approved Bat Mitigation Strategy.

Contaminated land remediation

- 10) Development (excluding demolition) shall not commence until a Phase II Intrusive Site Investigation Report has been submitted to and approved in writing by the Local Planning Authority.
- 11) Where site remediation is recommended in the Phase II Intrusive Site Investigation Report approved pursuant to Condition 10, development shall not commence until a Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy shall include a timetable for the implementation and completion of the approved remediation measures.
- 12) Remediation of the site shall be carried out and completed in accordance with the Remediation Strategy approved pursuant to Condition 11. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered (in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report) is identified or encountered on site, all works on site (save for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within two working days. Unless otherwise agreed in writing with the Local Planning Authority, works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.
- 13) Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a Validation Report shall be submitted to the Local Planning Authority. Unless otherwise agreed in writing with the Local Planning Authority, no part of the site shall be brought into use until such time as the remediation measures for the whole site have been completed in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Validation Report in respect of those remediation measures has been approved in writing by the Local Planning Authority.

Crime prevention

- 14) The superstore shall not be opened for trade until a scheme detailing crime prevention measures to protect staff, customers and their property has been submitted to and approved in writing by the Local Planning Authority. The development shall be operated in accordance with the approved scheme upon the store first being operated and retained as such for the life of the development thereafter unless otherwise agreed in writing by the Local Planning Authority.

Noise and odour control

- 15) No development (excluding demolition) shall commence until details of the installation and/or erection of any extract ventilation systems, including details of the methods of treatments of emissions, and filters to remove odours and control noise emissions, have been submitted to and approved in writing by the Local Planning Authority. The extract

ventilation systems shall thereafter be installed and operated in accordance with the approved scheme, and maintained in accordance with the manufacturer's instructions unless otherwise agreed in writing by the Local Planning Authority.

- 16) The rating level of plant noise emitted from the site shall not exceed 35dBA between 2300hrs and 0700hrs or 40dBA at any other time. The noise levels shall be determined by measurements or calculation at the boundary of the nearest noise sensitive property. The measurements and assessments shall be made according to BS 4142:1997. No fixed plant and/or machinery serving the development hereby permitted shall come into operation until details of the fixed plant and machinery, and any mitigation measures to achieve the above rating, have been submitted to and approved in writing by Kirklees Council.

Water and drainage

- 17) Unless otherwise agreed in writing by the local planning authority, no building or other obstruction shall be located over or within 3.0 (three) metres either side of the centre line of the water main, which crosses the site.
- 18) No development (excluding demolition) shall take place until details of the separate proposed means of disposal of foul and surface water drainage, to include details of a 30% reduction on surface water run-off rates, and any balancing and off-site works, have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.
- 19) Surface water from vehicle parking and hardstanding areas shall be passed through an interceptor of adequate capacity prior to discharge. Roof drainage shall not be passed through any interceptor.
- 20) Any liquid storage tanks (other than for water) should be located within a bund with a capacity of not less than 110% of the largest tank or largest combined volume of connected tanks.

Waste management

- 21) No development shall take place until a Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority. The SWMP shall include measures, objectives and targets for the reduction, recycling and re-use of waste generated from the operation of the store.

Light pollution

- 22) No development shall take place until a scheme which indicates the measures to be taken for the control of any glare or stray light arising from the operation of any proposed artificial lighting has been submitted to and approved in writing by the Local Planning Authority. These measures shall be implemented before any of the lighting is brought into use and thereafter the artificial lighting shall be operated in accordance with the approved scheme and maintained as such. The scheme shall include the following information:-
 - i) The proposed design level of maintained average horizontal illuminance for the site.

- ii) The predicted vertical illuminance that will be caused by lighting when measured at windows of any properties in the vicinity.
- iii) The proposals to minimise or eliminate glare from the use of the lighting installation.
- iv) The proposed hours of operation of the lighting.

Retail floorspace

- 23) The net sales area of the store hereby permitted shall not exceed 6,860sqm. The net sales area is defined as the sales area within the building (i.e. all internal areas accessible to the consumer) but excluding lobbies, restaurants/cafes, customer toilets and walkways behind the checkouts. Within the net sales area hereby permitted, no more than 2,275sqm shall be used for the sale of comparison goods and no more than 4,585sqm shall be used for the sale of convenience goods.
- 24) The store hereby permitted will not include a post office, an optician, a dry cleaner, photo processing, or any other in-store concessions apart from a catalogue sales counter and the National Lottery.

Energy

- 25) No development (excluding demolition) shall take place until a scheme has been submitted to and approved in writing by the local planning authority setting out the measures that will minimise carbon dioxide emissions over the lifetime of the development and achieve at least 10% of the expected energy needs of the development from on-site renewable sources of energy, unless that is demonstrated to be impractical in which event the scheme shall make provision for the same proportion of the expected energy needs to be achieved from a mixture of on-site and off-site renewable sources of energy. The scheme shall be implemented as approved.

Parking Management Plan, Travel Plan and Highways Works

- 26) No development shall take place until a scheme detailing the proposed design, construction and stability of all retaining walls adjacent to the public highway, together with a timetable for its implementation, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved scheme and implementation timetable, and the retaining walls shall thereafter be retained during the life of the development.
- 27) No part of the development shall become operational until a Parking Management Plan detailing arrangements for the management and operation of the supermarket car park have been submitted to and approved in writing by the Local Planning Authority. This should include details of monitoring and enforcement of the length of stay. The Parking Management Plan shall be implemented before the development is first brought into use and thereafter retained subject to such amendment as may be agreed in writing by the local planning authority.
- 28) In advance of the completion/implementation of the Full Travel Plan for the development, the development shall be operated in accordance with the details set out in the submitted Interim Travel Plan dated January 2011.
- 29) Within 3 months of the development becoming operational, a Full Travel Plan shall be submitted for the approval in writing of the Local Planning Authority. The Full Travel Plan shall be consistent with the criteria/content of the Interim Travel Plan and the

approved Travel Plan shall be operated from the time of approval for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

- 30) No development (excluding demolition) shall take place until details and phasing all highway works substantially in accordance with the proposals set out in submitted plans, Transport Assessment November 2010, Transport Assessment Addendum January 2011, and to include supporting Safety Audits, have been submitted to and approved in writing by the Local Planning Authority. These highway works shall include the following:
- i) changes to the Southgate / Leeds Road / Northumberland Street junction;
 - ii) changes to the Leeds Road / Old Leeds Road junction;
 - iii) changes to Old Leeds Road / Development site access junction;
 - iv) formation of the servicing access junction off Old Leeds Road;
 - v) changes to the staging and phasing at the Gas Works Street / Leeds Road Gyratory;
 - vi) changes to the Castlegate / Northgate / Lower Fitzwilliam Street junction; and
 - vii) formation of a signalised pedestrian crossing on Leeds Road.

The superstore shall not open for trade until the highway works have been implemented in accordance with the approved details and phasing.

- 31) No development shall take place until details of the scope and programme of a traffic monitoring study at Quay Street, the Turnbridge and Turnbridge Road have been submitted to and approved in writing by the Local Planning Authority. The study shall be delivered within the approved programme and within three months of occupation, unless otherwise agreed in writing with the Local Planning Authority. Any Traffic Regulation Order(s) or works required to facilitate changes to restrict vehicular use of Turnbridge Road, Quay Street or Turnbridge shall be progressed within a timetable to be agreed with the Local Planning Authority.

Demolition and Construction Method Statement

- 32) No development (including demolition) shall take place until a Demolition and Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the demolition and construction. The Statement shall provide for:
- (i) the parking of vehicles of site operatives and visitors;
 - (ii) access routing for demolition and construction traffic and methods of loading and unloading of plant and materials;
 - (iii) storage of plant and materials used in constructing the development;
 - (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - (v) wheel washing facilities and measures to control the emission of dust and dirt during construction;
 - (vi) a site waste management plan for recycling/disposing of waste resulting from demolition and construction works; and
 - (vii) measures for run-off water quality management to prevent adverse impacts on the Sir John Ramsden Canal.

**APPENDIX 2
PUBLICATION DRAFT MIXED USE ALLOCATION**

The site is allocated for mixed use development in the Publication Draft Local Plan. These mixed use allocations allow a degree of flexibility in how they can be developed. Where there is more clarity about the proposed development of specific sites, the indicative capacities for housing and employment are included in the Local Plan's capacity figures. Other uses may be considered on mixed use sites subject to adherence with relevant Local Plan and National planning policies. The reports listed in the site boxes should accompany planning applications submitted on these sites although this is not an exhaustive list.

Site no	MX2101
Site address	Land east of Southgate, Huddersfield
Ownership	Council
Gross site area (Ha)	2.67
Net site area (Ha)	2.67
Constraints	<ul style="list-style-type: none"> • Air quality issues • Site is within an Air Quality Management Area • Site is close to listed buildings • Site is close to a conservation area • Site includes area of archaeological interest • Part/all of the site is within a High Risk Coal Referral Area • Site's connection to the wider town centre currently restricted by the ring road
Proposed allocation	Mixed use
Indicative capacity: Housing	46 dwellings
Indicative capacity Employment (sq m.)	4,656
Reports required	<ul style="list-style-type: none"> • Air Quality Impact Assessment • Heritage Impact Assessment • Pre-determination archaeological assessment • Flood Risk Assessment • Health Impact Assessment • Coal Mining Risk Assessment
Other site specific considerations	<ul style="list-style-type: none"> • The site lies within the Huddersfield Town Centre boundary but outside the primary shopping area • The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy • Residential amenity will need safeguarding through sensitive siting of buildings and landscape buffer areas

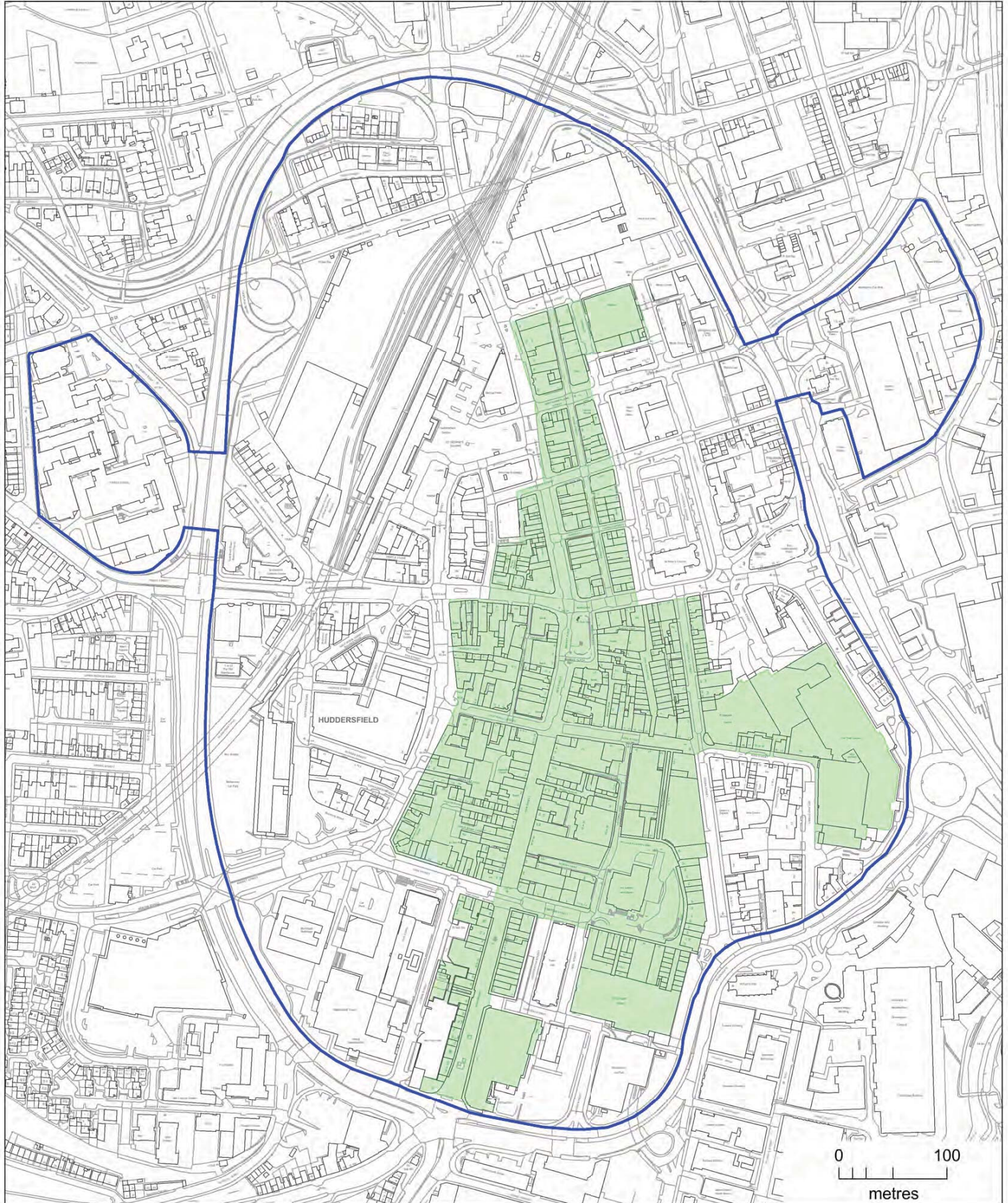
**APPENDIX 3
PUBLICATION DRAFT PRINCIPAL TOWN CENTRE BOUNDARY AND PRIMARY
SHOPPING AREA MAP**

Boundary and Primary Shopping Area

Key

— Principal Town Centre Boundary

■ Primary Shopping Area



APPENDIX 4 PUBLICATION DRAFT POLICY FOR HUDDERSFIELD TOWN CENTRE

Policy PLP 17 of the Publication Draft Local Plan states that Huddersfield town centre will be the principal focus for high quality comparison retail goods within the district, supported by a range of leisure, tourism, office (including high quality grade A office space), and other main town centres uses. Huddersfield town centre will also provide high quality educational facilities and opportunities for town centre living.

Proposals for new development within the town centre will be supported where they:

- a. preserve and enhance the town's cultural and architectural heritage and open spaces, and connections to them;
- b. provide a safe welcoming inclusive destination for people of all ages of the district to visit throughout the day from morning into the evening;
- c. provide space for town centre residential living;
- d. provide opportunities for larger scale individual retail floor plates;
- e. provide, where appropriate, sustainable modes of transport, such as cycle and pedestrian routes, cycle parking and charging points for electric vehicles;
- f. provide space for a range of businesses from small scale start-ups to larger multinational corporations;
- g. create opportunities for the economic development and expansion of the town and the district;
- h. retain and regenerate key historic features of the town centre such as pedestrian arcades, yards and historic listed buildings, both within and outside of the Huddersfield Town Centre Conservation Area;
- i. retain and refurbish traditional shop fronts wherever practicable;
- j. facilitate development and continued evolution of the University of Huddersfield and its Queensgate campus, enhancing its connections with the town centre core; and
- k. provide where appropriate urban green infrastructure such as street trees.

Proposals on the edge of Huddersfield Town Centre which pass the sequential test shall in all instances include enhanced connections to the town centre. Proposals where appropriate shall make them more attractive to pedestrian, cyclists and public transport users, and shall provide appropriate connections and enhancements to convenient pedestrian and cycling routes.

Proposed development schemes along the Leeds Road/St Andrew's Road corridor from the Stadium to the Town Centre shall include enhanced pedestrian and cycling linkages between the Stadium and the Town Centre.

APPENDIX 5

PUBLICATION DRAFT POLICY FOR TOWN CENTRE USES

A. Town centre uses

Policy PLP 13 of the Publication Draft Local Plan states that within Kirklees main town centre uses* shall be located within defined centres as shown on the Policies and Town Centre Maps, and as detailed in the shopping centre hierarchy and then in accordance with the sequential test.

In the shopping centre hierarchy, the defined centre of Huddersfield is at the highest level 1, Principal Town Centre.

Main town centre uses which are appropriate in scale, help to retain an existing centre's market share, and enhance the experience of those visiting the centre and the businesses which operate in that centre, will be supported. In the delivery of services, the scale and type of services expected within a Principal Town Centre are:

- Provide for the shopping needs (particularly for non-food goods) of residents across Kirklees.
- The main focus in Kirklees for the provision of financial and professional services; entertainment; sport, leisure and cultural facilities; further and higher education; and health services.

Proposals that have a significant adverse impact on the vitality and viability of a centre, or compromise the role and function of a centre will not be supported.

Centres shall provide a mix of uses to serve the local community, businesses and visitors to the district. The uses shall complement each another whilst retaining a strong retail core. Centres in Kirklees shall aim to provide a range of uses to support the daytime and evening economy.

All proposals shall be inclusive for all users, and be attractive to pedestrians, cyclists, and public transport users. They shall also conserve and enhance the local character, heritage, green spaces and the public realm where appropriate.

The creation of new Local Centres in areas of significant residential growth or where there are deficiencies in the existing network of centres will be supported, where it can be demonstrated that existing centres cannot be expanded to deliver local services, and subject to the sequential test and impact assessment as set out in B and C below

B. Sequential Test

Proposals which come forward for main town centre uses, which are located outside of the defined centre boundaries, will require the submission of a Sequential Test. For retail proposals this shall be the Primary Shopping Area; for all other main town centre uses this shall be the extent of the centre boundary. Main town centre uses shall be first located in the defined centres, then edge of centre locations, and only if there are no suitable sites shall out of centre locations be considered. For offices and small scale proposals in non urban areas** the sequential approach will not be required for proposals of 150 square metres and under.

All proposals in out of centre locations shall demonstrate:

- the business model for the development and appropriate catchment that the business would seek to serve in accordance with the Shopping Centre Hierarchy;
- an extensive audit trail of any sequentially preferable sites that have been discounted and robust justification given;
- any regeneration or economic benefits brought forward by the development;
- appropriate access/improvements to access by all travel modes, in particular by public transport, safe and convenient pedestrian and cycling routes, and provision of an appropriate level of vehicular and cycle parking; and
- connectivity to surrounding defined centres, and appropriate enhancements to these linkages.

The scope and content of any Sequential Test shall be agreed with the council and shall be reflective of the scale, role and function of the proposal.

Proposals which fail to pass the sequential test will not be supported.

C. Impact Assessment

An Impact Assessment will be necessary for proposals (including the formation of mezzanine floors) for/or which include retail, leisure and office developments which are not located within a defined centre where:

- the proposal provides a floorspace greater than 500 sq m gross; or
- the proposal is located within 800 metres of the boundary of a Town Centre or District Centre and is greater than 300 sq m gross; or
- the proposal is located within 800 metres of the boundary of a Local Centre and is greater than 200 sq m gross.

The scope and content of any Impact Assessment shall be agreed with the council and shall be reflective of the scale, role and function of the proposal.

Proposals which would have an adverse impact on surrounding centres shall not be supported.

***Main town centre uses** are defined as: retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

****Non urban areas** are defined as areas or land located within the Green Belt.

APPENDIX 6

PUBLICATION DRAFT POLICY FOR RESIDENTIAL USE IN TOWN CENTRES

Policy PLP 15 of the Publication Draft Local Plan states that proposals for residential uses (including student accommodation) within the defined town centres as set out on the Policies Map will be supported subject to:

- a. the protection of primary shopping areas, primary and secondary shopping frontages, and space for other main town centre uses within the defined centre. Residential proposals in these areas shall only be permitted on upper floors, and shall not prejudice existing established uses;
- b. the protection of the character of the centre, and the local street scene. Proposals should retain and enhance the design and heritage features of buildings;
- c. the protection and retention of existing ground floor uses and active frontages both within and outside the primary shopping area;
- d. the protection of the amenity of existing residents and future occupiers of the proposed residential use in accordance with amenity and design policies within the plan, and will in particular consider matters such as privacy, noise and air quality;
- e. the provision of space for the storage of sustainable modes of transport such as bicycles, where appropriate charging points of electric cars, and access to public transport;
- f. the provision of space for vehicular parking which is appropriate to the scale of the proposal, particularly where it would otherwise cause highway and pedestrian safety concerns;
- g. provision of affordable housing in accordance with policies set out in the Local Plan; and
- h. the provision of refuse storage and collection.

APPENDIX 7 PUBLICATION DRAFT POLICY FOR EFFICIENT AND EFFECTIVE USE OF LAND AND BUILDINGS

Policy PLP 7 of the Publication Draft Local Plan states that to ensure the best use of land and buildings, proposals should encourage:

- a. the efficient use of previously developed land in sustainable locations provided that it is not of high environmental value;
- b. the reuse or adaptation of vacant or underused properties;
- c. giving priority to despoiled, degraded, derelict and contaminated land provided that it is not of high environmental value;
- d. allowing the opportunity for access to adjoining undeveloped land so it may subsequently be developed.

Housing density should ensure efficient use of land, in keeping with the character of the area and the design of the scheme:

- a. developments should achieve a net density of at least 35 dwellings per hectare, where appropriate;
- b. higher densities will be sought in principal town centres and in areas close to public transport interchanges;
- c. lower densities will only be acceptable if it is demonstrated that this is necessary to ensure the development is compatible with its surroundings, development viability would be compromised, or to secure particular house types to meet local housing needs;
- d. more detailed density requirements may be set out in area actions plans, neighbourhood plans, supplementary planning documents and development briefs, where appropriate.

APPENDIX 8 PUBLICATION DRAFT POLICY FOR HOUSING MIX AND AFFORDABLE HOUSING

Policy PLP 11 of the Publication Draft Local Plan requires that all proposals for housing, including those affecting the existing housing stock, will be of high quality and design and contribute to creating mixed and balanced communities in line with the latest evidence of housing need.

All proposals for housing must provide a broad mix of housing suitable for different household types which reflect changes in household composition in Kirklees in the types of dwelling they provide, taking into account the latest evidence of the need for different types of housing. This includes consideration of provision for those with specialist needs. For schemes of more than 10 dwellings or those of 0.4ha or greater in size, the housing mix should specifically reflect the proportions of households that require housing and achieve a mix of house size and tenure. This should include design elements that ensure buildings are suitable or can be adapted to meet the needs of people needing specialist accommodation at present and into later life. The council will encourage proposals for custom/self-build homes where consistent with other policies in the Local Plan.

Taking into account the annual overall shortfall in affordable homes*, the council will negotiate with developers for the inclusion of an element of affordable homes in planning applications for housing developments of more than 10 homes, including proposals involving self-contained residential units. The proportion of affordable homes should be at least 20% of the total units on market housing sites. The proportion may be less where viability evidence demonstrates that there are development costs which would otherwise prejudice the implementation of the proposal. Achievement of a higher proportion of affordable housing on sites will be encouraged.

The affordable homes should be incorporated within the development but where justified, a financial contribution of at least equal value may be accepted to provide affordable homes elsewhere or to re-use or improve the existing housing stock.

The affordable housing provision should:

- a. cater for the type of affordable need identified in the latest housing evidence in terms type, tenure, and suitability to meet the needs of specific groups;
- b. incorporate appropriate arrangements to retain the benefits of affordability for initial and subsequent occupiers or for the subsidy to be recycled for alternative affordable housing provision; and
- c. be indistinguishable from market housing in terms of achieving the same high quality of design.

Exceptionally, planning permission may be granted for affordable homes in small freestanding settlements on land which would not normally be permitted for housing development, where there is otherwise little prospect of meeting robustly evidenced local needs particularly for housing to rent by people who work locally. Such schemes must include arrangements for the homes to remain affordable in perpetuity.

***Affordable housing** is defined as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

APPENDIX 9 PUBLICATION DRAFT POLICY FOR SUPPORTING SKILLED AND FLEXIBLE COMMUNITIES AND WORKFORCE

Policy PLP 9 of the Publication Draft Local Plan states that the council will work with partners to accelerate economic growth through the development of skilled and flexible communities and workforce in order to underpin future economic growth to deliver the Kirklees Economic Strategy.

Wherever possible, proposals for new development will be required to contribute to the creation of local employment opportunities with the aim of increasing wage levels and to support growth in the overall proportion of local residents in education or training. Applicants should reach an agreement with the council about measures to achieve this, which could include: provision of specific training and apprenticeships that are related to the proposed development or support other agreed priorities for improving skills and education in Kirklees or the creation of conditions to support a higher performing workforce, increasing productivity and the in work progression of employees.

To contribute to skills development, the council will support development which relates to the operational needs of and/or expansion of all of the district's higher, further and specialist education establishments including the University of Huddersfield and Kirklees College.

Ancillary and related uses will also be supported providing it can be demonstrated that such uses are:

- a. genuinely linked to the education establishment and its operations;
- b. in locations where they are compatible with the surrounding land uses;
- c. in accessible locations which minimise the need to travel;
- d. where it does not conflict with the plan's town centre policies or other relevant policies.

Where appropriate any new or proposed extensions to existing campuses should be guided by a comprehensive, up to date strategy and masterplan.

APPENDIX 10 PUBLICATION DRAFT POLICY FOR EDUCATIONAL AND HEALTH NEEDS

Policy PLP 49 of the Publication Draft Local Plan states that where the scale of development proposed may impact on education and health provision, the council will actively work with applicants to resolve key planning issues in advance of a planning application being submitted.

The need for the provision of additional school places will be a material consideration when proposals for new housing development are considered. Developers should work with the council at the earliest opportunity to ensure the phasing of development and appropriate mitigation is identified in a timely manner to ensure education provision can be secured.

Proposals for new or enhanced education facilities will be permitted where:

- a. they will meet an identified deficiency in provision;
- b. the scale, range, quality and accessibility of education facilities are improved;
- c. they are well related to the catchment they are intended to serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport.

Proposals for new or enhanced healthcare facilities will be permitted where:

- a. the scale and location is appropriate for the catchment;
- b. there is a need for a new healthcare facility, particularly in relation to the spatial development strategy;
- c. they are well related to the catchment they will serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport;

APPENDIX 11 PUBLICATION DRAFT POLICY FOR COMMUNITY FACILITIES AND SERVICES

Policy PLP 48 of the Publication Draft Local Plan states that community facilities should be provided in accessible locations where they can minimise the need to travel or they can be made accessible by walking, cycling and public transport. This will normally be town, district or local centres.

Proposals will be supported for development that protects, retains or enhances provision, quality or accessibility of existing community, education, leisure and cultural facilities that meets the needs of all members of the community.

Where community facilities are provided as an integral part of a development, they should wherever possible be within adaptable mixed-use buildings.

Proposals which involve the loss of valued community facilities such as shops, public houses and other facilities of value to the local community will only be permitted where it can be demonstrated that:

- a. there is no longer a need for the facility; or
- b. its current use is no longer viable; or
- c. there is adequate alternative provision in the locality to serve the local community which is in an equally accessible location; or
- d. an alternative facility of equivalent or better standard will be provided, either on-site or equally accessible;

In all instances, the following must be demonstrated that:

- a. all options for their continuance have been explored, including any scope for alternative community uses; and
- b. any assets listed on a Community Asset Register have satisfied the requirements under this obligation.

APPENDIX 12 PUBLICATION DRAFT POLICY FOR NEW OPEN SPACE

Under Policy PLP 63 of the Publication Draft Local Plan, the council will seek to secure well-designed new and improved open space, sport and recreation facilities in the district to encourage everyone in Kirklees to be as physically active as possible and promote a healthy lifestyle for all.

New housing developments will be required to provide or contribute towards new open space or the improvement of existing provision in the area, unless the developer clearly demonstrates that it is not financially viable for the development proposal.

In determining the required open space provision, the council will have regard to the type of housing proposed and the availability, quality and accessibility of open space provision in the area assessed in accordance with the council's district wide open space standards. The provision of playing pitches will also be considered. This analysis will help determine the need for new on-site or off-site provision, enhancement of existing provision and/or a financial contribution.

In areas where existing open space provision is insufficient to meet local needs, provision of new open space on-site would be preferred to meet the needs of the development. Where this not viable the expansion or improvement of existing open space provision in the area will be sought and the co-location of open space, sport and recreation facilities will be encouraged. Open space provided on-site should be designed to complement existing facilities in the area and to allow for informal children's play through good quality landscape design.

In areas where existing provision is sufficient to meet local needs, new open space can be provided on-site for amenity purposes and to achieve a well-designed scheme. New provision should complement existing facilities in the vicinity and enhance the natural landscape and environment.

The council will support proposals that provide a sustainable and community led approach to the management and maintenance of public open spaces to encourage local communities to take an active role in looking after public open spaces near where they live.

APPENDIX 13 PUBLICATION DRAFT POLICY FOR FOOD AND DRINK USES AND THE EVENING ECONOMY

Policy PLP 16 of the Publication Draft Local Plan states that proposals for food and drink, licensed entertainment and associated proposals will be supported, provided they are located within a defined centre, and subject to:

- ensuring the concentration of food and drink and licensed entertainment uses are not located in a particular centre or part of a centre where they would result in harm to the character, function, vitality and viability of the centre, either individually or cumulatively.

In order to assess the potential harm of food and drink and licensed entertainment proposals on a centre, the following criteria will be considered with a planning application:

- a. the number, distribution and proximity of other food and drink uses, including those with unimplemented planning permission in a particular centre;
- b. the impacts of noise, general disturbance, fumes, smells, litter and late night activity, including those impacts arising from the use of external areas;
- c. the potential for anti-social behaviour to arise from the development, having regard to the effectiveness of available measures to manage potential harm through the use of planning conditions and / or obligations;
- d. the availability of public transport, parking and servicing;
- e. highway safety;
- f. the provision of refuse storage and collection; and
- g. the appearance of any associated extensions, flues and installations.

Proposals for food and drink uses and licensed entertainment uses located outside of defined centres will also require the submission of a Sequential Test and Impact Assessment.

APPENDIX 14

PUBLICATION DRAFT POLICY FOR STRATEGIC TRANSPORT INFRASTRUCTURE

Policy PLP 19 of the Publication Draft Local Plan states that the ability to move goods and people is particularly important given the district's strategic position on the national motorway and rail networks, its links with regional facilities such as airports/ports and its central position between the Leeds, Sheffield and Manchester City regions. This gives the district a distinct locational advantage. Efficient access for goods and services is also a key factor in supporting the vitality of urban areas. The aim is to achieve a balanced and integrated transport network which makes the most efficient and effective use of road, rail and public transport.

1. The Council is committed to ensuring that new developments have safe and convenient access to the West Yorkshire Key Route Network where possible, the main arterial routes and the West Yorkshire Core Bus Network that connect the region. Development will be strategically placed along core networks where available and the developing core cycle network, all of which will be improved and maintained where possible to reduce congestion and reliance on the private car;
2. Proposals will be encouraged where they assist to bring forward strategic transport infrastructure where possible, particularly where they would directly benefit from these schemes;
3. Proposals that may prejudice the future development of the following will not be permitted:
 - strategic transport infrastructure;
 - identified highway improvements;
 - traffic management schemes;
 - proposed public transport facilities, including the improvement of existing rail stations and rail corridors and walking and cycling infrastructure; and
 - strategic cross boundary schemes.
4. National, regional and local transport schemes are identified on the Policies Map and listed below:
 - TS1 A62/A644 Huddersfield to M62 J25
 - TS2 New Motorway junction 24a on M62
 - TS3 Huddersfield Southern Gateways
 - TS4 A629 Halifax Road (Huddersfield to Halifax Corridor)
 - TS5 Mirfield to Dewsbury to Leeds and North Kirklees Growth Zone
 - TS8 Highway Network Efficiency Programme
 - TS9 Public Transport Improvement Schemes
 - TS10 Walking and Cycling Improvement Schemes
 - TS11 Strategic Road Network Improvements
5. The Council will safeguard land to ensure these schemes can be delivered. Detailed transport schemes that require planning permission will have regard to the constraints and considerations as set out in Local Plan such as impact on designated heritage assets and any other environmental impacts.

APPENDIX 15 PUBLICATION DRAFT POLICY FOR CORE WALKING AND CYCLING NETWORK

Policy PLP 23 of the Publication Draft Local Plan states that the core walking and cycling network as shown on the Policies Map will provide an integrated system of cycle routes, public footpaths and bridleways that provide opportunity for alternative sustainable means of travel throughout the district and provide efficient links to urban centres and sites allocated for development in the local plan.

The core cycling and walking network will be safeguarded and extended to provide opportunities to reduce the number of car journeys and to link settlements, employment sites and transport hubs. The safeguarding of the network will also provide further opportunities for leisure uses, cycling, walking and riding in the countryside by linking to existing bridleways and national trails where appropriate.

Disused railway lines and waterways throughout the district shall be protected from other forms of development to safeguard their potential to be reinstated to their former use for commercial or leisure purposes or to extend the cycling or footpath networks.

Proposals that may prejudice the function, continuity or implementation of the core walking and cycling network will not be permitted.

Proposals shall seek to integrate into existing and proposed cycling and walking routes as identified in the core walking and cycling network by providing connecting links where appropriate; and regard shall also be had to linking to Strategic Green Infrastructure networks as identified on the Policies Map.

Where there is an identified need, extensions or enhancements to the existing network can be secured through scheme design, planning conditions and planning obligations if this does not prejudice the overall viability of the development.

APPENDIX 16 PUBLICATION DRAFT POLICY FOR SUSTAINABLE TRAVEL

Under Policy PLP 20 of the Publication Draft Local Plan, new development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel plans will be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

Proposals for new development shall be designed to encourage sustainable modes of travel and will be required to facilitate the needs of the following user hierarchy:

- a. pedestrians
- b. cyclists
- c. public transport
- d. private vehicles

For larger schemes, proposals will:

- a. be supported by travel plans which encourage the use of public transport, cycling and walking, where appropriate;
- b. address how the hierarchy of users have been taken into account during the master planning/design process and how links have been utilised to encourage connectivity;
- c. provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.

APPENDIX 17 PUBLICATION DRAFT POLICY FOR HIGHWAY SAFETY AND ACCESS

Policy PLP 21 of the Publication Draft Local Plan requires that proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will not be permitted if it materially adds to highway safety problems or in the case of development which will generate a substantial amount of trip generation, cannot be served by the existing highway network.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
- b. in locations where development is otherwise considered acceptable, infrastructure or improvements on or off site may be required to ensure safe access from the highway network to the development site for pedestrians or disabled people, cyclists, public transport users, and private vehicles which will not materially add to highway safety problems or reduce the efficiency of the highway network;
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;
- f. take into account access for emergency, service and refuse collection vehicles;
- g. have provision for electric vehicle charging points within the site layout;
- h. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

APPENDIX 18 PUBLICATION DRAFT POLICY FOR PARKING

Policy PLP 22 of the Publication Draft Local Plan states that the provision of parking will be based on the following principles:

- a. in town centres, car parks close to the main shopping area will be for short-stay use and peripheral car parks for long stay use;
- b. long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;
- c. provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted, appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;
- d. provision of residential parking schemes within town centres for private vehicles/motorcycles/and cycles will be permitted; where appropriate and where schemes can be shown to enhance residential developments in the town centre;
- e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;
- f. new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;
- g. provision will be made to meet the needs of cyclists for cycling parking in new developments;
- h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.

**APPENDIX 19
UNITARY DEVELOPMENT PLAN PARKING STANDARDS**

The standards in the Kirklees Unitary Development Plan establish the maximum level of car parking generally allowable. Lower levels of provision will be appropriate where the proposed use can still operate effectively or the developer wishes to provide less spaces, unless there will be significant adverse consequences for road safety or traffic management. Standards relate to gross floor area except where otherwise specified. *Note:* The Use Class references in the UDP pre-date the most recent amendment to the Town and Country Planning (Use Classes) Order1987.

USE CLASS A1: SHOPS		
1 Customer parking Town centre and neighbourhood shops (up to 150 sq. m. approx.) Supermarkets: < 5,000 sq. m. > 5,000 sq. m. Large comparison shops (non-food retail stores) DIY stores Garden centres	<i>1 space per:</i> 30 sq. m. 12 sq. m. 15 sq. m. 15 sq. m. 20 sq. m. 25 sq. m.	
2 Staff parking	<i>1 space per:</i> 100 sq. m.	In town centres this standard will be replaced by the operational minimum requirement
3 Service vehicle parking < 5,000 sq. m. 5,000 – 10,000 sq. m. > 10,000 sq. m.	<i>1 space per:</i> 500 sq. m. 750 sq. m. 1,000 sq. m.	
4 Cycle parking	1 space plus 1 per 500 sq. m.	
USE CLASS A2: FINANCIAL AND PROFESSIONAL SERVICES		
1 Customer parking	<i>1 space per:</i> 15 sq. m.	
2 Staff parking	<i>1 space per:</i> 30 sq. m.	In town centres this standard will be replaced by the operational minimum requirement
3 Cycle parking	1 space plus 1 per 300 sq. m.	

USECLASS A3: FOOD AND DRINK		
1 Customer parking	<i>1 space per:</i> 4 sq. m.	(of public floor area)
But in areas with poor accessibility to public transport	2 sq. m.	(of public floor area)
2 Staff parking	<i>1 space per:</i> 3 staff	In town centres this standard will be replaced by the operational minimum requirement
3 Cycle parking	<i>1 space per:</i> 40 sq. m.	(of public floor area)
USE CLASS B1: BUSINESS		
1 Car parking	<i>1 space per:</i>	
a) Offices		
i) in town centres and locations with good public transport accessibility	minimum operational requirement	
ii) in locations with medium public transport accessibility	25 sq. m.	
iii) in locations with poor public transport accessibility	20 sq. m.	
2 Cycle parking	<i>1 space per:</i> 300 sq. m.	
USE CLASS C1: HOTELS, MOTELS AND GUEST HOUSES		
1 Guest parking	<i>1 space per:</i> bedroom	Other facilities will be subject to relevant standards, e.g. for restaurant see class A3
2 Staff parking	<i>1 space per:</i> 3 staff	In town centres this standard will be replaced by the operational minimum requirement
3 Cycle parking	<i>1 space per:</i> 15 bedrooms	

USE CLASS C2: RESIDENTIAL INSTITUTIONS		
A) Hospitals	<i>1 space per:</i>	
1 Outpatient/visitor parking	2 beds	In town centres this standard will be replaced by the operational minimum requirement
2 Staff parking	3 staff plus 1 per doctor	
3 Cycle parking	40 beds	
B) Nursing/residential homes	<i>1 space per:</i>	
1 Resident/visitor parking	6 beds	In town centres this standard will be replaced by the operational minimum requirement
2 Staff parking	3 staff	
3 Cycle parking	10 staff	
USE CLASS C3: RESIDENTIAL		
1 Resident parking	<i>spaces per unit:</i>	
Houses <140 sq. m.	2	Conversions in town centres, e.g. above shops, should provide parking at the operational minimum level
Houses >140 sq. m.	3	
Affordable housing		
Houses <110 sq. m.	1	
Houses >110 sq. m.	2	
Flats		Development served by informal roads should include 1 space for visitor parking per 4 units
Bedsits	0.5	
1 bedroom	1	
2 bedroom or > 70 sq. m.	1.5	
Sheltered housing	0.25 plus 1 per resident staff	
2 Cycle parking	<i>spaces per unit:</i>	
	1	

USE CLASS D1: NON-RESIDENTIAL INSTITUTIONS

A) Education		
1 Visitor parking Day nurseries/playgroups Schools Colleges of Further Education	<i>1 space per:</i> 6 children classroom or 30 students 4 full time students plus 1 per 3 part time	Space for parents to drop off and collect children and for school buses will be required Shared use of school facilities may give rise to the need for additional parking provision
2 Staff parking	<i>1 space per:</i> 3 staff	In town centres this standard will be replaced by the operational minimum requirement
3 Cycle parking	<i>1 space per:</i> 20 students	
B) Medical – doctors, dentists, vets etc.		
1 Visitor parking	<i>4 spaces per:</i> consulting room	
2 Staff parking	<i>1 space per:</i> doctor or equivalent plus 1 per 3 other staff	In town centres this standard will be replaced by the operational minimum requirement
3 Cycle parking	<i>1 space per:</i> 10 staff	
C) Public halls, community centres, places of worship		
1 Visitor parking	<i>1 space per:</i> 5 seats or per 25 sq. m.	
2 Staff parking	<i>1 space per:</i> 3 staff	In town centres this standard will be replaced by the operational minimum requirement
3 Cycle parking	<i>1 space per:</i> 40 sq. m.	

USE CLASS D2: LEISURE AND ASSEMBLY		
A) Cinemas, concert halls (including theatres) and sports arenas		
1 Visitor (audience) parking	<i>1 space per:</i> 4 seats	(1) In town centres the standards for staff parking will be replaced by the operational minimum requirement
2 Staff parking (1)	<i>1 space per:</i> 3 staff	
3 Cycle parking	<i>1 space per:</i> 100 seats	
B) Dance halls/discotheques		
1 Visitor parking	<i>1 space per:</i> 10 sq. m.	(1) In town centres the standards for staff parking will be replaced by the operational minimum requirement
2 Staff parking (1)	<i>1 space per:</i> 3 staff	
3 Cycle parking	Not normally required	
C) Leisure centres, bowling alleys		
1 Visitor parking	<i>1 space per:</i> 2 patrons	(1) In town centres the standards for staff parking will be replaced by the operational minimum requirement
2 Staff parking (1)	<i>1 space per:</i> 3 staff	
3 Cycle parking	<i>1 space per:</i> 40 sq. m.	

**APPENDIX 20
PUBLICATION DRAFT POLICY FOR PROTECTION AND IMPROVEMENT OF LOCAL
AIR QUALITY**

Policy PLP 51 of the Publication Draft Local Plan states that:

1. Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people.
2. Proposals that have the potential to increase local air pollution either individually or cumulatively must be accompanied by evidence to show that the impact of the development has been assessed in accordance with the relevant guidance. Development which has the potential to cause levels of local air pollution to increase to unsafe levels must incorporate sustainable mitigation measures that reduce this impact to a safe level. If sustainable measures cannot be introduced the development will not be permitted.
3. Where the development introduces new receptors into Air Quality Management Areas or Areas of Concern or near other areas of relatively poor air quality, for example near roads or junctions, the development must incorporate sustainable mitigation measures that protect the new receptors from unacceptable levels of air pollution. Where sustainable mitigation measures cannot be introduced which prevent receptors from being exposed to unsafe levels of air pollution, development will not be permitted.

**APPENDIX 21
PUBLICATION DRAFT POLICY FOR PROTECTION AND IMPROVEMENT OF
ENVIRONMENTAL QUALITY**

Policy PLP 52 of the Publication Draft Local Plan states that proposals which have the potential to increase pollution from noise, vibration, light, dust, odour, shadow flicker, chemicals and other forms of pollution or to increase pollution to soil or where environmentally sensitive development would be subject to significant levels of pollution, must be accompanied by evidence to show that the impacts have been evaluated and measures have been incorporated to prevent or reduce the pollution, so as to ensure it does not reduce the quality of life and well-being of people to an unacceptable level or have unacceptable impacts on the environment.

Such developments which cannot incorporate suitable and sustainable mitigation measures which reduce pollution levels to an acceptable level to protect the quality of life and well-being of people or protect the environment will not be permitted.

Where possible, all new development should improve the existing environment.

APPENDIX 22 PUBLICATION DRAFT POLICY FOR DRAINAGE

In Policy PLP 28 of the Publication Draft Local Plan, the presumption is that Sustainable Drainage Systems (SuDS) will be used to assist in achieving the following on each site:

- a. for proposals on greenfield sites, typical greenfield run-off rates should not be exceeded;
- b. for proposals on brownfield sites there should be a minimum 30% reduction in surface water run-off where previous positive surface water connections from the site can be proven. New connections will be subject to at least greenfield restrictions;
- c. no negative impact on local water quality and improvements in water quality where practicable;
- d. consider whether proposed open spaces and green infrastructure within sites can contribute to the sustainable drainage of the site.

Local conditions including the existence of critical drainage areas may require a lower run-off rate to be agreed to reflect volume control, local surface water risks, water course capacity and flood risk further downstream.

There will be a general presumption against pumping surface water. It must also be demonstrated that the surface water management solution is designed to meet requirements over the lifetime of the development including evidence that management and maintenance arrangements have been secured to cover that period. This includes ensuring proposals to store water meet national standards and latest best practise.

Flow paths accommodating water from outside the site or due to an exceedance event should be designed to avoid buildings and curtilages.

Development will only be permitted if it can be demonstrated that the water supply and waste water infrastructure required is available or can be co-ordinated to meet the demand generated by the new development.

APPENDIX 23 PUBLICATION DRAFT POLICY FOR DESIGN

Policy PLP 24 of the Publication Draft Local Plan requires that good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Development briefs, design codes and masterplans should be used to secure high quality, accessible, inclusive and safe design, where applicable. Where appropriate and in agreement with the developer schemes will be submitted for design review.

Proposals should promote good design by ensuring:

- a. the form, scale, layout and details of all development respects and enhances the character of the townscape, and important views and vistas;
- b. they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;
- c. extensions are subservient to the original building, are in keeping with the existing building in terms of scale, materials and details and minimise the impact on residential amenity of future and neighbouring occupiers;
- d. high levels of sustainability through:
 - i. the re-use and adaptation of existing buildings where practicable;
 - ii. design that promotes behavioural change, promoting walkable neighbourhoods and making walking and cycling more attractive;
 - iii. using innovative construction materials and techniques, including reclaimed and recycled materials;
 - iv. minimising resource use in the building by orientating buildings to utilise passive solar design, incorporating vegetation and tree planting to assist heating and cooling and providing for the use of renewable energy;
 - v. encouraging the use of electric and low emission vehicles by providing charging points;
 - vi. incorporating adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste;
 - vii. designing buildings that are resilient and resistant to flood risk, where such buildings are acceptable in accordance with flood risk policies and through incorporation of multi-functional green infrastructure where appropriate;
 - viii. designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.

- e. the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;
- f. the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;
- g. any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks;
- h. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks;
- i. the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits; and
- j. the provision of public art where appropriate.

APPENDIX 24

PUBLICATION DRAFT POLICY FOR MASTERPLANNING SITES

Policy PLP 5 of the Publication Draft Local Plan stipulates that masterplans must involve all relevant stakeholders, including the council, landowners, developers, the local community, service providers and other interested parties. Masterplans will be developed in consultation with the council prior to the submission of a planning application.

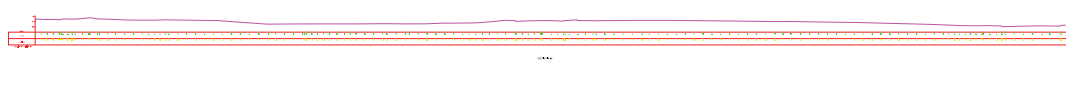
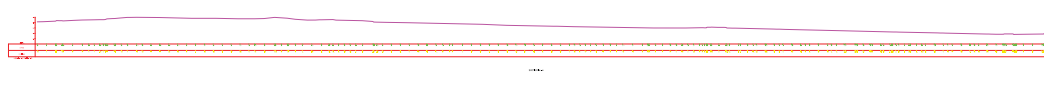
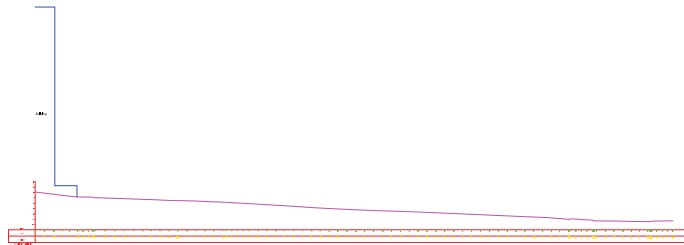
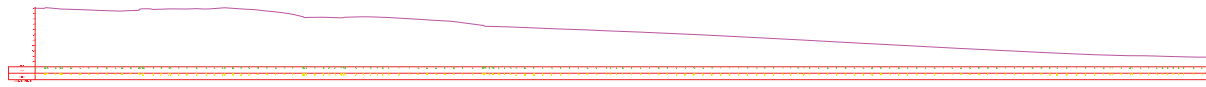
Masterplans will be expected to achieve the following (proportionate to the scale of development):

- a. an indicative development layout and phasing and implementation plan;
- b. high standards of design that respect the character of the landscape, heritage, adjacent and nearby settlements and built development, reflecting the urban to rural transition with appropriate boundary treatment;
- c. make effective use of the site through the application of appropriate densities in terms of scale, height and massing, and its relationship to adjoining buildings and landscape;
- d. create a strong sense of place, ensuring the proposed development makes a positive contribution to local character and distinctiveness;
- e. plan for integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion;
- f. reduce the need for car use and encourage sustainable modes of travel, including provision for public transport, cycle routes, footpaths and bridleways and electric charging points;
- g. a network of permeable and interconnected streets and public spaces;
- h. measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
- i. timely delivery of physical infrastructure, including sewage connections and fibre optic broadband;
- j. appropriate employment provision and community facilities to serve the new development (e.g. local shops, community halls, schools and health facilities, community sport and fitness provision);
- k. accessible open space to meet identified local needs and/or increase accessibility to existing open spaces;
- l. a green infrastructure strategy, providing an integrated network of green spaces;
- m. appropriate measures to mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change;
- n. assessment of the potential for energy efficient design including renewable energy schemes; and
- o. demonstration of a good understanding and respect for the natural environment, its heritage assets and their setting both within the site and in the wider locality, whether

designated or not, and include details of how the natural environment and heritage assets will be conserved and enhanced.

A management plan must be produced as part of the master-planning process to demonstrate how infrastructure and community assets will be maintained and managed following completion of development.

**APPENDIX 25
TOPOGRAPHICAL DRAWINGS**



Symbol & Abbreviation Key.

	BARBED WIRE FENCE
	POST & RAIL FENCE
	CLOSE BOARD FENCE
	RAILINGS
	CHAINLINK FENCE
	OTHER FENCE
	KERB
	DROPPED KERB
	GULLY CHANNEL
	TOP / BOTTOM OF BANK
	FOLIAGE
	DITCH
	VERGE
	OVERHEAD CABLES
	GATE
	HEDGE
	TREE - BROAD LEAVED
	TREE - CONIFEROUS
	BUSH
	BUILDING
	BOREHOLE
	SURVEY STATION
	ORDNANCE SURVEY BENCHMARK

AC	ARI CONDITIONING UNIT	KO	KERB OFFSET
AV	AR VALVE	LC	LIGHTING COLUMN
BOL	BOLLARD	LP	LAMP POST
BH	BOREHOLE	NP	NAME PLATE
BL	BED LEVEL	NB	NOTICE BOARD
BM	BENCH MARK	PR	FIRE RISER
BT	BRITISH TELECOM	RP	ROOFTOP POINT
CTV	CABLE TV	RS	ROAD SIGN
CL	COVER LEVEL	SP	SEW FOOT
CR	CABLE RISER	SV	STOP VALVE
DP	DOWN PIPE	TL	TRAFFIC LIGHT
ER	EARTH ROSE	TP	TELEGRAPH POLE
EP	ELECTRICITY POLE	TOP	TOP OF FENCE
EM	ELECTRICITY MARKER	TOH	TOP OF HEDGE
FB	FUSE BOX	TOR	TOP OF RAILINGS
FH	FIRE HYDRANT	TOS	SERVICE LEVEL
FP	FENCE POST	TOW	TOP OF WALL
FL	FLOOR LEVEL	UTL	UNLABLE TO LIFT
GV	GAS VALVE	VM	VALVE MARKER
GM	GAS MARKER	VP	VENT PIPE
GU	GULLY	WL	WATER LEVEL
HM	HYDRANT MARKER	WM	WATER MARKER
IL	INVERT LEVEL	WD	WASH OUT


General.
 This survey has been prepared with a scaling accuracy for a plot at a scale of 1:200.
 All tree heights and spreads are approximate. We have tried to identify tree types, however if tree species are difficult to identify then they should be galled.
 Drainage plus data have been measured from the surface. Chamber access has not been gained for safety reasons, therefore data should be regarded as approximate.
 Some detail may have been omitted due to parked vehicles.

Notes.
 Levels related to GPS.
 Based on 100416

INDICATIVE ONLY

Rev	Details of Revision	Drawn	Date

Surveyed	Drawn	Date	Checked	Date	Approved	Date
GD	GD	08/11/16	ROT	08/11/16	ROT	08/11/16



Interlock Surveys Limited
 St. Andrews House
 Radford Semele
 Leamington Spa
 Warwickshire
 CV31 1TF

T: 01926 330123
 F: 01926 330120
 E: Info@interlocksurveys.co.uk

Client.
 KIRKLEES COUNCIL
 FIRST FLOOR, CIVIC CENTRE III
 MARKET STREET
 HUDDERSFIELD
 HD1 2TG

Title.
CROSS SECTIONS
 SOUTHGATE DEVELOPMENT
 HUDDERSFIELD

APPENDIX 26 GREEN STREETS PRINCIPLES

Developers should recognise that the Southgate site is on a strategic location in regards to Huddersfield Town Centre, the ring road and the Huddersfield Broad Canal.

The use of green and blue infrastructure in developments is an intrinsic part of designing in economic resilience and contributing to the aspirations of the Kirklees Smart Corridor.

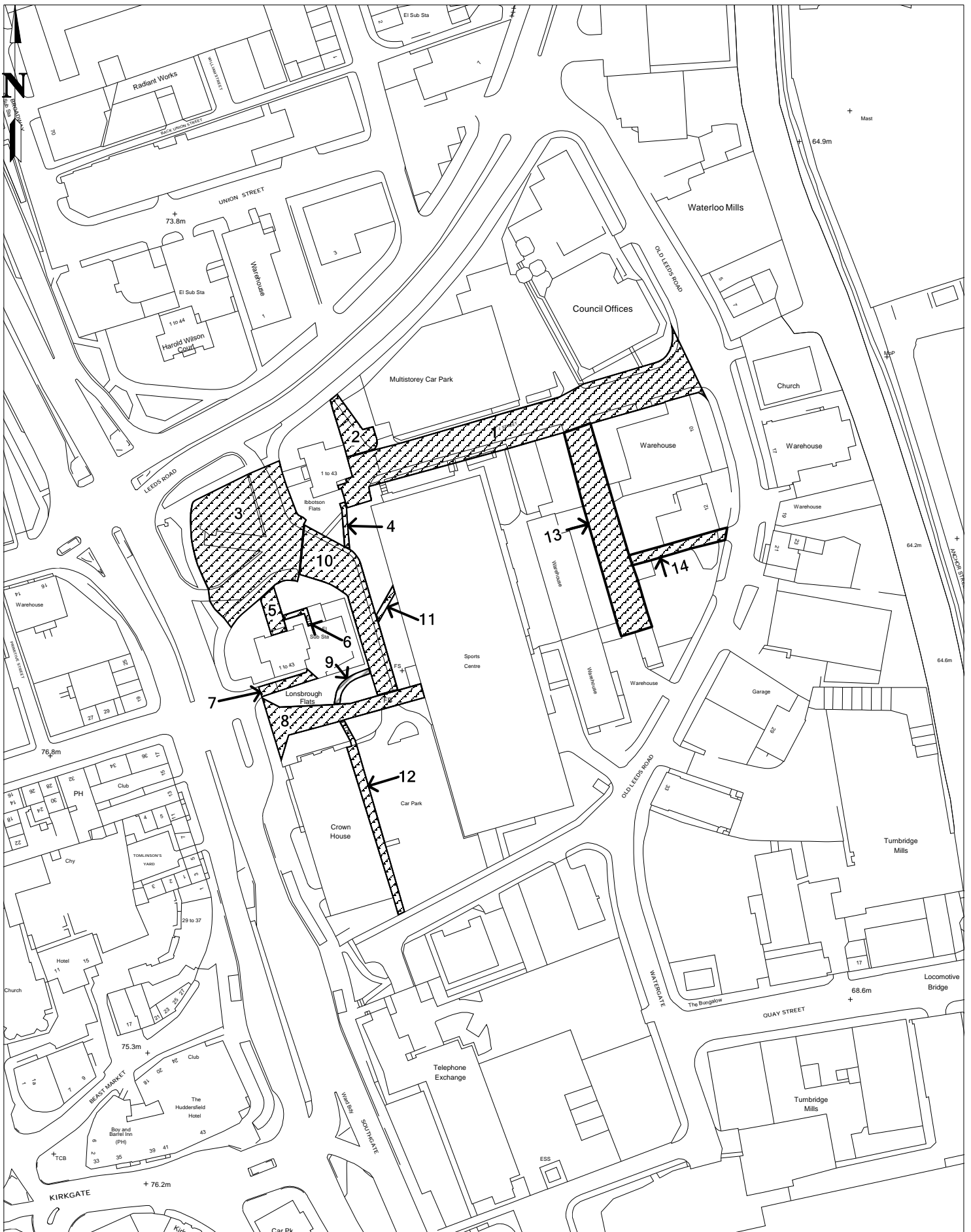
Green Streets principles should be applied in the design of development so that it plays its part in:

- Helping to connect the Town Centre and Broad Canal (the nearest link to the Ecological Habitat Network) with suitably selected and managed urban trees (e.g. Lime) and access routes;
- Contributing to the air quality improvements by planting suitable urban trees alongside the ring road/A62 that are in keeping with Kirklees Council's proposals (being developed) for tree planting along the Ring Road;
- Providing facilities for cyclists and links to the local proposed cycling network should be made with these routes being tree lined. Trees reduce perception of distance and therefore will promote uptake of cycling and walking;
- Promoting retail spend and encouraging a "café culture" by selective use of suitable trees and seating and for evening use, and if viable "starpaths" leading into the town centre;
- Reducing potential surface water flooding issues with Sustainable Drainage Systems (SuDS) used in the drainage design. The latest SUDS manual can be accessed at: [SUS Manual](#)
- Reducing maintenance costs of any green infrastructure used on site by careful design. For example, could groundcover be used instead of grass verges?
- Retaining heat, reducing surface water flooding, and providing some additional biodiversity by use of green roofs (where green roofs are not possible the roofs might be finished white to reflect sunlight back into space).

Developers should note that:

- The trees planted should follow guidelines laid down in BS8545 and principles found in Trees in Hard Landscapes by the Trees Design Action Group: [Trees in Hard Landscapes](#)
- This process will therefore ensure that the trees have suitable sized rooting volumes and the underground architecture to support their growth.
- The species of trees used should be considered with the local authority which is in process of redesigning the tree scape of the ring road.

**APPENDIX 27
STOPPED UP HIGHWAY DRAWING**



**PHYSICAL RESOURCES
& PROCUREMENT**

Plan No: 15-0487b

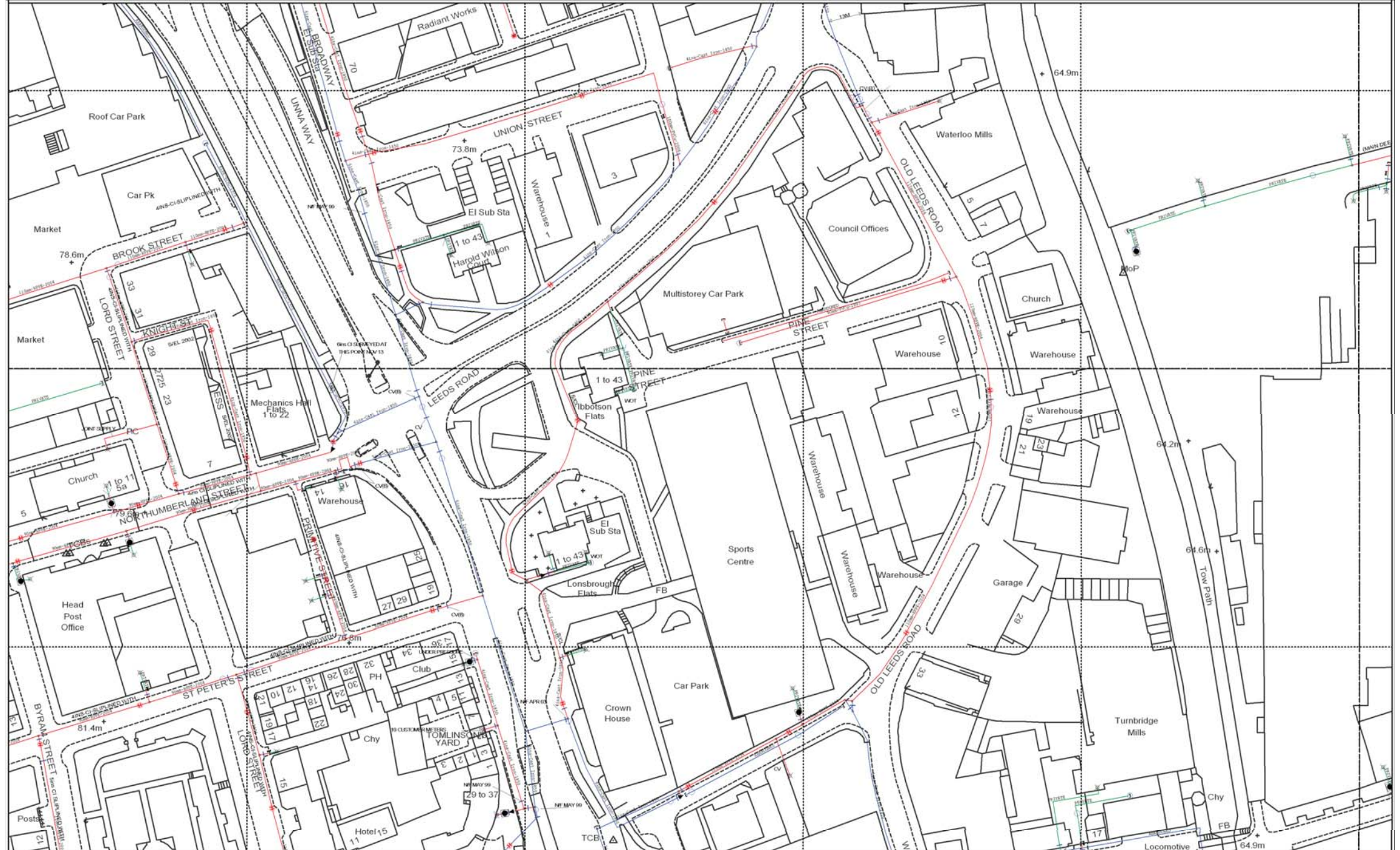
Scale: 1250

Required by:

Produced from/based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. (KMC Licence No: 100019241 Date: 26/02/2016)



APPENDIX 28
YORKSHIRE WATER MAINS SUPPLY DRAWING



Bottom-left: 414514, 416826 Scale: 1250

Map Name : SE1416NE

Notes

Partial Key

- Foul Sewer = F
- Combined Sewer = C
- Surface Water Sewer = SW
- Trade Sewer = TD
- Partially Separate = PS

This plan is furnished as a general guide only and no warranty as to its correctness is given or implied. This plan must not be relied upon in the event of excavations or other works made in the vicinity of public sewers. No house or property connection

Yorkshire Water,
 PO Box 500,
 Halifax Road,
 Bradford BD6 2LZ
 Contact Name :
 Contact Tel :

(C)j Based upon Ordnance Survey map data with the permission of the Controller of Her Majesty's Stationery Office. (c) Crown Copyright. Licence No. 100022432.

Date Req :

Last Data Update 01/12/2015 09:52:00

Source :

APPENDIX 29
YORKSHIRE WATER SEWERS DRAWING



Bottom-left: 414514, 416826 Scale: 1250

Map Name : SE1416NE

Notes

Partial Key

This plan is furnished as a general guide only and no warranty as to its correctness is given or implied. This plan must not be relied upon in the event of excavations or other works made in the vicinity of public sewers. No house or property connection

Yorkshire Water,
PO Box 500,
Halifax Road,
Bradford BD6 2LZ
Contact Name :
Contact Tel :

(C) Based upon Ordnance Survey map data with the permission of the Controller of Her Majesty's Stationery Office. (c) Crown Copyright. Licence No. 100022432.

Foul Sewer = F
Combined Sewer = C
Surface Water Sewer = SW
Trade Sewer = TD
Partially Separate = PS

Yorkshire Water Web Mapping System

Date Req ;

Last Data Update 01/12/2015 09:53:00

Originator: nipi

Source :

**APPENDIX 30
NORTHERN POWERGRID DRAWING**



Northern Powergrid Holdings Company.

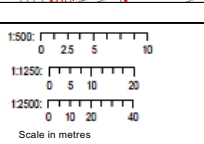
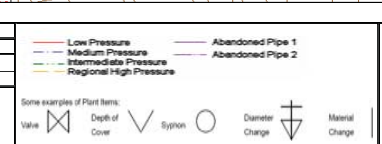
The position of our equipment is shown on this plan as accurately as possible. However, it may have changed since the plan was produced. Therefore, the position of our equipment and those of service cables which may not be shown should be established on site. Electricity cables not owned by Northern Powergrid Holdings Company may be laid in this area and may not be shown on this plan. Where private cables are shown, the information should not be regarded as accurate and should be used for guidance purposes only. In all cases, accurate information should be obtained from the owner of such cables prior to the commencement of work on the site.

Northern Powergrid Holdings Company	Mains Record	16-06-2015
	414646,416762	1:1000

**APPENDIX 31
NORTHERN GAS NETWORKS DRAWING**



Title:
Scale: 1:1250
User ID: Southgate Demolition
Date: 01/12/2015
Grid Ref: 414731,416997
Internal Use Only

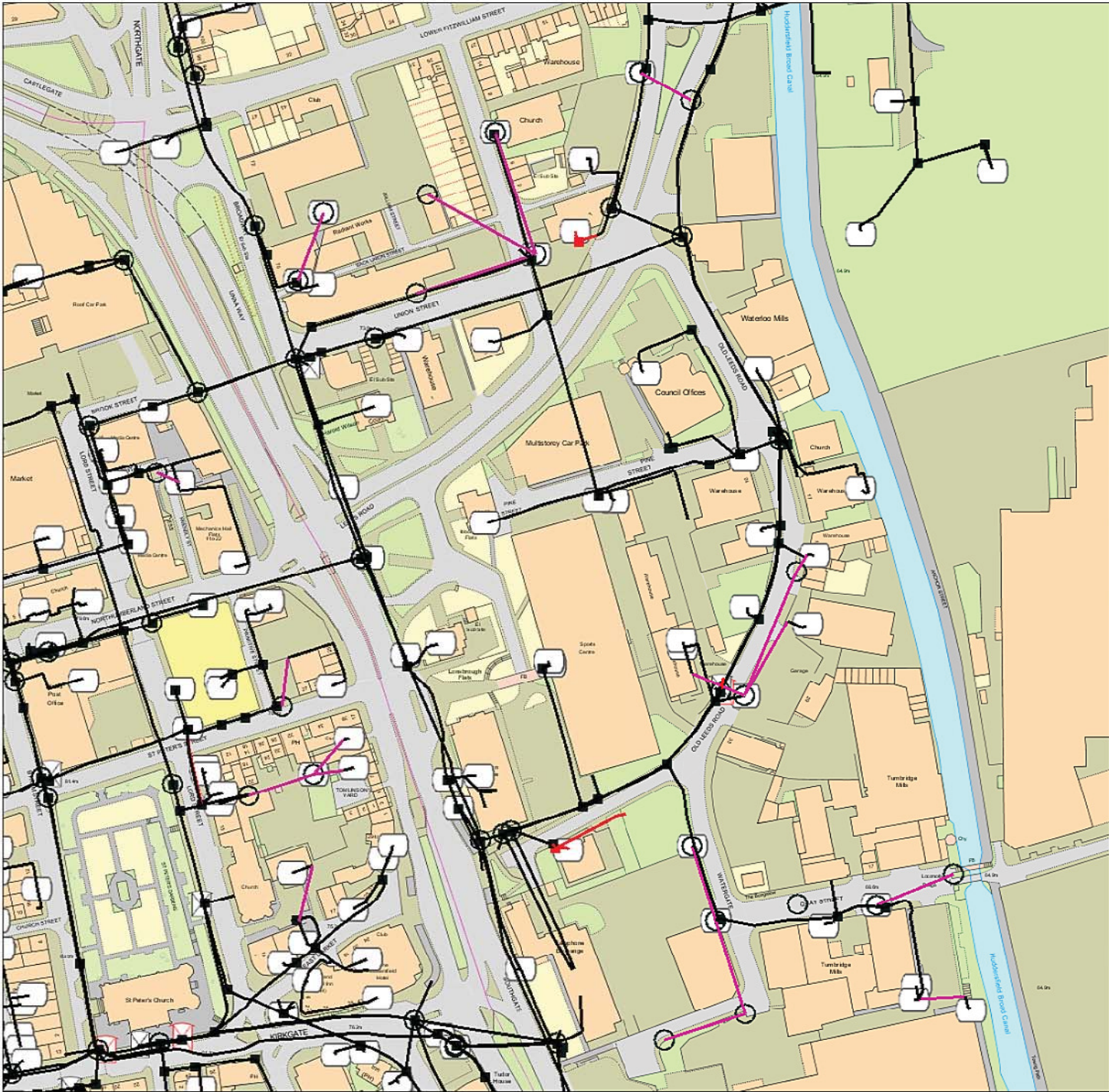


Gas Plan

This plan shows those pipes owned by Northern Gas Networks or the relevant Gas Distribution Network in their roles as Licensed Gas Transporters (GT). Gas pipes owned by other GTs, or otherwise privately owned, may be present in this area. Information with regard to such pipes should be obtained from the relevant owners. The information shown on this plan is given without warranty, the accuracy thereof cannot be guaranteed. Service pipes, valves, syphons, stub connectors, etc. are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Northern Gas Networks, the relevant Gas Distribution Network, or their agents, servants or contractors for any error or omission. Safe digging practices, in accordance with HS(G)47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (either direct labour or contractors) working for you or near gas apparatus. The information included on this plan should not be referred to beyond a period of 28 days from the date of issue.

This plan is reproduced or based on the OS map by Northern Gas Networks, with the sanction of the controller of HM Stationary Office. Crown Copyright Reserved.

APPENDIX 32
BT OPENREACH DRAWING



IMPORTANT WARNING

Information regarding the location of BT apparatus is given for your assistance and is intended for general guidance only. No guarantee is given of its accuracy. It should not be relied upon in the event of excavations or other works being made near to BT apparatus which may exist at various depths and may deviate from the marked route.

DIAL BEFORE YOU DIG

FOR PROFESSIONAL ON SITE ASSISTANCE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS

ADVANCE NOTICE REQUIRED
(Office hours: Monday-Friday 08.00 to 17.00)

Tel: 0800 9173993
E-mail: dbyd@openreach.co.uk
Website: www.dialbeforeyoudig.com

Reproduced from the Ordnance Survey map by BT by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office

KEY TO BT SYMBOLS

	UNDERGROUND PLANT		POLE
	OVERHEAD PLANT		CABINET
	JOINT BOX		BURIED JOINT
	DISTRIBUTION POINT		JOINTING POST
	MANHOLE		PROPOSED U/G
	DP BOUNDARY		PROPOSED O/H
	OTHER BT BOUNDARY		PROPOSED BOX

Other proposed plant is shown using dashed lines. BT symbols not listed above may be disregarded. Existing BT plant may not be recorded. Information valid at the time of preparation.

openreach
a BT Group business

BT Ref : PYJ093061

Map Reference : (centre) SE1476416980

Easting/Northing : (centre) 414764,416980

APPENDIX 33
VIRGIN MEDIA DRAWING



DN:KAA7010:R4

DN:KAA7020:R4

DN:KAA7060:R4

DN:KAA7030:R4

SM:KAA7000:R5
FN:KAA7000:R4

DN:MBNL KKS032:RM
MBNL KKS032:RADIO

NTL HOUSE MINK1 EAS7/8F/1092m
HUDD W-E/KA22-KA023/48F/1870m
HUDD W-E/HE-KA022/48F/1060m
KMC COMPUTER CTR - HUDD HUB/48F/175m
HUDD W-E/KA022

HUDD/KA165-KA166/160F/1845m
HUDD/KA165
HUDD/ODF East 1-KA165/160F/1320m

RICHMOND FLATS/8F/100m
HUDD/KAN8/KA031/96/96F/2070m
HUDD/KA007-KA031/144F/1948m
HUDD/KA004-KA031/48F/48F/1420m
HUDD/KA031
HUDD/KA031-KA(ANP)/144F/1200m
KA031/KA144(GHJ)/144F/1200m
KA031/KA110/48F/48F/1000m

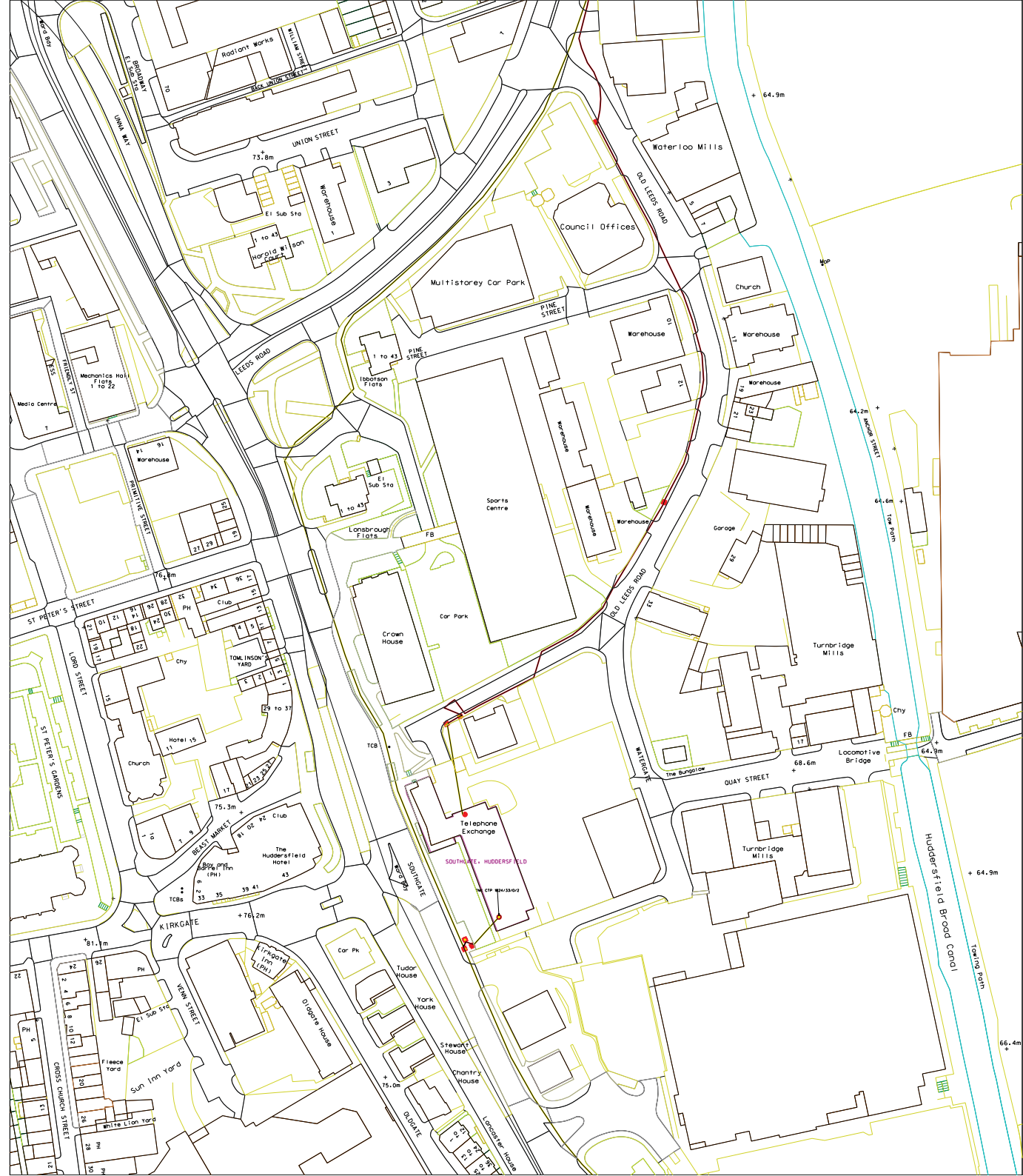
KA031/KA7000/88F/1m
KA031/KA7000/24/24F/1m
KAA037/KA148/48F/1833m

KA022(NTL[E])
TCB

KMC HD1 1SR

Locomotive 64.5

**APPENDIX 34
VODAFONE DRAWING**



**APPENDIX 35
CITY FIBRE/KIRKLEES CORE DRAWING**

**APPENDIX 36
PUBLICATION DRAFT COMMUNITY INFRASTRUCTURE LEVY CHARGING RATES**

The Kirklees Community Infrastructure Levy (CIL) Charging Schedule, when adopted, will establish which types of development are liable for a CIL charge. It will usually apply to those developments that create net additional floor space of 100 square metres or more, or create a new dwelling. Developments built under general consent are also liable to pay CIL. 'General consent' includes permitted development rights granted under the General Permitted Development Order 2015. Payment is due from the point of the commencement of development, and liability will start at the point at which planning permission is granted.

In the Publication Draft CIL Charging Schedule, the Southgate site is shown in CIL Zone 4, and the relevant draft charging rates for CIL are set out below.

Kirklees CIL draft charging rates

	CIL preliminary draft charging rate (per sq m)	
Residential development in Zone 4*	More than 10 units £5	10 units or less £5
Retail warehousing**	£100 district wide	
All other uses	£0	

*Not including 'Retirement Living Accommodation' defined as residential units which are sold with an age restriction typically over 50s/55s with design features and support services available to enable self-care and independent living.

**Retail Warehouse definition: large stores in edge-of-centre and out-of-centre locations specialising in the sale of household goods (such as carpets, furniture and electrical goods), clothes, DIY items and other ranges of goods, catering mainly for car-borne customers.

The Draft Charging Schedule is primarily concerned with the rates proposed rather than the Council's mechanism for allocating the funds. The Publication Draft CIL Charging Schedule also sets out proposed CIL exemption and payment terms, including an instalment policy to spread the cost of CIL payments for developers.

January 2017