
Report of the Head of Planning and Development

STRATEGIC PLANNING COMMITTEE

Date: 24-Feb-2021

Subject: 2020/20447 Pre-application for industrial development Land off Lindley Moor Road, Lindley, Huddersfield, HD3 3SX

APPLICANT

Matthew Robinson

DATE VALID

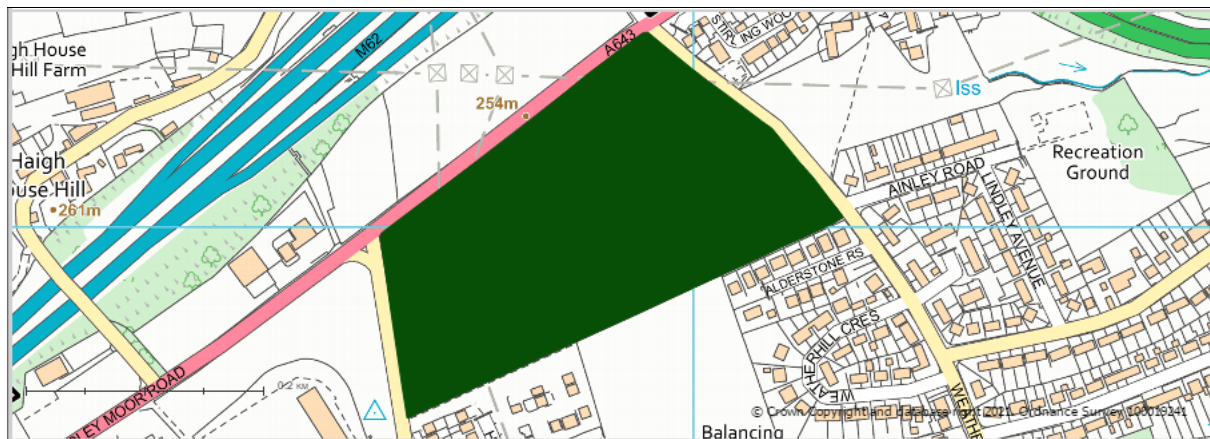
14-Oct-2020

TARGET DATE

10-Nov-2020

EXTENSION EXPIRY DATE

LOCATION PLAN



Map not to scale – for identification purposes only

RECOMMENDATION: That members note the contents of this report for information.

1.0 INTRODUCTION

1.1 This pre-application enquiry is brought to the Strategic Planning Committee to inform members of a potential planning application for a mixed-use scheme at land off Lindley Moor Road, Lindley, Huddersfield.

2.0 SITE AND SURROUNDINGS:

- 2.1 The enquiry site comprises of a parcel of greenfield land that sits between Crosland Road and Weatherhill Road, Lindley. The site consists of some 6.3 hectares of land that is currently used for pasture farming by the applicant. The site sits at the peak of Lindley Moor, with the highest point located to the west of the site and then gradually falling to the east.
- 2.2 The site is bound to the north by Lindley Moor Road, which defines the boundary with Green Belt land beyond. The site is bound to the south by part residential development and part greenfield land. An area of undeveloped land exists to the east of the site along with a number of residential properties. Just to the west of the site is Mac's Trucks, with other commercial units lying further to the west along Lindley Moor Road (Rybrook Jaguar & Land Rover and Lesjöfors Springs).
- 2.3 There are some overhead power lines running across the site along with two associated pylons in the north-western and north-eastern corners of the site. There is also a public right of way that runs parallel to the southern boundary.
- 2.4 The site is part of a larger mixed-use allocation in the Local Plan (MXS3) which is just over 32 hectares in size and is allocated for housing and employment. Much of this allocation has already been built-out under various different planning permissions. The site forms the north eastern corner of the allocation.

3.0 SITE BACKGROUND:

- 3.1 Outline planning permission has previously been approved on the site for employment uses (B1b, B1c, B2, B8) under application reference 2013/93433. All matters were reserved, and it was therefore only the principle of development that was approved at that time.
- 3.2 The Leeds City Region has designated this site as an Enterprise Zone. The site is planned to deliver approximately 22,000 square metres of employment floor space. It has been identified as having an excellent strategic position, as it is centrally located on the East/West M62 motorway link as well as being accessible to the North/South M1 and M6 motorway links.
- 3.3 Funding support through the Combined Authorities Strategic Investment Fund is linked to Enterprise Zone priorities, which is the delivery of employment floorspace in the advanced and innovative manufacturing sectors.
- 3.4 The Enterprise Zone designations run to 2042 although the current programme of funding for assistance with development costs ends on 31st March 2021. Benefits for end users of Enterprise Zone sites in the form of rate relief is however available until the end of March 2022, although to qualify this site would have to be built and occupied by that point. The Combined Authority is nevertheless looking at alternative funding streams to assist with the future delivery of the remaining Enterprise Zone sites across the region.

4.0 PROPOSAL:

- 4.1 The proposal is for a mixed-use scheme comprising of a fast food outlet, supermarket, restaurant, two café/takeaways and a number of industrial and storage/distribution warehouses.
- 4.2 The proposed layout concentrates the retail and leisure uses in the northern part of the site with the industrial development in the southern part, separated by an internal access road.
- 4.3 The proposed fast food outlet is indicated as being a drive-through type facility.
- 4.4 The proposed supermarket has slightly less than 400 square metres of floor space, which is generally above the size of a typical local convenience store but considerably smaller than a typical supermarket.
- 4.5 Eleven industrial and storage/distribution units of varying sizes are proposed. These range from small start-up type units to warehouses of up to approximately 30,000 square feet.
- 4.6 A single point of access is proposed from Lindley Moor Road.

5.0 CONSULTATION RESPONSES:

- 5.1 As part of the pre-application enquiry process the following key consultees within the Council have been contacted to seek their advice on the potential implications of such development in this location and the measures required to mitigate the associated impacts:
 - KC Highways Development Management/KC Highway Design
 - KC Lead Local Flood Authority
 - KC Environmental Services
 - KC Ecology
 - KC Planning Policy
 - Police Architectural Liaison Officer
- 5.2 The advice provided by these consultees is set out within the appraisal below.
- 5.3 Ward members were also notified of the enquiry.
- 5.4 Councillor Anthony Smith advised that he has no objections to the proposal.
- 5.5 Councillor Cahal Burke and Councillor Richard Eastwood sought further information/clarification on the enquiry. No specific comments were subsequently received either for or against the proposal.

6.0 MAIN ISSUES

6.1 The main issues are:

- Principle of development
- Impact on town/local centres
- Urban design issues
- Residential amenity
- Highway issues
- Drainage and flood risk issues
- Ecology
- Air quality and land contamination issues
- Other matters

Principle of development

- 6.2 The pre-application site forms part of a mixed-use employment and housing allocation in the Local Plan (MXS3). The vast majority of the allocation has been developed for housing and employment uses and the enquiry site is essentially the last parcel of undeveloped land on the allocation.
- 6.3 Officers consider that this remaining part of the allocation is appropriate for employment use as opposed to housing. Commercial development would reflect the nature of the other uses that occupy the northern part of the allocation and the location of the site is such that it provides a direct link to the main road network. The site is also reasonably well separated from neighbouring houses although there is some residential development to part of the southern boundary and towards the east. A significant proportion of the allocation has also already been developed for housing.
- 6.4 Employment use is defined in the Local Plan as operations falling within the B use class i.e. business which can be carried out in a residential area without detriment to its amenity (formerly B1, now use class E(g)), general industry (B2) and storage and distribution (B8).
- 6.5 The whole allocation should provide an employment floorspace of 41,702 square metres (indicative). Part of this allocation has already been developed for employment use; this has been delivered through the Mac's Trucks, Rybrook Jaguar & Land Rover and Lesjöfors Springs sites and these developments total 13,814 square metres of floorspace.
- 6.6 The proposal would provide 14,166 square metres of employment use floorspace. This is shared between 11 units in a range of sizes. This is all within the B2 (general industrial) and B8 (storage and distribution) use classes. There is also a small amount of ancillary office space associated with two of the larger units.
- 6.7 Also proposed is 2,537 square metres of floorspace which falls within the E(a) and E(b) use classes. This is in the form of a fast food drive-through restaurant, small supermarket, restaurant and two café/takeaway units (if the café/takeaway units were predominantly for consumption of food off the premises then they would be classed as *sui generis*).

- 6.8 The applicant's justification for the E(a) and E(b) uses is that they are still employment uses and will create jobs, employing more staff than the equivalent floor area of B2, B8 and/or E(g) uses. The applicant also contends that their inclusion creates a more diverse site and economically sustainable employment site that provides assets to local people as well as employees of the proposed development and nearby commercial units.
- 6.9 It is true that the aforementioned uses are 'employment generating uses' however the Local Plan definition for this allocation does not include any of these types of uses. Given that the site represents the last developable parcel of land on this allocation, the proposal would mean that there would be a shortfall in the delivery of 13,722 square metres of employment floorspace when compared against the allocation's indicative capacity.
- 6.10 Notwithstanding this shortfall in defined employment floorspace, it is considered that there is room for a degree of flexibility with the uses on this site. The applicant would however need to provide robust justification with supporting evidence for the proposed use class split as part of a future planning application. This would need to focus on the economic and employment benefits of such a scheme.

Impact on town/local centres

- 6.11 The proposed fast food outlet, supermarket, restaurant and café/takeaway units are all main town centre uses as defined in the Local Plan and National Planning Policy Framework. As the proposed site is in an out of centre location and given the gross floor space proposed, a Sequential Test and Impact Assessment would be required as part of a future planning application, as set out in Policy LP13 of the Local Plan.
- 6.12 The scope of the Sequential Test and Impact Assessment should be agreed with officers prior to the submission of a planning application. It should be reflective of the scale, role, and function of the proposal, address the business model and the catchment that the proposal is intended to serve.
- 6.13 Reference is made in the applicant's supporting documentation to a more economically sustainable site that provides assets to local people, employees of the site and surrounding commercial uses. There are however elements of the proposed scheme which suggest that the proposal would have a larger catchment area than this. For example, the size of the restaurant occupying unit C (908 square metres) and the inclusion of a 'drive-thru' on the fast food outlet (unit A) are likely to mean that the catchment is broader than the local area.
- 6.14 The proposal includes some office space within units F and G (storage and distribution warehouses). Provided that this is ancillary to the primary use then this element would not be required to be included within the Sequential Test. Justification for the quantum of office space should therefore be provided as part of a planning application.

- 6.15 The Local Plan states that “town centres sit at the heart of local communities in Kirklees and provide a range of services to serve a wide variety of people, businesses and organisations”. It is therefore important that the vitality of town and local centres is not undermined by new development. The Sequential Test and Impact Assessment would help to determine the suitability of the proposed main town centre uses in this location.

Urban design issues

- 6.16 The site occupies a relatively prominent location because of its position at the high point of Lindley Moor. Due to the site’s topography, the north western part would be particularly visible from long range vistas, including from within land to the north (towards Calderdale). The site also has an extensive frontage to the A643 (Lindley Moor Road).
- 6.17 The proposal has been designed to reduce in scale and mass from the south to the north as the site increases in height. The larger units (employment use) are located on the lower lying land with the smaller retail and leisure buildings occupying the higher ground. This would help to mitigate the visual impact of the proposals within the landscape although any future planning application will need to demonstrate how the buildings relate within their wider context.
- 6.18 It is important that the site provides an attractive interface with Lindley Moor Road, which would form the site’s main frontage. Unit A (fast food restaurant) and unit D (café/takeaway) are both side-on to Lindley Moor Road and so some consideration will need to be given to the design of these elevations to provide visual interest. Unit C, which is proposed to form a large restaurant, does however have the potential to provide a main or principal elevation to the site frontage and the proposed layout appears to indicate as such.
- 6.19 A number of parking areas are proposed within the northern part of the site. These are shown as being separated from Lindley Moor Road by strips of landscaping which provide a good opportunity for new tree planting to enhance the appearance of the development. The retention of a drystone wall along the northern boundary, including the return around the proposed point of access, will also help to provide an attractive frontage and retain some of the established character of the site (likewise to the boundaries with Crosland Road and Weatherhill Road).
- 6.20 The proposed fast food restaurant (unit A) occupies a prominent corner position at the junction of Lindley Moor Road and Crosland Road. The position of this unit has been amended in response to comments made by the Police Architectural Liaison Officer. The parking area for unit A is now adjacent to Crosland Road with the building set further into the site, although as a consequence it has moved closer to Lindley Moor Road. The amendment means that the building is more visible at the junction and this area around the north western corner of the site is mainly hard surfacing with very limited scope for buffer planting. As discussed in more detail later in this report, the change to the layout does not make a significant difference to the Police Architectural

Liaison Officer's views on the proposal and officers consider that the original layout, which provides more openness around the junction, is preferable from an urban design perspective. Signage would also need to be of a sensitive design around this corner.

- 6.21 The submission identifies a number of constraints which influence the form of development on the site. One of the most significant constraints is the presence of overhead power cables which transect the site and require a buffer to allow for the swing and sag of the cables. The powerlines are in two different locations – one in the western part and one in the north eastern corner – and the areas below the powerlines have been utilised as space for car parks, roads and accessways. There are also two associated pylons located within the site which affect the siting of new buildings.
- 6.22 The land falls quite significantly from west to east and the submission documents indicate that proposed development would have stepped level changes, buildings with split floor levels and vegetated slopes to account for the general site slope.
- 6.23 A future planning application should clearly set out the degree to which the site's constraints have influenced the final design.
- 6.24 The proposed layout includes a large warehouse unit (building F) which is parallel to Crosland Road. The proximity of this unit to the roadside and its potential scale mean that it is likely to contrast markedly with the new residential dwellings immediately to the south. Additionally, the existing commercial development on the opposite side of Crosland Road (Macs Trucks) is set back from the highway by some distance. It is recognised that the location building F is heavily influenced by the nearby overhead powerline and so it is important to ensure that the scale and design of this element helps to successfully transition from the residential use to the employment use on the allocation.
- 6.25 The proposed layout incorporates a landscaped buffer to Weatherhill Road, some of which would be used as part of the surface water drainage strategy (retention basin). Tree planting is indicated within this landscaped area. This would help to provide a soft edge to the eastern boundary of the development although sections to demonstrate how the development relates to Weatherhill Road will be required as part of a planning application to fully understand the relationship. This is especially pertinent for units O and P which are both substantial sized buildings.
- 6.26 A tree planted strip of landscaping is proposed alongside the southern boundary of the site which would provide a buffer between the development and the adjacent housing.

Residential amenity

- 6.27 The site has two noise sensitive boundaries; these are to the south and to the east where there are a handful of dwellings on the opposite side of Weatherhill Road. The new residential development to the southern boundary on Haigh

Way, Haigh Road and Weatherhill View has incorporated an undeveloped buffer along the boundary with the site which provides a degree of separation. However, the much more established residential development on Alderstone Rise directly abuts the site, separated only by an unmarked path (HUD/410/10). Unit P (general industrial) backs onto Alderstone Rise and is separated by at least 25 metres from the nearest dwellings.

- 6.28 The pre-application enquiry is supported by a Noise Impact Assessment (NIA). The objectives of the NIA were to –
- Establish the ambient and background noise levels at the application site and its surrounding environs.
 - Establish the potential noise emissions associated with the proposed development.
 - Assess the potential noise impact of the proposed development on the nearest noise sensitive receptors in accordance with the National Planning Policy Framework (NPPF) and other pertinent guidance.
 - If appropriate, provide recommendations with respect to management and/or structural controls and appropriately worded planning conditions to mitigate and control the potential noise impact of the proposed development.
- 6.29 The report recommends a series of noise mitigation measures including additional internal lining to the cladding of the industrial units to improve their sound insulation. The proposed layout of the site also helps to mitigate the impact of noise on neighbouring residential properties.
- 6.30 The majority of the service yards for the industrial and warehouse units that are located along the southern boundary of the site will be significantly screened by the units themselves. The only exception is Unit F (adjacent to residential dwellings on Haigh Road), which cannot be screened by this unit because of the presence of overhead power lines. The nearest dwellings on Haigh Road are set back by around 50 metres from the service yard. To screen the service yard from the nearest noise sensitive receptors, the NIA recommends that a 4 metre-high close-boarded acoustic fence is installed along the southern boundary of the yard. Additional measures such as forklift trucks in use at Unit F being fitted with white noise (broadband) reverse alarms, rather than tonal reverse alarms, would further mitigate the potential impact.
- 6.31 The NIA indicates that noise from HGV movements and deliveries, including to the retail and leisure uses in the northern part of the site, would be at acceptable levels.
- 6.32 Due regard will also need to be given to noise from external plant although it is considered that appropriate noise control could be achieved by the judicious selection and siting of plant and/or standard noise mitigation techniques.
- 6.33 The report concludes that predicted noise levels associated with internal and external operations at the proposed development would be negligible, even during the night-time.

- 6.34 The NIA has been assessed by Kirklees Environmental Services who agree with the findings of the report. As such, it is likely that noise associated with the proposed development could be satisfactorily mitigated as part of a future planning application.
- 6.35 There is the potential for external artificial lighting to the car parks and outdoor work areas/service yards to cause stray light and glare that could impact on neighbouring residential property. A future planning application should include a detailed lighting specification to enable this to be assessed.
- 6.36 The restaurant and café/takeaway units are set some distance back from surrounding dwellings although they may still generate cooking odours which could affect the amenity of neighbouring residential properties. Details of odour arrestment plant should be provided with any future application or alternatively such details would need to be secured through a planning condition.
- 6.37 There is generally a good degree of physical separation between the proposed units and the nearest houses. Unit P has the closest relationship to neighbouring residential property and section drawings should be provided with a future application to demonstrate the relationship and inform the assessment.

Highway issues

- 6.38 A new vehicular access (simple priority junction) is proposed to be created along Lindley Moor Road to serve the development. Supporting information indicates that an allowance has been made within the proposed development for road widening to Lindley Moor Road.
- 6.40 Lindley Moor Road is subject to a 40mph speed limit. A (forward) site stopping distance of 160m to the proposed access point will need to be demonstrated for both eastbound and westbound traffic. The proposed access junction will also be required to be staggered from the existing Crosland Road and Weatherhill Road junctions onto Lindley Moor Road by a minimum distance of 50m.
- 6.41 The Council's Highways Design section have advised that the proposed simple priority junction may not be suitable from a traffic capacity point of view given the scale of the proposed development. Further information with regards to anticipated trip generation and traffic capacity would be required to determine the appropriate access junction type. A signalised junction or a roundabout may be more appropriate, especially as pedestrian and cyclist facilities can be integrated into it to allow equitable access for all road users.
- 6.42 Traffic analysis and trip generation exercises would be necessary to determine if any of the local highway network in the vicinity of the site should be upgraded as a result of the additional trips generated by the development.

- 6.43 The council's Highway Safety team have highlighted recent accidents on Lindley Moor Road and there have been requests for both traffic calming and signalisation of the junction with Weatherhill Road. A contribution towards improvements to the existing highway network may therefore be appropriate.
- 6.44 Depending on what access type will be utilised swept path analysis using a 16.5m articulated HGV vehicle will need to be demonstrated to ensure the development is accessible for all likely vehicle types.
- 6.45 A pedestrian access link is shown in the south-western corner of the site which provides a link between the development and Weatherhill Road. A pedestrian connection should also be provided to Crosland Road (as shown on the original layout plan but not the amended plan). An internal network of roads and footpaths create links between all areas for vehicular, pedestrian and bicycle users. The Highway Design team have provided detailed advice to the applicant regarding the internal arrangements.
- 6.46 The proposed layout appears to show 431 parking spaces. Although the Local Plan does not set prescriptive parking standards, the previous standards (Unitary Development Plan) remain a good gauge of the likely demand for parking. Based on these previous standards, the development would require 686 spaces, plus additional staff spaces for the shops and dining facilities. These are broken down as follows:
- E(b)/A5 fast food = 79 spaces (plus 1 per 3 staff)
 - E(a) supermarket = 12 spaces (plus 1 per 3 staff)
 - E(b) restaurant = 227 (plus 1 per 3 staff)
 - E(b) café/take-away = 229 (plus 1 per 3 staff)
 - B8 warehouse = 77
 - E(g) office = 17
 - B2 industrial = 45
- 6.47 The proposed levels of parking should be justified by the applicant using empirical data; both TRICs data and surveys of similar, nearby developments should be provided. The parking should also be spread across the site to adequately serve the different use classes.
- 6.48 The provision of a fund for sustainable travel measures, such as Metro cards, for the development should be taken into consideration, WYCA will be consulted at the planning application stage and will recommend a contributory sum accordingly.

Drainage and flood risk issues

- 6.49 The site is in Flood Zone 1 on the Environment Agency's Flood Map for Planning. This means that it is land that is at the lowest risk of flooding from main river sources.

- 6.50 Surface water flood risk maps do not reveal any specific risk on the site itself and there are no reports to the council of flooding to the fields in question, albeit it is highly unlikely that flooding to fields would be reported.
- 6.51 There are historic flooding reports regarding blocked gullies on Lindley Moor Road immediately adjacent to the site. There is also major surface water flood risk on Weatherhill Road in an area that part of this site will naturally drain to; this is identified on flood mapping with two historical incidents being recorded. Further historic records show flooding to rear gardens on Ainley Close and Weatherhill Crescent.
- 6.52 A future planning application will need to be supported by a full Flood Risk Assessment which takes the above into account.
- 6.53 The proposals indicate that sustainable urban drainage principles have been incorporated into the layout, including a linked network of swales running lengthways along the centre of the site and accumulating in a retention basin in the south eastern corner of the site.
- 6.54 The topography of the site means that it will naturally drain in multiple directions. Catchments include a valley to the south where an open watercourse in a distinct valley runs across 3rd party land. The water runs overland in rear gardens for properties at Weatherhill Crescent before entering a watercourse detention basin that utilises a natural valley as part of an earlier Miller Homes development on this mixed-use allocation.
- 6.55 Part of the site (north east) falls to the east where a watercourse emerges in land beyond Weatherhill Road and between Warren House Lane and Ainley Road. An earlier surface water sewer requisition serving Stirling Wood Close discharges to this watercourse. A connection to this sewer through agreement to cross 3rd party land or via sewer requisition is possible.
- 6.56 Although British Geological Survey Data suggests infiltration to be possible in this area, this has not been the experience of developments in the immediate vicinity where perched water/water table has caused issues. Experience of flooding in the locality suggests rapid run-off and a fast-responding catchment. With this in mind, and considering that the site has 1 in 10 gradients on the eastern portion, Kirklees LLFA do not consider that surface water disposal via infiltration techniques would be suitable.
- 6.57 Kirklees LLFA considers that the most appropriate strategy would be for a pro-rata connection directly to the eastern watercourse or indirectly to the surface water public sewer (at a restricted discharge rate) for the developed area that would naturally drain in this direction.
- 6.58 As the site is at a brow of a hill there is no catchment flood route entering the site. The Flood Risk Assessment should look at the natural flood routing and seek to mimic it in the site layout to avoid buildings and pay due care and attenuation to the existing built environment. Analysis of exceedance events of the attenuation tank, blockage scenarios and exceedance events surcharging gullies and manholes should be undertaken. Flood routing should therefore follow road networks and open space and avoid property curtilage.

Ecology

- 6.59 A Preliminary Ecological Appraisal (PEA) has been provided and this concludes that the site is of limited ecological value. The site appears to have been somewhat degraded by agricultural practices and is subject to disturbance from adjacent roads, residential and commercial development. Overall, the site supports a limited number of lower value habitats.
- 6.60 The Ecology Unit considers that the PEA allows a sufficient interpretation of the ecological constraints present on the site. The PEA includes several recommendations for ecological enhancement, and these should be used to inform the final scheme design. It is necessary for new development to achieve a net biodiversity gain and this will need to be demonstrated as part of any future application. This should be set out in an Ecological Impact Assessment

Air quality and contamination issues

- 6.61 Given the scale of development and the fact that the site is located adjacent to an Air Quality Management Area a future planning application will need to include a detailed Air Quality Impact Assessment. This will help to determine the impact that the development would have on local air quality and public health and identify the level of exposure through the change in pollution concentrations, including cumulative impacts from other developments within the area. The Impact Assessment will need to include a calculation of the monetary damages from the development and a fully costed mitigation plan detailing the proposed low emission mitigation measures. The monetary value of the damages should be reflected in money spent on the low emission mitigation measures.
- 6.62 The development will be required to provide electric vehicle recharging points which will help to mitigate the impact on air quality and climate change.
- 6.63 Much of the site falls within the Coal Authority's Development High Risk Area. A future application will therefore need to be supported by a coal mining risk assessment.
- 6.64 Supporting information refers to probable shallow coal mine workings and the potential for a coal outcrop below the proposed development. As such there is the potential for mine gas to impact the site and this will require further investigation. As a minimum, a Phase 1 preliminary risk assessment (desktop study) would need to be submitted with a future application. If the Phase 1 report identifies a credible risk from mine gas exposure associated with shallow mine workings and/or other further potential sources of pollution, then a Phase 2 intrusive site investigation would also be required.

Other matters

- 6.65 There are two designated heritage assets in very close proximity to the site. One is a Grade II* signpost (dated 1755) which forms a squat, inscribed stone pillar at the junction of Lindley Moor Road and Crosland Road. The other is Haigh Cross, which is a Grade II listed structure and monolithic pillar with the Coat of Arms of Quarmby dated 1304; this was moved from its original location in 1808 and listed in 1952. Haigh Cross is located within a landscape buffer that forms part of the Mac's Trucks site. There are also a small number of listed buildings within the wider vicinity of the site.
- 6.66 It is not considered that these designated heritage assets pose a significant constraint to the proposed development although a future application should have regard to the impact on these assets and should be supported by a Heritage Impact Assessment.
- 6.67 To the west of the site is a 'Class 2 Archaeological Site' identified as a roman road. This is located within the landscape buffer surrounding the Mac's Trucks site. An archaeological evaluation report dated July 2020 has been submitted. As an external consultee, West Yorkshire Archaeology Advisory Service (WYAAS) has not been consulted on this pre-application enquiry however the applicant has provided an email from WYAAS which indicates that further archaeological investigation on the development site would not be justifiable.
- 6.68 The Police Architectural Liaison Officer (ALO) has raised a number of significant concerns associated with the presence of the fast food outlet/drive-thru in this location.
- 6.69 The concern lies with the fast food outlet attracting criminal and anti-social behaviour. The location of the site on the boundary with Kirklees and Calderdale and close to the M62 junction makes it highly accessible to large numbers of people. There is the potential for large groups to congregate within the car parks leading to anti-social behaviour and requests for the Police to attend. The accessibility of the site also lends itself to use by criminals involved in child sexual exploitation. There are also likely to be problems with litter associated with this use (as well as the two café/takeaways) which would be exacerbated by the site's exposed position.
- 6.70 The Police have highlighted existing issues with anti-social behaviour in this area, for example speeding and aggressive driving around Crosland Road and Lindley Moor Road.
- 6.71 The applicant has sought to respond to some of these concerns by amending the layout of the fast food outlet (unit A) so that the car park is located to the roadside rather than behind the unit. The Police ALO has indicated that this change does not materially alter their original concerns, as it is essentially the principle of the fast food restaurant in this location which is the grounds for concern.

Conclusion

- 6.72 In conclusion, bringing forward the remaining part of this mixed-use allocation is welcomed. The proposed B use class units would provide a mix of modern industrial buildings that are suitable for a range of businesses and situated in a strategic location. This element of the scheme would contribute towards the supply of industrial floorspace in the district and deliver economic benefits through job creation.
- 6.73 The proposal also includes a number of 'employment generating uses' (retail and leisure) which are not in accordance with the land's allocation. The inclusion of these uses restricts the ability of the site to more closely deliver the level of employment floorspace required by this allocation. Nevertheless, it is considered that there is scope for some flexibility with the uses on this site, but this will need to be robustly justified as part of a future planning application. Furthermore, those uses which are defined as main town centre uses will need to be subject to a Sequential Test and Impact Assessment.
- 6.74 The final scheme will need to fully address the urban design issues set out in this report as well as the advice provided by technical consultees.

7.0 Recommendation

- 7.1 That members note the contents of this report for information.