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1 Introduction

Purpose of the document

- 1.1** This document sets out the council's draft proposals for the Kirklees Local Plan for you to comment on. The Kirklees draft Local Plan will become the main planning policy document for the district. It will set out how much new development there should be, where it will go and what policies will be necessary to achieve the strategy. The plan covers the period 2013 – 2031.
- 1.2** In summary the draft Local Plan contains:
- a vision and strategic objectives for the development of Kirklees up to 2031;
 - a spatial strategy setting out how development will be accommodated across the district reflecting the distinctiveness of different parts of the district;
 - objectively assessed development needs particularly for housing and employment –specifying the number of new homes and jobs to be provided during the plan period;
 - clear policies to guide decisions on planning applications;
 - site allocations showing land to be developed for housing, employment, retail, minerals and waste and other uses, identified on a policies map;
 - designations showing land to be protected from development and land subject to other policies in the plan;
 - infrastructure provision – to support the delivery of the proposed development;
 - an indication of how the policies will be delivered and implemented; and
 - a monitoring framework – setting out the performance measures that will show how successfully the plan's objectives and proposals are being delivered over time.
- 1.3** The draft Local Plan is set out in two parts: part 1 (this document) which deals with the spatial strategy and development management policies and part 2 - allocations and designations.

Format of the part 1 document

- 1.4** Section 1 sets out the purpose of the local plan, the context in which it has been prepared and how to make comments on the draft Local Plan.
- 1.5** Section 2 on the spatial portrait sets out information on the geography, demography and population of Kirklees and identifies a series of issues and challenges that the draft Local Plan seeks to address. This information is intended to provide a baseline from which the implementation and delivery of the local plan can be judged. We have used this information together with our evidence base and comments received through early engagement on the local plan to set out a long term vision and objectives for managing and accommodating growth within Kirklees up to 2031 (Section 3).
- 1.6** Section 4 sets out the council's spatial strategy and how it will seek to deliver sustainable development to meet local needs through the Plan period. One of the key features of the draft Local Plan is the focus on place shaping and the recognition of four character areas: Huddersfield, Dewsbury and Mirfield, Batley and Spen and Kirklees Rural, each of which present different opportunities and constraints to deliver the overall strategy. Section 5 sets out how these considerations have shaped the spatial strategy.
- 1.7** Sections 6 to 17 set out development management policies by which development decisions will be made on planning applications. All policies include a policy justification setting out the reason and the need for the policy, details on how the policy will be delivered and implemented, its links with achieving the plan's strategic objectives, alternatives considered and the supporting evidence for the policy.
- 1.8** The policy text has been colour coded for ease of reference:

1 Introduction

Purple boxes

contain Policy

Blue boxes

contain information on alternatives considered as part of the policy development, where these have been considered as reasonable alternatives and assessed as part of the Sustainability Appraisal of the draft Local Plan they are shown in Appendix 4

Green boxes

used to identify key statements on the draft Local Plan strategy

- 1.9** Section 18 sets out how the plan will be monitored and reviewed. A monitoring framework has been developed to assess the effectiveness of the local plan. Monitoring indicators have been developed in conjunction with the sustainability appraisal monitoring indicators. The plan will be reviewed against these indicators on an annual basis and where a review of the plan is required, this will be reported through the council's Annual Monitoring Report.
- 1.10** The draft Local Plan should be read as a whole, with proposals for development being considered against relevant policies depending on the details of the proposal and its location.
- 1.11** The draft Local Plan has a policies map which identifies the spatial proposals of the plan including the identification of site allocations and areas to be safeguarded from development.

Why do we need a local plan?

- 1.12** The government requires all local councils to develop a long-term plan which sets out how and where land can be developed over the next 15 years, in order to meet the growing needs of local people and businesses. The plan will provide a policy framework to:
- facilitate the delivery of the right development types, to meet needs, in the right places;
 - prevent un-coordinated development and to refuse development where it is not appropriate and does not accord with the plan;
 - provide certainty over the types of applications that are likely to be approved;
 - increase employment opportunities in accordance with the Kirklees Economic Strategy;
 - promote and enhance health and well-being in accordance with the Kirklees Health and Well-being Strategy;
 - protect and enhance designated areas;
 - facilitate required infrastructure to support new development.
- 1.13** The council may consider preparing further detailed guidance to support the local plan such as Area Action Plans (AAPs) or Supplementary Planning Documents (SPDs). The requirement for these documents will be reviewed as the plan progresses and where required details will be outlined in the council's Local Development Scheme (LDS).

What will the local plan replace?

- 1.14** The Kirklees Unitary Development Plan (UDP) (2007) forms the current development plan for Kirklees. Current UDP policies are “saved” and where the UDP conforms to the National Planning Policy Guidance will continue to form the basis for planning decisions until the adoption of the local plan. When adopted, the local plan will replace the UDP.

1.1 The context for the draft local plan

How has the council prepared the local plan?

- 1.15** The plan has been prepared in the context of national and local strategies and guidance. A range of evidence has been commissioned or undertaken by the council to justify the spatial strategy and policies within the plan. Background evidence is available to viewed on the council's website.
- 1.16** We have also undertaken three early engagement activities in accordance with National Planning Policy Framework (NPPF) paragraph 155 to engage a wide section of the community in developing the vision and priorities for the local plan. Information on these exercises are outlined in a separate document.

National Planning Policy Framework (NPPF)

- 1.17** The NPPF (2012) sets out the Government’s planning policies for England and how these are expected to be applied. It sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities (paragraph 1).
- 1.18** The NPPF does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date local plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. It is therefore, highly desirable that local planning authorities should have an up-to-date plan in place (paragraph 12).
- 1.19** A local plan must have regard to the NPPF and must be in general conformity with its principles. The local plan provides the opportunity to build upon the intentions in the NPPF and provide a local perspective to address the issues and challenges within Kirklees.

Duty to co-operate

- 1.20** The Localism Act (2011) introduced a requirement on all local authorities to co-operate with neighbouring local authorities and other bodies with a regulatory or strategic interest in local plan issues. The duty requires on-going, constructive and effective engagement on areas of plan making which may have strategic cross boundary implications. As a result, the council has produced a ‘Duty to Co-operate Statement’ which documents how the council has fulfilled the duty and how the bodies referred to in the Act have helped to shape the plan.

Leeds City Region Local Enterprise Partnership Strategic Economic Plan March 2014

- 1.21** The Leeds City Region Local Enterprise Partnership Strategic Economic Plan sets out spatial priority areas in order to maximise growth potential and ensure prosperity across the whole City Region. These are areas where either the growth opportunities or the level of market failure are of strategic significance to the whole of the City Region.
- strategic growth centres - Leeds, Barnsley, Bradford, Halifax, Huddersfield, Leeds, Wakefield and York, along with the Aire Valley Leeds Enterprise Zone;

1 Introduction

- strategic housing growth areas - the four largest proposed housing developments which are almost development ready and present significant investment and growth opportunities at Leeds, Bradford, Wakefield, York;
- strategic employment and mixed-use sites - five major development area proposals have been identified that will combine easy motorway and public transport access with proximity to towns and labour markets including Cooper Bridge and Chidswell.

Kirklees Economic Strategy and Joint Health and Well-being Strategy

- 1.22** Kirklees has produced two strategies to drive forward council ambitions in relation to economic ambitions and health and well-being ambitions. These are the Kirklees Economic Strategy which has been written in the context of the Leeds City Region Strategic Economic Plan; and the Joint Health and Well-being Strategy. The strategies have a shared commitment to ensure 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.
- 1.23** The overarching priority for the council's local plan is to deliver long term sustainable growth, ensuring that the council positively takes into account the three pillars of sustainable development – economic, environmental and social. The draft Local Plan recognises that in order to do this, its vision and objectives should be drawn from the Kirklees Economic Strategy and the Joint Health and Wellbeing Strategy to reflect how ambitions for personal prosperity and health, together with ambitions for jobs and business growth effect how we should plan for new development.
- 1.24** A wide range of other consultees and partners have also helped inform the draft Local Plan. These are referenced in the plan where they have a specific relationship with a proposal or policy. Additionally, the council has undertaken a comprehensive review of its evidence base to support the draft Local Plan. Background evidence is available to view on the council's website.

1.2 Supporting documents

Sustainability Appraisal

- 1.25** The council has produced a sustainability appraisal⁽¹⁾ (SA) which has assessed the likely social, environmental and economic impacts of the draft Local Plan. The outcomes of the sustainability appraisal has shaped the Local Plan by testing its preferred spatial strategy and development management policies against a range of alternatives. These are set out under the housing and employment strategy sections and the development management policies. The alternatives have been appraised to inform decision making and demonstrate how the preferred option compares with other approaches when tested against a range of sustainability objectives These are outlined in the monitoring framework. A non technical summary of the sustainability appraisal has been produced which sets out the main findings of the sustainability appraisal.
- 1.26** The SA also includes a health impact assessment which assesses the draft Local Plan's strategy and policies contribution to reducing health inequalities and their contribution to improved health within the district.

Habitat Regulation Assessment

- 1.27** The council is required to protect sites designated for their international and national importance for nature conservation from the detrimental impacts of development⁽²⁾. These comprise both Special Protection Areas (SPA), designated for the protection of wild birds and their habitats, and Special Areas of Conservation (SAC), designated to conserve particular habitats and species as well as

¹ Including the requirements of a Strategic Environmental Assessment (EU Directive 2001/42/EC)

² Conservation of Habitats and Species Regulations 2010 (Statutory Instrument 2010 No 4901)

Ramsar sites, designated to support important wetland habitats. Kirklees contains part of the South Pennine Moors SAC and SPA and close to the Kirklees boundary are the Rochdale Canal SAC and the Denby Grange Colliery Ponds SAC in Wakefield.

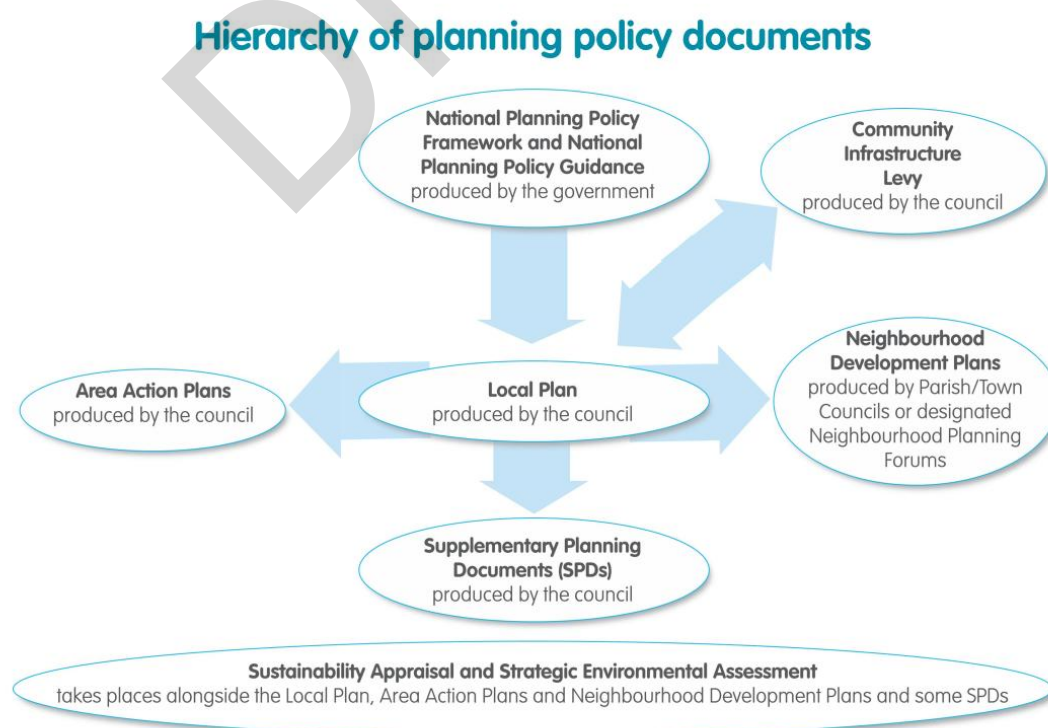
- 1.28** The local plan proposals have been assessed in accordance with the regulations to ensure that they will not adversely affect the integrity of these protected sites. The conclusions are set out in the Habitats Regulation Assessment. Any subsequent development plan documents and supplementary planning documents produced will be subject to the same assessment in accordance with the regulations.

Equality Impact Assessment (EqIA)

- 1.29** The draft Local Plan is supported by an EqIA which examines the potential effects on different groups including women, people from ethnic minorities and disabled people and proposes appropriate mitigation.

Infrastructure Delivery Plan

- 1.30** The new housing, employment and other development proposed in the draft Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health and education facilities, and green infrastructure, such as open spaces. The additional infrastructure and service needs likely to arise from the local plan proposals, and the means by which they can be met, are identified in the infrastructure delivery plan (IDP) .
- 1.31** The IDP will also provide the basis for establishing a Preliminary draft charging schedule for the Community Infrastructure Levy (CIL) which is also subject to public consultation. For more details, see the council's website. This is a system of tariff based payments for developers which councils can introduce once they have an adopted local plan.



Relationships of planning policy documents

1 Introduction

1.3 Neighbourhood Plans

1.32 Since April 2012, local communities have been able to produce Neighbourhood Plans for their local areas, putting in place planning policies for the future development and growth of the neighbourhood. Similar to a local plan, it can contain a vision, aims, planning policies, proposals for improving an area or providing new facilities, or allocation of key sites for specific kinds of development. All neighbourhood plans must meet 'basic conditions' which are defined by law:

- must be appropriate having regard to national policy;
- must contribute to sustainable development;
- must be in general conformity with the strategic policies in the development plan for the local area;
- must be compatible with human rights requirements; and
- must be compatible with EU obligations.

1.33 A neighbourhood plan will be subject to examination and referendum. Where they are brought into force, they will form part of the development plan. This statutory status gives neighbourhood plans more weight than other community documents such as parish plans, community plans and village design statements.

1.4 Masterplans

1.34 The aim of the masterplanning process is to ensure future developments are designed to the highest standard, encompassing economic, social and environmental requirements to create the sustainable communities of the future. The draft Local Plan contains a specific policy on masterplanning which sets out the requirements of a masterplan. The design will have evolved through discussion with the council taking account of technical consultations with relevant statutory bodies along with council services. Agreed masterplans will be used as the basis by which planning applications submitted on that site will be determined.

1.5 Other relevant plans and strategies

Enforcement Strategy

1.35 The council has an adopted Enforcement Strategy. The purpose of this strategy is to set out the council's objectives for planning enforcement, its guiding principles and priorities for enforcement action. The council's primary aim is to ensure regulatory compliance whilst dealing with stakeholders in a fair and transparent way.

1.36 The council's Enforcement Strategy will seek to:

- encourage, sustain and ensure compliance with regulatory systems;
- protect communities from inappropriate development and activities;
- support appropriate and sustainable business growth;
- protect the rights, health and wellbeing of the public;
- prevent and detect crime;
- provide safer places to live, visit and work.

1.37 These aims sit within the framework of the council's Economic Strategy and Joint Health and Well-being Strategy. The aims are also supportive of the draft Local Plan strategic objectives.

2 Issues facing Kirklees

2.1 This section looks at what Kirklees is like as a place to live, work and visit, what linkages there are between towns and villages inside the district and to places outside the district, how things are changing and what pressures are building up. This assessment raises a number of issues which the draft Local Plan needs to address.

Issue 1 How can the distinctive character of Kirklees be retained?

2.2 The character of each part of Kirklees is defined by the distinctive local landscape and townscape (buildings, open spaces and trees) and the presence of historic buildings. Kirklees is a varied district which includes the open isolated farmland of Holme and Colne Valleys, the agricultural land of the Denby Dale and Kirkburton areas, the central urban area of Huddersfield and the towns of Dewsbury, Mirfield, Cleckheaton, Batley, Heckmondwike and Liversedge.

2.3 For the purposes of the draft Local Plan, four character areas have been identified:

- Huddersfield
- Dewsbury and Mirfield
- Batley and Spen
- Kirklees Rural

Issue 2 What provision should be made for new jobs and homes?

2.4 Kirklees has a growing population that is set to increase by 47,700 from 428,100 in 2013 to 475,800 in 2031⁽³⁾. Over the same period the number of households is expected to increase by 26,221 from 176,152 to 202,373⁽⁴⁾.

Issue 3 Where should new housing be located and what size should new homes be?

2.5 People over 60 will be an increasing proportion of the population increasing by 35,600 from 2013 to 2031⁽⁵⁾, but in some parts of Kirklees there will be significant increases in numbers of young people. It is also expected that the average household size will decline from 2.4 in 2013 to 2.31 in 2031, as household numbers grow faster than the population⁽⁶⁾.

Issue 4 How can new jobs and homes be made available to all in need of them?

2.6 Kirklees residents have differing skills and incomes⁽⁷⁾, the local labour market is characterised by part time jobs, these jobs are filled with mainly females on lower incomes, but also a predominantly low waged and lower skilled workforce. A difference in household income of around £31,000 between the most affluent and poorer areas⁽⁸⁾. Low income levels are directly related to employment opportunities, which also affect the ability of residents to exercise choice in the housing market, therefore having an impact on the need for affordable housing.

Issue 5 How can the contribution that brownfield land makes to accommodating development needs be maximised?

3 2012-based ONS sub national population projections

4 2012-based CLG households projections for England

5 2012-based ONS sub national population projections

6 2012-based CLG household projections

7 Kirklees Local Economic Assessment 2010-2011 and Kirklees Labour Market and Skills Strategy 2008-2020

8 Kirklees Strategic Housing Market Assessment 2012

2 Issues facing Kirklees

- 2.7** Kirklees' industrial past has provided a legacy of brownfield (previously developed) land where buildings have been demolished or are now unused. In Kirklees, there has been a significant amount of housing and employment development on brownfield sites in recent years. Since 2004, approximately 85% of new homes in Kirklees have been built on brownfield land or created through conversion of buildings. The remaining supply of brownfield land is concentrated in Huddersfield and the north Kirklees towns. It represents a valuable source of development land, especially for housing, although not all sites and buildings are expected to be suitable or viable for housing or employment use.

Issue 6 What opportunities can be provided to improve quality of life, health and well-being to ensure that the needs for physical activity, sport and recreation across Kirklees can be met locally?

- 2.8** There are wide differences in health and well-being across Kirklees⁽⁹⁾. Better quality of life, health and well-being may be achieved by enabling everyone in Kirklees the opportunity to be as physically active as they can be, by providing new and improving existing facilities for sport and recreation and providing better access to good quality open spaces. Good quality open spaces close to where people live provide opportunities for sport, recreation and play, providing enjoyment, encouraging healthy lifestyles and benefiting mental well-being. They are also an essential component of local character providing visual amenity and wildlife value.

Issue 7 How can important wildlife and sites of geological interest be protected and improved?

- 2.9** Within Kirklees there is a wide range of sites designated and protected for their biodiversity and geodiversity importance. These include international and European designations, such as Special Protection Areas, Special Areas of Conservation, national designations, such as Sites of Special Scientific Interest, Ancient Woodland, Local Wildlife Sites, Local Geological Sites and the Wildlife Habitat Network. At the international level, the South Pennine Moors Special Protection Area has the highest level of statutory protection being of European importance.

Issue 8 What opportunities can be provided to improve quality of life, health and well-being to ensure that environmental quality be sustained and improved especially where standards are not met?

- 2.10** Environmental quality can be affected by air, noise, light, odour and other forms of pollution that impact on quality of life, well-being of people and the environment. Air pollution is an increasing problem in Kirklees⁽¹⁰⁾, as such national and local policies are in place to protect and improve local air quality. Other forms of pollution also impact on the environment and quality of life. Noise in particular can be an issue for Kirklees residents as noise from traffic and nearby industry can be a problem⁽¹¹⁾. Again policies are in place to protect residents from elevated noise levels.

Issue 9 What actions can be taken both to adapt to, and to mitigate climate change?

- 2.11** As a consequence of climate change, it is predicted that the risk of flooding will increase. Significant areas of the valley floor in Kirklees are at risk of flooding, including the Colne and Calder Valleys. To help tackle climate change Kirklees should plan positively to deliver renewable and low carbon technology developments. This helps to meet the UK's legally binding target to reduce carbon emissions by 80% on 1990 levels by 2050.

Issue 10 How can the transport network be improved so that there is less congestion and better connections between the towns and villages of Kirklees and neighbouring cities and towns?

- 2.12** Kirklees is strategically placed within the Leeds City Region, with transport connections to the Greater Manchester and Sheffield City Regions. Nationally, the M62 connecting Hull and Liverpool via Leeds and Manchester passes through the district and is one the busiest motorways in the country with over

9 Joint Strategic Needs Assessment, Kirklees Council, 2010

10 Kirklees Updating and Screening Assessment 2015

11 Noise Action Plan: Agglomeration West Yorkshire Urban Area. Environmental Noise (England) Regulations 2006, as amended, January 2014

90,000 vehicles per day passing on the M62 at junction 24 at Ainley Top. There are a number of core road and bus routes that dissect the district and ensure the efficient movement of people, goods and services. However, due to the location of the towns and villages within Kirklees there is a contrast between the transport networks in the south and north of the district. The council is committed to ensuring all new developments have safe and convenient access to the main arterial roads that connect the West Yorkshire region. Development should be strategically placed along core routes, which should be improved and maintained to reduce congestion and reliance on the private car.

Issue 11 In making provision for new employment, to what extent should we seek to encourage sustainable modes of travel?

2.13 About 50,000 Kirklees residents work outside Kirklees and about 30,000 people work in Kirklees but live elsewhere⁽¹²⁾. Out commuting allows Kirklees residents to access higher paid jobs, particularly in Leeds. However, most of these journeys are made by private car, adding to traffic congestion and contributing to greenhouse emissions. Also transport costs and a lack of sustainable travel links are a barrier to those people who might otherwise be able to take up lower paid jobs that are located in unsustainable locations or out of Kirklees. Many businesses in Kirklees employ low skilled employees who cannot afford private transport and rely on public transport which is not available at the times or in the places they need to get to work. Creating more and better paid jobs in Kirklees, combined with improving public transport links to encourage out commuters to reduce car use, should help to increase income levels, maintain a range of job opportunities and achieve carbon reductions.

Issue 12 How should the relative economic strength of Huddersfield and the greater dependency of north Kirklees towns on jobs in Leeds and other places be taken into account in determining where and how development needs are to be met?

2.14 Huddersfield and the Colne, Holme and Dearne Valleys are more self-contained than north Kirklees - there is less out commuting and residents spend less in centres outside Kirklees. Huddersfield also has a stronger asset base provided by Huddersfield University, several advanced manufacturing companies, growing creative industries and a relatively robust retail offer. In contrast the north Kirklees towns are expected to continue to depend on Leeds and other centres for some types of employment and shopping and leisure facilities. However, continued and possibly increasing out commuting from north Kirklees is less problematic than would be the case in south Kirklees because distances are less and public transport is potentially more practical for the trips involved.

Issue 13 How can Kirklees town centres be improved so that they provide as wide a range of shopping and leisure facilities as possible?

2.15 Spending by Kirklees residents in shopping centres outside Kirklees is significant and exceeds the expenditure of non-residents in Kirklees' town centres. As might be expected, the flows to and from centres in the Leeds City Region are very much larger than those to and from the Manchester and Sheffield City Regions. About 7% of the non-food expenditure of the residents of Huddersfield and south Kirklees is spent in Leeds, equivalent to 10% of Huddersfield town centre's turnover. However, expenditure flows to Leeds and to other towns and cities are less prejudicial to the range and facilities available in Huddersfield town centre than is the case for north Kirklees centres which are in competition with larger nearby shopping and leisure destinations such as the White Rose Centre and Leeds and Wakefield city centres⁽¹³⁾. Town centres need to diversify and expand to meet the requirements of customers, businesses and visitors.

Issue 14 How can potential for growth in manufacturing be realised?

12 2001 Census – UK travel flows

13 Kirklees Retail Capacity Study - Update 2009-2015, Signet Planning, May 2009

2 Issues facing Kirklees

2.16 The Kirklees economy is the third largest in the city region and, in terms of manufacturing jobs, the third largest in England. Whilst the service sector provides about 70% of all jobs in the district the manufacturing sector remains very significant⁽¹⁴⁾. It also has potential for growth which will be reinforced if, as seems likely, national economic policy aims for less dependence on financial and other service sectors, and global economic trends increase the viability of some types of manufacturing taking place in Great Britain. There are established manufacturing companies in Kirklees, particularly in high value-added textiles, design and engineering as well as companies developing low carbon products, well placed to exploit opportunities for growth. The area's manufacturing tradition, and the focus on advanced manufacturing in the Kirklees Economic Strategy and the work of Huddersfield University, is also expected to stimulate new types of manufacturing.

Issue 15 What provision needs to be made for further mineral extraction?

2.17 The Pennine hills which form the western half of Kirklees are underlain by carboniferous millstone grit sandstones which provide some of the country's highest quality building stone. The eastern half is underlain by carboniferous coal measures which are an important source of pipe clay and sandstone paving stones. There are also reserves of sand and gravel in the river Calder valley. The National Planning Policy Framework requires local authorities to safeguard these mineral resources against sterilisation by development and ensure that there is continuity of supply.

Issue 16 What provision needs to be made to ensure that waste management in Kirklees works towards achieving EU and national targets?

2.18 Waste minimisation is at the heart of the national waste agenda and is therefore placed at the top of the waste hierarchy. There are a number of increasingly powerful nationally imposed mechanisms which aim to increase recycling and recover value from waste in other ways, such as generating energy from waste and to minimise the disposal of waste by landfill. The way that waste has been dealt with in the past, which was primarily by disposing of it in landfill, is not sustainable and it can be a valuable resource through recycling and re-use. A more sustainable approach to waste management will not only lead to a reduction in the use of natural resources but will also help to reduce the scale of greenhouse gas emissions to the atmosphere.

14 Annual Business Inquiry 2008 (ONS) and Kirklees Local Economic Assessment 2010 – 2011

3 Vision and strategic objectives

3.1 What is driving the vision for Kirklees

- 3.1** Our vision needs to consider what Kirklees should be like in the future if the needs and aspirations of those who live, work in or visit Kirklees are to be met whilst retaining the characteristics that make it attractive and distinctive. It also needs to be flexible to allow us to respond to future challenges in a way that is right for Kirklees and its residents and businesses.
- 3.2** We consider that there are two major factors that are important in making Kirklees a better place in the future:
- healthy people enjoying quality of life; and
 - a strong and growing economy.
- 3.3** The council has two strategies which support this: Kirklees Economic Strategy and the Kirklees Joint Health and Well-Being Strategy.
- 3.4** National Planning Policy Framework is clear that local authorities should work with local communities to set out a positive vision for the future of the area. A series of early engagement activities were undertaken to allow individuals to contribute to the vision.
- 3.5** We have produced a vision and objectives for the draft Local Plan which reflects these strategies, government guidance and the comments made to us through public engagement. The diagram below shows the inter-relationship between the draft Local Plan and the strategies.

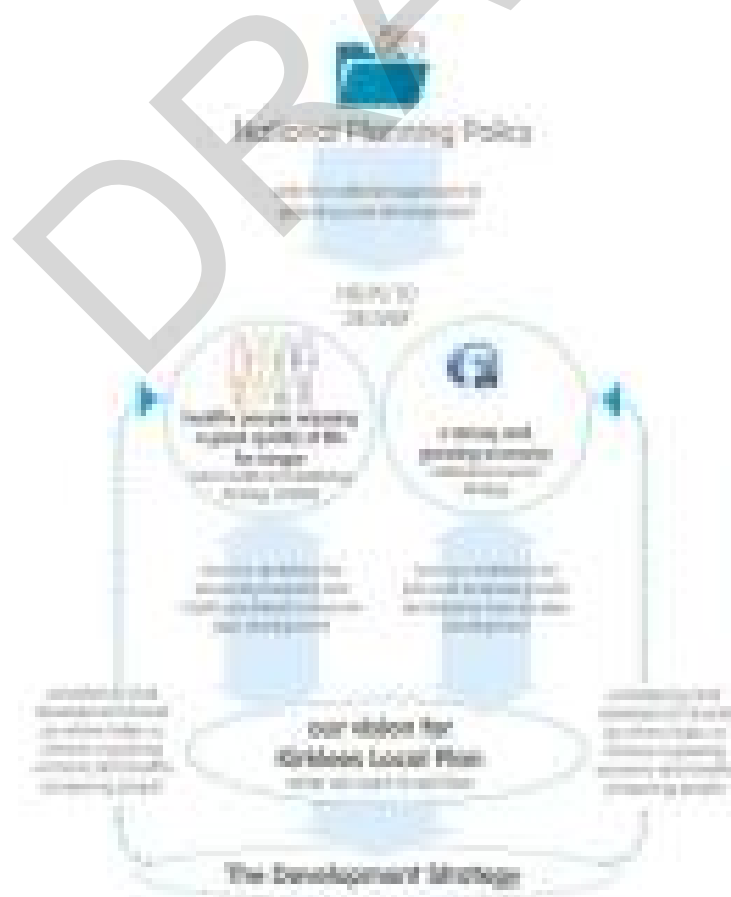


Figure 1 Key Strategic Relationships with Local Plan

3 Vision and strategic objectives

3.2 Vision

Vision for Kirklees

In 2031, Kirklees will be a great place to live, work and invest in, delivered through an integrated approach to housing and employment. Development will have taken place in a sustainable way (balancing economic, social and environmental priorities) and by making efficient and effective use of land and buildings supported by necessary infrastructure and with minimal effect on the environment. Health inequalities will have been reduced, enabling higher standards of health and well-being resulting from improved access to training and job opportunities, a decent and affordable home, access to services and green spaces and opportunities for physical activity and a healthy lifestyle.

The diverse character of the district as a whole and within its different character areas will be retained and enhanced while creating opportunities to build thriving communities which respond to local needs. The

Kirklees will be ideally placed to encourage inward investment and stimulate economic growth. This will be achieved through the provision of new prime employment land, sites of strategic importance for employment with a focus on manufacturing and engineering including Cooper Bridge and Chidswell and safeguarded employment land which, as a whole, provide the opportunities to grow businesses, improve economic resilience and increase the district's ability to compete with other areas.

There will be a focus on regenerating our towns whilst safeguarding and reinforcing those elements which make them distinctive. Huddersfield Town Centre will be revitalised through an enhanced independent retail, cultural and leisure offer; mixed use development of the Waterfront and St. George's Quarters and other key sites; and next generation digital connectivity. Dewsbury will be transformed by building on its strategic location, driven by integrated housing and economic development in the town centre and connected to communities. Supporting the rural economy will be encouraged and opportunities facilitated by high speed broadband.

There will be a mix of high quality housing which offers choice and meets the needs of all our communities including affordable housing. The challenges of an ageing population will have been addressed and a range of housing and employment choices available to attract and retain younger age groups within the district to build sustainable communities.

People will have access to a range of local facilities including services, health-care and education provision, and adequate infrastructure. Places will be well-connected encouraging sustainable travel including increased opportunities for walking and cycling and improved links to other parts of the Leeds City Region and beyond.

The local character and distinctiveness of Kirklees and its places will be retained. The natural, built and historic environment will be maintained and enhanced through high quality, inclusive design and safe environments, opportunities for play and sport, the protection and enhancement of green infrastructure, enhancement of distinctive and contrasting landscapes, tree and woodland protection, opportunities for local food growing, the enhancement of biodiversity and geodiversity and the protection and enhancement of heritage assets.

3.3 Strategic Objectives

Strategic objectives

- 3.6** The strategic objectives summarise the measures needed to deliver the vision. All proposals in the draft Local Plan should be consistent with one or more of the objectives.

3 Vision and strategic objectives

1. support the growth and diversification of the economy, to increase skill levels and employment opportunities including the provision of a high quality communication infrastructure;
2. strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability;
3. improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking;
4. provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, public transport, shops and services;
5. tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education;
6. protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish;
7. promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced;
8. protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees;
9. promote the use of brownfield land to meet development needs and support the regeneration of areas;
10. facilitate the sustainable use and management of minerals and waste.

4 Delivering growth and sustainable development

- 4.1** The government's view is that the purpose of planning is to help achieve sustainable development. In this context, 'sustainable' means ensuring that better lives for ourselves don't mean worse lives for future generations and 'development' means growth.
- 4.2** National planning policy confirms that the purpose of the planning system is to contribute to the achievement of sustainable development and states there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
 - an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

4.1 Spatial development strategy

The following factors and key principles form the basis of the spatial development strategy:

- An approach which acknowledges the size, character, role and function of the district's settlements, based on four sub-areas:
 - Huddersfield
 - Dewsbury and Mirfield
 - Batley and Spen
 - Kirklees Rural
- The importance of open spaces within urban areas where these meet identified local needs.
- The need for urban extension locations to enable housing delivery, which offer:
 - a. an increased chance of new infrastructure being provided (including new schools and roads as part of site development);
 - b. masterplanned sites (offering better chance of quality layouts, design, green infrastructure and higher building specifications)
- Meeting housing needs.
- Meeting employment needs including the aspirations of the Leeds City Region Strategic Economic Plan and Kirklees Economic Strategy.
- The need for prime strategic employment locations.

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- Local employment needs being met where demand indicates need and place shaping constraints allow.
- Proper consideration of infrastructure opportunities and constraints relating to land allocations particularly where crucial infrastructure is needed to deliver growth.
- A regeneration focus on Huddersfield and Dewsbury as indicated by the Kirklees Economic Strategy.
- Recognition of the need to improve the health and well being of Kirklees residents as indicated by the Kirklees Joint Health and Well-being Strategy.
- Assisting the delivery of new homes and jobs on brownfield land, whilst recognising that a brownfield only approach will not meet the district's housing and employment land requirements alone.
- Identification of land to meet development needs, in the following order of priority:
 - a. previously developed land and buildings within settlements;
 - b. suitable greenfield sites within settlements (unless essential for urban green space/local green space or other over-riding constraints;
 - c. sustainable extensions to settlements where exceptional circumstances can be demonstrated;
 - d. detached green belt sites (where these are previously developed or where exceptional circumstances can be demonstrated)
- Focus on mixed use sites in the plan where land use mix can be more flexible, viable and allow for more sustainable development and place shaping.
- A full retail hierarchy setting out a strategic framework for town centres.

- 4.3** The preparation of the draft Local Plan has taken account of a wide range of factors. To reflect the diverse nature of Kirklees, the district has been divided into four sub-areas for local plan purposes. These are explored further in Section 5 to explore the strengths, opportunities and challenges.
- 4.4** The draft Local Plan recognises the importance of open spaces within urban areas where these meet local needs. The development strategy therefore supports the rejection of development options where sites are required to fulfil this open space role.
- 4.5** The draft Local Plan seeks to meet housing and employment needs with a priority for the delivery of brownfield sites. As there is not sufficient deliverable and/or developable brownfield supply to meet needs throughout the plan period, a sequential approach to land release is set out including brownfield sites followed by greenfield sites within settlements (where not required for open space uses), urban extensions and detached green belt sites.
- 4.6** Whilst the Council is keen to focus on brownfield sites, urban extensions are required to provide sufficient land to accommodate needs. Urban extensions provide the chance for detailed masterplanning to ensure sufficient infrastructure is in place to deliver the planned level of growth. A major consideration in the location of such opportunities, particularly those for employment, is the identification of strategic employment and mixed-use sites identified in the Leeds City Region Strategic Economic Plan and proximity to the M62 and the M1.

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- 4.7** The Kirklees Economic Strategy and Joint Health and Well-being Strategy place a focus on regenerating our towns whilst safeguarding and reinforcing those elements which make them distinctive. Huddersfield Town Centre will be revitalised through an enhanced independent retail, cultural and leisure offer; mixed use development of the Waterfront and St. George's Quarters and other key sites; and next generation digital connectivity. Dewsbury will be transformed by building on its strategic location, driven by integrated housing and economic development in the town centre and connected to communities. This is reflected in the draft Local Plan vision.
- 4.8** The draft Local Plan has also taken account of a retail hierarchy in relation to town centres and shopping areas. Consideration has also been given to potential opportunities for mixed use developments on sites to promote flexibility where appropriate.
- 4.9** The strategy will be delivered through the positive determination of planning applications which accord with the plan, development management processes, joint working with adjoining authorities and other key partners and by securing investment through the private sector, Government funding programmes, the Leeds City Region, and the West Yorkshire Combined Authority.

Alternatives considered

Option 1

Allocating development based on the size of settlements

This approach would categorise towns and villages according to their existing size, role and function, and rank them from large to small. Any future development would be distributed proportionately according to the existing size of a place. Generally, this means that the larger the place, the more development it would accommodate.

Larger settlements usually have a greater range of existing services and infrastructure than the smaller settlements. Therefore, it is likely that development in and around these places is sustainable. Smaller settlements tend to have less capacity to accommodate growth without significant new services and infrastructure, and this is likely to make development more expensive than it would be in larger places.

Option 2

Allocating development based on an area's character, its constraints and opportunities

This approach would assess the potential of each of the character areas to grow. This means that development would be allocated to places based on their ability to help us achieve our overall objectives, rather than simply on their existing size. It could also mean that quite small places could grow significantly if development opportunities exist.

Supporting evidence

- Kirklees Local Plan - Early Engagement
- Kirklees Local Plan - Sustainability Appraisal
- Leeds City Region Strategic Economic Plan
- Kirklees Economic Strategy
- Kirklees Joint Health and well-being strategy
- Kirklees Local Plan Infrastructure Delivery Plan
- Town Centre Audit Programme

4.2 Achieving sustainable development

Policy DLP 1

Presumption in favour of sustainable development

When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Proposals that accord with the policies in the Kirklees Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the proposal or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b. specific policies in that Framework indicate that development should be restricted.

Policy justification

- 4.10** For the purposes of the draft Local Plan, the definition of sustainable development is contained in National Planning Policy Framework (NPPF). The NPPF emphasises the economic, social and environmental roles which the planning system must perform in order that sustainable development can be delivered. The three roles cannot be undertaken in isolation because they are mutually dependent and the plan will seek to ensure that these roles are sought jointly and concurrently wherever possible.
- 4.11** The presumption in favour of sustainable development is central to all elements of the local plan as well as neighbourhood plans and supplementary planning documents which may be brought into effect over the life of the plan. The draft Local Plan will positively seek opportunities to meet the development needs of the district and meet objectively assessed needs unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 4.12** The NPPF outlines that plans and decisions need to take local circumstances into account so that they respond to the different opportunities for achieving sustainable development in different areas. Therefore, this policy should be read in conjunction with other plan policies particularly those which set out locally specific development principles to reflect the four character areas of the district.
- 4.13** The policy supports the aims of the council's Economic Strategy and Health and Well-being Strategy. It will also seek to ensure that the vision and ten strategic objectives of the local plan are delivered within the plan period.

Delivery and implementation

- 4.14** This policy will be delivered through development management processes, council policies, procedures and plans.

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Links with strategic objectives

- 4.15** The purpose of the planning system is to contribute to the achievement of sustainable development. Development will be expected to make a positive contribution towards the economic, social and environmental objectives of the local plan. The policy therefore, has links to strategic objectives 1 – 10.

Alternatives considered

Option 3

There could be no policy in the draft Local Plan with a reliance on National Planning Policy Framework and National Planning Policy Guidance. However, the policy has been included to translate the “presumption in favour of sustainable development” and ensure that the achievement of sustainable development is a golden thread running through the local plan.

Supporting evidence

- See supporting evidence contained in other draft Local Plan policies.

4.3 Location of new development

Policy DLP 2

Location of new development

To deliver the spatial development strategy the following broad spatial framework will apply to all new development:

1. the focus of most new development, including housing, employment, retail and mixed use development, will take place within the urban areas taking advantage of existing services and high levels of accessibility, with the largest amount of development located in Huddersfield and Dewsbury or on land specifically identified for employment outside of the urban area where it contributes to meeting economic objectives;
2. the scale of development will reflect:
 - a. the settlement’s size, function and character; and
 - b. spatial priorities for urban renaissance and regeneration; and
 - c. the need to provide for new homes and jobs;
3. the focus of new retail, leisure, office, cultural and tourist facilities development will be located within town centres and in identified mixed use allocations where consistent with national planning policy and the spatial development strategy, taking advantage of existing services and high levels of accessibility;
4. in the green belt, development will conform to national and local policies relating to the green belt

Development will be permitted where it supports the delivery of housing and employment growth in a sustainable way, taking account of the following criteria:

- a. delivering the housing and job requirements set out in the local plan;

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- b. the need to maintain a supply of specific deliverable sites, in accordance with national policy;
- c. ensuring that opportunities for development on brownfield (previously developed) sites are realised early in the plan, subject to delivering the overall housing and jobs requirements;
- d. ensuring delivery of housing and jobs in smaller settlements to meet local housing and employment needs;
- e. co-ordinating housing and employment land delivery with the provision of new infrastructure.

Policy justification

- 4.16** For housing land, national policy requires local planning authorities to use their evidence base to ensure that their local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area. This is by identifying a supply of specific deliverable housing sites to provide five years worth of housing (based on the housing requirement) and a supply of specific developable sites to meet housing needs later in the plan. The Housing section sets out the housing requirement and calculations showing the source of the supply to meet this requirement over the plan period.
- 4.17** For employment land, national policy requires local planning authorities to identify strategic sites for local and inward investment, to meet anticipated needs over the plan period, identify priority areas for economic regeneration, positively plan for the location, promotion and expansion of clusters/networks of knowledge driven, creative and high technology industries and to set out policies to be flexible enough to accommodate needs not anticipated in the plan. The Employment section sets out the total jobs requirement and how this will be met over the plan period.
- 4.18** The spatial strategy sets out the amount of development anticipated in each of the four character areas in the district. The strategy seeks to deliver planned growth in the larger settlements, however over the course of the plan period it will be necessary for smaller settlements to accommodate development to meet locally arising needs. Housing and employment allocations on sites over 0.4 hectares will provide certainty as to where housing and employment needs will be met. Housing delivered on windfall sites will also make an important contribution. This is made up of housing sites with an area of less than 0.4 hectares and larger sites coming forward on an ad-hoc basis, such as older employment sites being redeveloped for housing.
- 4.19** The provision of infrastructure is essential to the delivery of development. It has been considered through the Infrastructure Delivery Plan, Sustainability Appraisal, site allocations and through the policy on Infrastructure. Infrastructure may include road infrastructure to 'unlock' the development potential of a site or infrastructure that is required because of the scale of the site.

Delivery and implementation

- 4.20** This policy will be delivered through the positive application of the policy tests to development proposals, particularly where development proposals accord with other relevant planning policies/allocations in the draft Local Plan. The council will aim to maintain a reasonable supply of brownfield land for new jobs and homes through:
- the use of Local Development Orders on brownfield sites;
 - the use of Compulsory Purchase Orders to help bring forward key sites/areas, where appropriate;
 - the potential relaxations of Section 106 and CIL charges to help bring forward brownfield land, where appropriate;
 - preparation of a brownfield land strategy and masterplans for key brownfield sites;

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- use of funding regimes to remediate/pump prime stalled sites/difficult sites such as Local Infrastructure Fund, Get Britain Building investment fund which is providing finance to unlock smaller stalled sites, Builders' Finance Fund, Growing Places Fund, New Homes Bonus;
- creation of local housing and employment/enterprise zones where the financial receipt of greenfield development can be reinvested into subsidising brownfield sites (brownfield fund) and infrastructure.

Strategic objectives

- The purpose of the planning system is to contribute to the achievement of sustainable development. Development will be expected to make a positive contribution towards the economic, social and environmental objectives of the local plan. The policy therefore, has links to strategic objectives 1 – 10.

Alternatives considered

Option 4

Having no policy and relying on national policy would not be desirable as national policy requires that local authorities positively seek opportunities to meet development needs which requires planning to be genuinely plan-led with local planning authorities proactively driving and supporting sustainable economic development to deliver homes, employment land and infrastructure that are required.

Option 5

Development of policy approaches consistent with the alternative spatial development strategies consulted on, which have been rejected.

Option 6

Setting a specific brownfield land target for the draft Local Plan is not considered to be justifiable given the uncertainties of the potential future rate of brownfield land development.

Option 7

Allowing significant new development in smaller centres would be inconsistent with the Local Plan principles of sustainable development and would be unjustified.

Supporting evidence

- Kirklees Sustainability appraisal
- Settlement appraisal
- Retail hierarchy
- Leeds City Region Strategic Economic Plan
- Kirklees Economic Strategy
- Market Strengths Assessment
- Dewsbury Strategic Development Framework

4.4 Infrastructure planning

Policy DLP 3

Providing infrastructure

The council will work with partners to bring forward the necessary and proportionate essential infrastructure that is required in order to deliver the spatial strategy as set out in the Local Plan.

Where new infrastructure is needed to support new development, the essential infrastructure must be operational no later than the appropriate phase of development for which it is needed.

New development should contribute to the provision of infrastructure, taking account of local and strategic needs and financial viability. This may be achieved on-site or off-site through planning conditions or legal agreements and/or through contributions to the Community Infrastructure Levy (CIL).

Policy justification

- 4.21** The NPPF states that the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change should be assessed to test the ability to meet forecast demands. Strategic infrastructure needs including nationally significant infrastructure should also be considered.
- 4.22** NPPF states that the local plan should not include such a scale of obligations and policy burdens that the viability of development is threatened. The NPPF also recommends that CIL charges should be worked up alongside the local plan. The council has tested the impact of its local plan policies and potential CIL rates on development viability to ensure the growth aspirations can be delivered alongside developer contributions help fund infrastructure improvements.
- 4.23** When development takes place it places additional demand upon infrastructure which can take many forms – physical, such as water and energy supply networks, drainage systems and roads; social, such as community buildings, education and health facilities; and green, such as areas for wildlife, sport and recreation. It is therefore important to ensure that development proposals contribute to improvements in infrastructure capacity to cater for the additional needs they generate.
- 4.24** This can be achieved through the planning system by imposing conditions on planning permissions and securing legal agreements with developers and through the CIL.
- 4.25** Developer contributions towards meeting either strategic or local infrastructure needs may involve on-site or off-site provision. On-site provision will usually be secured by planning conditions or legal agreements. Off-site provision can be secured by legal agreements and through CIL contributions.
- 4.26** The Infrastructure Delivery Plan (IDP) is a supporting evidence document for the Local Plan. The IDP assesses the current status of infrastructure across the district and identifies, where possible, what new infrastructure investment is required to support the growth brought by the Local Plan. The IDP will identify funding sources, spending priorities and help define CIL spending priorities.

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Delivery and implementation

4.27 This policy provides the framework to consider the cumulative requirements of other Local Plan policies to ensure that developers contribute proportionately to fund infrastructure whilst ensuring that the Local Plan as a whole is deliverable.

Links with strategic objectives

4.28 As the provision of appropriate infrastructure alongside growth is an integral element of sustainable development it accords with all the Local Plan Strategic Objectives.

Alternatives considered

Option 8

Do nothing: Risk that strategic and local infrastructure improvements are not delivered if the policy does not exist as a collective consideration of the IDP, CIL and local plan viability testing. Lack of weighting of this policy to deliver the requirements of other policies.

Option 9

To include more prescriptive requirements and standards within this policy: It is not the intention to set specific requirements within this policy. This policy provides the framework to consider the cumulative requirements of other local plan policies to ensure that developers contribute proportionately to fund infrastructure whilst ensuring that the plan is deliverable. There would be duplication of other policies if this policy was more prescriptive.

Supporting evidence

- Kirklees Local Plan Viability and Infrastructure Study

4.5 Masterplanning sites

Policy DLP 4

Masterplanning sites

Masterplans will involve the 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;

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- 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;
- 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);
- 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.

Policy justification

4.29 High level of designs for all types of development are essential to maintaining and enhancing the character of the area. Masterplanning ensures that development is properly integrated with existing settlements, with the focus on sustainable mixed communities. New development offers the opportunity to expand and enhance local infrastructure and facilities for the wider area. To achieve these objectives, development will be planned in a co-ordinated way through a comprehensive masterplanning process.

4.30 In broad terms, masterplans provide design guidance for areas that are likely to undergo some form of change. They will describe and map the overall vision and concept for the proposed development including proposed land uses, urban design, landscaping, built form, movement and access and infrastructure and service provision providing a clear and cohesive framework for development. They will also set out the intended implementation and phasing of development.

Delivery and implementation

4.31 Masterplans are normally prepared by developers to interpret planning policies and are often submitted as part of the pre-application process. The documents are frequently prepared in consultation with local communities and other organisations. A masterplan once endorsed by the council will be used as a guidance document to inform the consideration of future planning applications.

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Links with strategic objectives

- 4.32** The purpose of the planning system is to contribute to the achievement of sustainable development. Development will be expected to make a positive contribution towards the economic, social and environmental objectives of the Local Plan. The policy therefore, has links to strategic objectives 1 – 10.

Alternatives considered

Option 10

Do nothing - there could be a reliance on which National Planning Policy Framework attaches great importance to the design of the built environment and sustainable development. However, it does not provide detailed guidance on the council's expectations for the development of large sites. It is considered that the policy is required to give clarity to developers and local communities and to ensure early engagement on design concepts to deliver sustainable development that preserves and enhances the existing character of the area.

Supporting evidence

- Building for Life 12
- Urban Design Compendium
- Manual for Streets
- Sport England Active Design Principles
- Accommodation Strategy for Older People in Kirklees 2010-15
- Kirklees Joint Health and Well-being Strategy 2014-20
- Trees and Design Action Group - Trees in the Townscape

4.6 Safeguarded land

Policy DLP 5

Safeguarded land (Land to be safeguarded for potential future development)

Areas identified as safeguarded land will be protected from development other than that which is necessary in relation to the operation of existing uses, change of use to alternative open land uses or temporary uses. All proposals must not prejudice the possibility of long term development on safeguarded land sites.

The status of safeguarded land sites will only change through a review of the local plan.

Policy justification

- 4.33** The identification of safeguarded land ensures that green belt boundaries will last beyond the end of the local plan period. This is in accordance with national planning policies which states the intention for green belt boundaries to have permanence in the long term.
- 4.34** Safeguarded land is identified as land to be protected from development during the local plan period but to be considered for development through a review of the local plan. Although development will not generally be appropriate on safeguarded land, it is recognised that not all development will prejudice the function and the value of the land. It will therefore, be appropriate to permit development

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required in connection with established uses, or change of use to an alternative open land use or to temporary uses which would not prejudice the possibility of development after the plan is reviewed, nor is detrimental to the character of the site and its surroundings.

- 4.35** The consideration of the permanent development of safeguarded land, such as for housing or employment, will only occur through a change to the allocation through a review of the local plan. During a local plan review, the reassessment of safeguarded land will involve determining for each site whether in the prevailing circumstances there is a case for releasing some or all of the land for development, or whether it should be maintained as safeguarded land until the next review of the plan.

Delivery and implementation

- 4.36** This policy will be implemented by ensuring that proposals for development on safeguarded land meet the policy requirements and do not prejudice the longer term permanent development of these sites. The effectiveness of the policy will be monitored through recording the loss of safeguarded land to permanent development through the Annual Monitoring Report.

Links with strategic objectives

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 11

Do not allocate safeguarded land within the local plan. This approach would not be consistent with national planning policy in relation to ensuring the permanence of green belt boundaries in the longer term beyond the end of the plan period.

Option 12

Allow flexibility within the local plan by allowing some safeguarded land to be brought forward within the plan period as a contingency if allocated sites do not deliver sufficient development. This approach has not been taken as it could undermine the delivery of allocated sites and lead to over-development in areas. Sufficient land and flexibility has been included within the local plan process to ensure sites allocated for development will deliver sufficient homes during the plan period.

Supporting evidence

- Strategic Housing Market Assessment (SHMA)
- Green Belt Review

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4.7 Efficient and effective use of land and buildings

Policy DLP 6

Efficient and effective use of land and buildings

To ensure the best use of land and buildings, proposals should give priority to:

- the efficient use of previously developed land and buildings in the most sustainable locations provided that they are not of high environmental value;
- bringing empty properties back into re-use;
- despoiled, degraded, derelict and contaminated land provided that it is not of high environmental value;
- making only exceptional use of the best and most versatile agricultural land;
- ensuring that development does not sterilise other land for potential development.

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

- developments should achieve a net density of at least 30 dwellings per hectare, where appropriate;
- higher densities will be sought in principal town centres and in areas close to public transport interchanges
- 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;
- more detailed density requirements will be set out in site allocations and in neighbourhood plans.

Policy justification

4.37 National policy states that planning policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value. It further states that the planning system should contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

4.38 In Kirklees there has been a significant amount of housing and employment development on brownfield sites in recent years. The percentage of new homes built on brownfield land has decreased in recent years:

Monitoring Year	Gross completions	Gross completions on previously developed land	Percentage of new homes on previously developed land (rounded)
2004/05	1,356	1,253	92%
2005/06	1,142	1,000	88%
2006/07	2,631	2,388	91%
2007/08	2,428	2,223	92%
2008/09	1,217	1,087	89%

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Monitoring Year	Gross completions	Gross completions on previously developed land	Percentage of new homes on previously developed land (rounded)
2009/10	781	694	89%
2010/11	1,106	913	83%
2011/12	965	726	75%
2012/13	822	579	70%
2013/14	1,144	806	70%

Table 1

- 4.39** For employment most take-up has been occurring within existing brownfield employment locations/areas (100% in 2013/14). A 'churn' of employment land on these older employment areas is expected to continue.
- 4.40** It should be recognised that brownfield land is often in operational use and that not all landowners who wish to re-locate may put their existing site forward for development through the local plan. The 'blighting' of existing businesses/factories by allocating them for housing without sufficient justification from a willing landowner can have significant impacts on local jobs/economic prosperity. The local plan sets out a windfall allowance which anticipates the continued trend of housing replacing older employment sites.
- 4.41** Whilst the majority of local plan housing and employment allocations are therefore on greenfield sites, the council remains committed to a brownfield first approach as set out in the policy.
- 4.42** The proportion of long term vacant dwellings in Kirklees is 1.4% (2,507 properties), which is above the national average (0.9%) and the West Yorkshire average (1.3%). The Kirklees Empty Homes Strategy⁽¹⁵⁾ has helped reduce the number of empty homes in the district, by setting out a range of measures to bring them back into use. The aim of bringing empty homes back into use remains important and although this provides accommodation for people, the local plan does not include an allowance for this as set out in the housing section.
- 4.43** National Policy requires local planning authorities to take into account the economic and other benefits of best and most versatile agricultural land. In Kirklees the highest graded agricultural land is Grade 3 (the highest possible is grade 1, the lowest grade 5) and is located in the east of the district. In Yorkshire, the Grade 1 agricultural land is located around the Humberhead Levels and the Grade 2 land is primarily around the Vale of York and the Yorkshire Wolds, with grades generally declining westwards towards the Pennine uplands.
- 4.44** Where land is allocated for development, proposals will have to show that they are optimising the potential of the site to accommodate development, in line with national policy. Proposals on or affecting an allocated development site will be expected to make provision for future development of the allocated site.
- 4.45** Setting a minimum density requirement for housing sites in Kirklees is a tool to achieve the goal of sustainable development, by making the most effective use of land. Analysis of new build housing between 2009 and 2014, on sites of at least 0.4 hectares, shows an average density of 36 dwellings per hectare.

15 [Kirklees Empty Homes Strategy 2011-15](#)

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4.46 The policy allows for lower densities where a site would not be compatible with its surroundings, applicants should refer to the design policy for further guidance. Lower densities may be appropriate in Conservation Areas to have regard to the significance of heritage assets to allow new development to make a positive contribution to local character and distinctiveness. Also, site constraints such as gradients may create difficulties achieving the relevant density on sites.

Delivery and Implementation

4.47 This policy will be delivered through the development management process. The Council will also aim to maintain a reasonable supply of brownfield land for new jobs and homes through:

- The use of Local Development Orders on brownfield sites
- The use of Compulsory Purchase Orders to help bring forward key sites/areas, where appropriate
- The potential relaxations of Section 106 and CIL charges to help bring forward brownfield land, where appropriate
- Preparation of a brownfield land strategy and masterplans for key brownfield sites
- Use of funding regimes to remediate/pump prime stalled sites/difficult sites such as Local Infrastructure Fund, Get Britain Building investment fund which is providing finance to unlock smaller stalled sites, Builders' Finance Fund, Growing Places Fund, New Homes Bonus
- Creation of local housing and employment/enterprise zones where the financial receipt of greenfield development can be reinvested into subsidising brownfield sites (brownfield fund) and infrastructure

Links with strategic objectives

- 9. Promote the use of brownfield land to meet development needs and support the regeneration of areas;

Reasonable alternatives considered

Option 13

Do nothing - While NPPF Core Planning Principles paragraph 17 sets out a requirement to encourage the effective use of land, it is considered that it does set out clear criteria to enable the assessment of planning applications. The inclusion of details on housing density requirements within the Plan, gives clear guidance to developers and local communities to assess the viability of sites and the potential impact of new development on the character of the area.

Option 14

Setting a higher or lower minimum density level could be considered, however the Local Plan evidence base confirms 30 dwellings per hectare is a reasonable balance between past delivery rates and making efficient and effective use of land and buildings.

Option 15

Setting a minimum target for the amount of development that take place on brownfield land. This would not be an effective target because there have been very few development options for site allocations on brownfield land. A higher brownfield target would need to have a higher number of brownfield site allocations, which in turn would lead to allocations on brownfield sites currently in operation for business and industry - where allocation may impact on existing businesses.

Supporting evidence

- Kirklees Strategic Housing Land Availability Assessment
- Kirklees Annual Monitoring Report

DRAFT

5 Place shaping

5.1 A key role for local authorities is 'place shaping', which includes:

- building and shaping local identity;
- representing the community;
- regulating harmful and disruptive behaviours;
- maintaining the cohesiveness of the community;
- helping to resolve disagreements;
- working to make the local economy more successful;
- understanding local needs and preferences and making sure that the right services are provided to local people; and
- working with other bodies to respond to complex challenges.

5.2 Not only does the local plan need to identify the scale of development over the next 15 years, but also where this development should be located. Our local plan needs to be sensitive to the local character of the places which make up Kirklees. It also needs to be recognised that the Local Plan is a land use planning strategy and cannot resolve some of our social/community issues on its own. In this context the Local Plan needs to be seen as one of several key strategies the Council and its partners can use to develop joined up approaches to addressing socio-economic issues.

5.3 Different places often have different roles and functions. Larger places usually provide more employment, shopping and leisure opportunities; whereas in smaller towns and villages, jobs and services are more limited. Places also differ greatly in their prosperity – where residents' quality of life is affected by the lack of local jobs, services and affordable housing, and being able to travel easily to nearby towns and cities.

5.4 By understanding the different roles places play, their strengths and their constraints, we can adopt a strategic approach to where new development can take place.

Policy DLP 7

Place shaping

All development proposals should seek to build on the strengths, opportunities and help address challenges identified for the four sub-areas in the local plan in order to protect and enhance the qualities which contribute to the character of these places:

- Huddersfield sub-area
- Batley and Spen sub-area
- Dewsbury and Mirfield sub-area
- Kirklees Rural sub-area

Proposals will be expected to:

- a. integrate new development into the area taking account of connectivity, accessibility to local services, densities, sustainable transport choices and opportunities to meet local employment or housing requirements in terms of mix, tenure and type;
- b. protect or enhance a sense of place through good design, appropriate materials, textures and colours, working with the landscape, site topography, orientation and existing natural and built form;
- c. create safe places to live and work which design in health with access to public and private amenity space and access to a range of transport choices which reduce car dominance and shared spaces on streets.

Delivery and implementation

- 5.5** This policy will be delivered by developers, but will be assisted by the council through advice given at pre-application stage and also through the provision of development briefs and supplementary planning documents. Other external bodies will provide advice such as CABI at The Design Council, Historic England and West Yorkshire Police Architectural Liaison Unit.

Links with strategic objectives

- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Promote development that helps to mitigate climate change and development which is adapted so that the potential impact from climate change is reduced.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees Council promote the use of brownfield land to meet development needs and support the regeneration of areas.
- Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 16

Do nothing. Failing to plan positively for place shaping and respecting the character of different parts of Kirklees is not compliant with national planning policy and would not properly take into account the evidence regarding the strengths, weaknesses, opportunities and threats of the district's settlements.

Supporting evidence

- Kirklees Early engagement feedback

5.1 Huddersfield

- 5.6** Huddersfield is an extensive urban area, surrounded by steep slopes which are visible from within the town, and contains numerous areas of historic or architectural interest, including the town centre. There is a good range of shopping and leisure opportunities both in the town centre and retail parks, and further afield in neighbouring local centres. Industrial areas are concentrated along the Colne and Holme river corridors and the town centre, providing a variety of employment opportunities, but unemployment is above the Kirklees average. Household income and average house prices are below the Kirklees average. All areas of the town are well served by public transport, but several main roads are prone to peak hour delays.

Place Shaping - Huddersfield

Strengths/opportunities for growth

- Frequent rail services across the north of England from Huddersfield station

5 Place shaping

- Good access to the M62, particularly from the north
- Priority in Kirklees Economic Strategy to revitalise Huddersfield town centre including enhanced independent retail, cultural and leisure offer; mixed use development of Waterfront Quarter and other key sites; and next generation digital connectivity
- Huddersfield University and Kirklees College potentially attracting investment
- The town centre is a focus for shopping and leisure and there are opportunities to enhance this provision; local centres generally offer good provision to meet local needs
- Attractive buildings and spaces of historic and architectural interest
- Many areas of the town have good access to green spaces and greenways present opportunities for walking and cycling
- Strong and innovative manufacturing sector linked to educational establishments.
- Economic opportunities in creative sector linked to university, Kirklees College and media centre
- Strong housing market in the north of Huddersfield

Challenges to growth

- Traffic congestion and poor access to M1 from across Huddersfield and poor access to M62 from the south
- Maximising the potential of the relatively flatter and accessible potential development locations
- Flatter areas at low levels tend to be at risk of flooding
- Poor air quality in some areas
- Pockets of high unemployment, deprivation and poor health
- The housing market is weak in some areas, which may be a barrier to development of brownfield sites
- Shortfall of Grade A office accommodation and private sector service employers relative to other large towns



Picture 1 Huddersfield Sub-Area

5.2 Dewsbury and Mirfield

- 5.7** Dewsbury and Mirfield form an extensive urban area within a wide valley, bounded by some steep slopes and containing significant areas of historic or architectural interest. The area benefits from good transport links to the M62 and the M1, and by rail to Leeds and Manchester. There is also a well-established green network making it easy to walk and cycle. Dewsbury town centre is the main location for shopping. Local shopping centres exist in Mirfield and Ravensthorpe, where shops and services are either side of the busy main road. Overall, household incomes are below the Kirklees average but there are some higher income areas. Relative to other areas of Kirklees, skills levels in Dewsbury are lower than average. The area experiences both strong and weak housing market areas.

Place Shaping - Dewsbury and Mirfield

Strengths/opportunities for growth

- Dewsbury has good rail links to Leeds and Manchester
- Mirfield is currently the district's only direct rail link to London
- Relatively good motorway links from Mirfield to M62 and north-east Dewsbury to M62 and M1
- Priority in Kirklees Economic Strategy to transform Dewsbury, building on strategic location and driven by integrated housing and economic development in town centre
- Strong housing market areas of Mirfield and outskirts of Dewsbury
- Generally good provision of local shopping
- Attractive buildings and townscape in Dewsbury
- Kirklees College potentially attracting investment
- Established greenway network and Dewsbury Country Park
- Brownfield opportunities from former industrial uses
- Potential to enhance river and canal corridor to help attract investment
- A growing young population with a history of enterprise and community networks

Challenges to growth

- Traffic congestion on key routes
- High levels of inequality between strong and weak housing market areas
- Narrow green belt gaps separating some settlements, particularly around Mirfield
- Flatter areas at low levels tend to be at risk of flooding
- Many brownfield opportunities are in weak housing market areas
- Poor environmental quality in some areas reduces potential for investment
- Higher than average floorspace vacancy in Dewsbury Town Centre
- Pockets of high unemployment, deprivation and poor health
- The regeneration of Dewsbury as a place to live, work and invest

5 Place shaping



Picture 2 Dewsbury & Mirfield Sub-Area

5.3 Batley and Spen

5.8 Settlements in Batley and Spen are based around the hills and valleys of the Spen and Calder rivers, although the valleys are wider and generally less steep than in other parts of Kirklees. The historic building legacy of the industrial revolution make for attractive townscape; although the built-up areas of Heckmondwike, Batley and Dewsbury have merged into one urban area, and many settlements are separated by only relatively narrow areas of green belt. The area enjoys a well-established greenway network with plenty of opportunities for walking and cycling. There are good local centres offering a range of shopping, and also a major retail park at Birstall. Incomes vary across the area, generally being lower in Batley and higher in Birstall.

Place Shaping - Batley and Spen

Strengths/opportunities for growth

- Good motorway links to M62
- Greenway network encourages walking and cycling
- Attractive buildings reflecting the area's industrial heritage and public spaces, particularly in Batley and Birstall
- Attractive countryside between settlements, primarily in the Spen Valley
- Town, district and local centres offer good range of local shopping facilities
- Strong housing market area around Birstall, Gomersal and Cleckheaton
- Good local employment opportunities in Batley, Birstall and Cleckheaton

- Gentle slopes provide the opportunity to expand settlements
- High quality green infrastructure offer

Challenges to growth

- Traffic congestion on main routes
- Rail services are restricted to local services at Batley
- Bus journeys to larger towns and cities tend to be indirect and experience congestion
- Narrow green belt gaps between many settlements
- Higher than average empty shops and offices in Batley town centre
- Poor environmental quality in some areas reduces the potential for investment
- Noise and air quality issues associated with motorway
- Pockets of high unemployment, deprivation and poor health



Picture 3 Batley & Spen Sub-Area

5.4 Kirklees Rural

- 5.9** In the towns and villages of the Colne and Dearne valleys, settlements are generally well separated by open countryside, although those within the Upper Holme Valley often join together. The Upper Holme and Colne valleys border the Peak District National Park, and these areas include habitats and species protected by European legislation. Generally, the Holme and Colne valleys are narrow, with steep sides which can limit development, whereas the Dearne Valley has more gently sloping valleys. Settlements are well connected to Huddersfield and there are good connections to the M1 from the east. The Colne Valley has good rail links to Manchester, Huddersfield and Leeds, and local

5 Place shaping

rail links exist in part between the Holme Valley, Dearne Valley and Huddersfield. For many of the towns and villages, Huddersfield is the focus for where most people work, shop and undertake leisure activities.

Place Shaping - Kirklees Rural

Strengths/opportunities for growth

- Generally high levels of income
- Low unemployment
- Canal and centres such as Holmfirth attract tourism
- Rail links to Leeds, Huddersfield and Manchester from the Colne Valley and potential to improve frequency of services in parts of the Holme Valley and Dearne Valley
- Dearne Valley has relatively good access to M1
- Attractive landscape character
- Market strength suggests brownfield opportunities are more viable
- Gentle slopes in the east provides opportunity to expand settlements

Challenges to growth

- Expansion of settlements in the upper Colne and Holme Valleys may be constrained by European protected habitats and species
- Steep valley sides in the Colne Valley and Holme Valley
- Generally high house prices create problems of affordability for local people
- Limited opportunities for people to work and shop locally
- Relatively poor motorway access from the Colne Valley and Holme Valley
- Limited frequency of rail service
- Few brownfield opportunities from industrial legacy
- Loss of employment land to housing



6 Economy

- 6.1** National planning policy states that local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Local Plans should therefore set policies that recognise and seek to address potential barriers to investment and have a clear economic vision and strategy to help deliver sustainable economic growth that is responsive to these economic signals.
- 6.2** In delivering sustainable economic growth the Local Plan must be based upon robust and up-to-date evidence about the economic prospects for the area and take account of the relevant market signals.
- 6.3** In meeting these needs the Local Plan must positively respond to identified business needs within the economic markets operating in and across the area and take account of regional objectives, in this case set by the Leeds City Region, and consider any changes in the market.
- 6.4** The following economic policies aim to deliver the overarching objectives of the the Leeds City Region and the council's Economic Strategy and Health and Well-being Strategy creating opportunities for economic growth and resilience. It aims to meet the needs of the business community and should therefore be read in accordance with other policies within the draft Local Plan.

6.1 Employment strategy

- 6.5** The draft Local Plan spatial strategy seeks to develop a strong and thriving economy, 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. This reflects the draft Local Plan vision and the main priorities identified in the Leeds City Region (LCR) Strategic Economic Plan (SEP) and the Kirklees Economic Strategy (KES) and Joint Health and Well-being Strategy.
- 6.6** The draft Local Plan will assist the creation of new jobs in a variety of ways, most obviously through the allocation of new prime land for employment uses, the safeguarding of existing employment sites but also by less direct means, for example, by promoting town centre regeneration, supporting local services in rural areas, enhancing visitor facilities, supporting expansion of education and training, and facilitating improvements to transport and telecommunications. It also seeks to maintain an attractive environment through the protection of the landscape and heritage assets which will encourage tourism and inward investment from businesses that wish to locate here.
- 6.7** In accordance with the requirements of national policy, the council has undertaken a comprehensive analysis to understand and positively respond to the employment needs and prospects of the district with consideration afforded to the role the local economy has to play as part of the wider city region. In compliance with the city regions SEP and with the council's own strategy, KES, the Local Plan has identified jobs and land to meet the needs of local businesses and inward investment opportunities.
- 6.8** Based on this evidence, the Kirklees Local Plan seeks to deliver 32,200 jobs over the plan period from 2013-31 to meet the Objectively Assessed Jobs Need. This equates to a total employment land requirement of 265 hectares. Naturally some of this supply already exists; therefore careful consideration has been given to the current stock of employment land in Kirklees to determine how much new prime employment land is required to accommodate the jobs. In view of this a number of factors have been taken into account, including completions since 2013, existing employment land supply, potential windfall from established sites, and an allowance for flexibility. This calculation is explained below and summarised in the table below.

- 6.9** Since the Local Plan base date (1st April 2013) a total of 8 hectares of land has been developed for employment use. This take-up has contributed towards meeting the employment land requirement. It is also important to take account of the 21 hectares currently subject to planning permission. All of this supply is windfall (land not allocated in the previous development plan) and will play an important role towards making a contribution to the current supply of employment land.
- 6.10** In terms of existing land supply, Kirklees still has 3 hectares supply from previous permissions (on land not allocated for employment or mixed use). The land accounted for is unallocated land made up of previous planning permissions that have since expired but are deemed available and suitable for business and industrial use. Much of this land will meet the needs of the districts small and medium enterprises (SME's) and is therefore an important component of the land supply.
- 6.11** It is considered prudent to add a flexibility allowance to ensure an appropriate range of sites for the market and to account for the non-delivery of prime sites. In order to allow for this a 10% flexibility has been applied to the outstanding employment land requirement of 233 hectares (265 ha - 8 ha - 21 ha - 3 ha = 233 ha). This equates to an additional 23 hectares.
- 6.12** A review of the council's established business and industrial sites has also been undertaken to determine their continued suitability. Through this exercise, sites have been identified as Priority Employment Areas (PEAs) which provides a greater degree of protection to prevent unnecessary changes of use. Naturally much of this stock is already developed, however, there remains parcels of land within them that remain undeveloped yet have the potential to contribute towards the current supply of employment land. Although this supply is not considered to be prime and is neither allocated or subject to planning permission, it is still important to acknowledge potential within the districts existing employment areas and therefore a total of 60 hectares has been accounted for within the supply calculations.
- 6.13** The council's overarching objectives for the economy place significant emphasis on the need to support the growth aspirations of the districts indigenous businesses, as well as securing the inward investment opportunities which are likely to occur during the course of the plan period. Much of this emphasis has been placed on taking advantage of the districts key manufacturing assets with focus being placed on the advanced engineering and manufacturing sectors. In order to accommodate this, prime employment sites need to be made available to accommodate these growth aspirations. Such sites do not currently exist within the existing urban area and therefore the majority of the existing supply does not meet the site criteria or locational requirements to deliver on these economic objectives for Kirklees. Consequently it has been important to identify prime sites that provide large areas of undeveloped land, that are well placed to take advantage of established business corridors, with good access to the workforce and motorway junctions.
- 6.14** Taking account of both the LCR SEP and KES objectives, and factoring in calculations on jobs growth, new prime employment land will be required if Kirklees is to achieve its economic objectives. The supply set out in the table below includes outstanding employment land supply on predominantly small parcels of land within already established business and industrial locations (Priority Employment Areas). An exercise has been undertaken to rationalise this supply, i.e to not needlessly hold on to land that is unlikely to come forward for its intended use, and the remaining supply is considered to be best retained for employment purposes. This will allow for churn and continue to support the growth aspirations of the small and medium sized businesses established in these locations. Much of this supply will allow for the expansion of existing businesses and in some instance the development of new independent units. The LCR SEP identifies land at Cooper Bridge (proposed allocation E1832) and in the Chidswell area (proposed allocation MX1905) as strategic priorities of sub-regional significance.

Meeting the Employment Land Requirement

Employment land requirement (based on REIU work)

265 hectares

6 Economy

Meeting the Employment Land Requirement	
Completions - employment land take-up (since 1st April 2013)	- 8 hectares
Commitments - on land not allocated for employment or mixed use	- 21 hectares
Supply from previous permissions - on land not allocated for employment or mixed use	- 3 hectares
10% flexibility allowance	+ 23 hectares
Supply from PEAs	- 60 hectares
Amount of additional employment land required	196 hectares
Amount of land allocated	262 hectares

Table 2

Alternatives considered

Option 17

Set a lower employment land requirement and allocate land to meet this requirement. This is not the preferred approach as it would not provide sufficient land to meet identified need for jobs.

Option 18

Set a higher employment land requirement and allocate land to meet this requirement. This is not the preferred approach as it would result in an unsustainable level of development that could not be supported in terms of delivery of jobs, associated economic and housing growth, and impacts on the environment.

6.2 Safeguarding employment land and premises

Policy DLP 8

Safeguarding employment land and premises

Within Priority Employment Areas, proposals for redevelopment resulting in a non employment end use, or for the conversion or change of use of sites and premises in use or last used for employment, will be inappropriate unless:

- it can be demonstrated that the site or premises are no longer capable of employment use; and
- the proposed use is compatible with neighbouring uses and where applicable, would not prejudice the continued use of neighbouring land for employment.

Policy justification

- 6.15** The safeguarding employment land and premises policy sets out where and under what circumstances the change of employment land and premises to other non employment uses either by redevelopment or conversion will be acceptable.
- 6.16** Each year between 2006 and 2014 an average of 11 hectares of land in use, or previously used, predominantly for employment was granted planning permission for other uses, mainly housing. Much of this land was considered unsuitable for further employment use because the costs of redevelopment to provide premises suitable for modern businesses were prohibitive, neighbouring uses prevented efficient use or expansion of business premises or there was poor access to the major road network.
- 6.17** It is not clear to what extent pressure to replace employment with housing will continue but existing employment areas will need to be retained if jobs are to continue to be provided in locations which are close to residential areas and reasonably accessible by public transport. Locations with concentrations of business uses which constitute the main employment areas in Kirklees outside town centres, taking into account both scale and location, have been identified ⁽¹⁶⁾. It is proposed that these “priority employment areas” (PEAs) which are shown on the policies map and listed in the table below should be safeguarded for continued employment use.

16 see 'Economic Strategy Technical Paper'

Site Ref	Hectares	Established Employment Land Supply by Use Class (Hectares)					Hectares	
	Gross area	B1a	B1b/c	B2	B8	Mixed (B1/B2/B8)	Land supply within PEAs - undeveloped	
Huddersfield								
HUD1	57.18	0.00	0.21	37.08	1.61	0.00	11.86	
HUD2	1.53	0.00	0.13	0.27	0.45	0.12	0.00	
HUD3	11.29	6.85	0.81	0.00	0.00	0.00	0.00	
HUD4	2.59	0.00	0.02	0.00	0.49	1.08	0.92	
HUD5	6.25	0.00	0.00	0.00	6.25	0.00	0.00	
HUD6	4.93	0.29	0.00	1.00	1.88	0.00	0.00	
HUD7	10.7	0.00	1.52	2.46	0.65	0.46	1.82	
HUD8	15.7	0.00	0.80	1.81	5.64	1.79	0.00	
HUD10	6.41	0.00	0.3	0.26	3.06	2.2	0.00	
HUD11	8.79	0.10	2.06	0.84	1.79	1.6	0.00	
HUD12	3.23	0.00	1.06	0.77	1.10	0.21	0.00	
HUD13	4.97	0.00	0.08	2.00	1.15	1.10	0.33	
HUD14	74.83	0.75	5.77	28.55	14.47	9.5	2.31	
HUD15	7.86	0.12	0.99	3.59	1.95	0.4	0.00	
HUD16	30.31	0.72	3.82	7.3	2.95	2.16	4.97	
HUD17	1.65	0.00	0.48	0.00	0.00	0.71	0.46	
HUD18	2.14	0.00	0.08	1.4	0.26	0.00	0.39	

Site Ref	Hectares	Established Employment Land Supply by Use Class (Hectares)						Hectares	
	Gross area	B1a	B1b/c	B2	B8	Mixed (B1/B2/B8)	Land supply within PEAs - undeveloped		
HUD19	2.61	0.00	0.21	0.00	0.00	1.37	0.83	0.00	0.00
HUD20	0.79	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.00
HUD21	3.81	0.38	0.46	1.44	0.40	0.43	0.17	0.00	0.00
HUD22	7.05	0.00	0.75	0.00	4.36	0.00	1.59	0.00	0.00
HUD23	2.23	0.54	0.00	1.57	0.00	0.00	0.00	0.00	0.00
HUD24	8.92	2.09	4.50	0.00	1.24	0.00	0.00	0.00	0.00
HUD25	7.04	0.56	1.46	3.25	0.66	0.00	0.00	0.00	0.00
HUD26	0.89	0.00	0.59	0.11	0.15	0.00	0.00	0.00	0.00
HUD27	0.71	0.00	0.22	0.00	0.00	0.49	0.00	0.00	0.00
North Kirklees									
D&M1	10.14	0.00	1.41	4.73	1.85	0.00	0.20	0.00	0.20
D&M2	7.67	0.23	2.42	0.9	3.58	0.00	0.24	0.00	0.24
D&M3	3.53	0.00	0.91	2.6	0.00	0.00	0.00	0.00	0.00
D&M4	3.82	0.00	0.74	1.08	1.46	0.00	0.41	0.00	0.41
D&M5	7.85	0.00	0.00	4.55	0.00	0.00	0.00	0.00	0.00
D&M6	15.35	1.88	2.91	1.84	7.48	0.00	0.00	0.00	0.00
D&M7	2.9	0.00	0.67	1.3	0.7	0.00	0.00	0.00	0.00
D&M8	10.75	0.12	3.34	3.11	1.77	0.51	0.92	0.00	0.92

Site Ref	Hectares Gross area	Established Employment Land Supply by Use Class (Hectares)						Hectares	
		B1a	B1b/c	B2	B8	Mixed (B1/B2/B8)	Land supply within PEAs - undeveloped		
D&M9	10.75	0.00	1.76	0.88	6.24	0.43	0.00		
D&M10	3.4	0.00	0.00	3.4	0.00	0.00	0.00		
D&M11	33.42	0.69	6.70	9.10	10.65	4.45	0.84		
D&M12	4.7	0.13	0.44	0.12	2.78	0.35	0.69		
D&M13	5.22	0.00	0.00	1.92	2.23	0.00	0.37		
D&M14	5.25	0.14	1.15	0.59	0.97	0.00	0.00		
D&M15	19.3	0.00	2.1	10.45	0.67	0.00	5.59		
D&M16	25.21	0.21	3.34	8.40	8.79	0.20	1.64		
B&S1	14.22	0.00	0.92	4.21	5.97	0.44	1.39		
B&S2	15.60	2.24	1.21	0.66	6.27	4.40	0.40		
B&S3	63.41	3.38	7.42	11.58	25.41	2.94	1.92		
B&S4	15.40	0.06	0.61	0.44	12.31	0.39	0.00		
B&S5	7.9	0.00	0.00	0.00	7.90	0.00	0.00		
B&S6	7.39	0.05	1.46	4.18	1.09	0.00	0.32		
B&S7	2.36	0.33	0.64	1.07	0.00	0.00	0.00		
B&S8	10.39	0.05	0.46	5.64	0.86	2.26	0.15		
B&S9	10.89	0.00	8.81	0.00	0.00	0.00	2.08		
B&S10	8.15	0.15	0.86	1.88	1.20	0.00	0.00		

	Hectares	Established Employment Land Supply by Use Class (Hectares)						Hectares
Site Ref	Gross area	B1a	B1b/c	B2	B8	Mixed (B1/B2/B8)	Land supply within PEAs - undeveloped	
B&S11	11.56	0.80	0.05	1.32	4.25	0.00	2.20	
B&S12	17.66	1.21	0.76	6.4	3.93	0.59	0.00	
B&S13	2.87	0.00	0.57	2.26	0.00	0.00	0.00	
B&S14	3.91	0.20	2.58	0.00	0.37	0.00	0.17	
B&S15	0.50	0.00	0.00	0.00	0.50	0.00	0.00	
B&S16	5.55	0.00	0.14	0.43	2.07	0.00	0.00	
B&S17	5.73	0.00	0.00	0.00	5.40	0.00	0.00	
Kirklees Rural								
KR1	1.55	0.00	0.46	0.15	0.45	0.31	0.15	
KR2	2.65	0.00	0.61	0.00	1.40	0.00	0.62	
KR3	5.03	0.00	0.56	0.00	1.38	1.2	1.16	
KR4	3.52	0.00	1.57	0.00	1.87	0.00	0.07	
KR5	2.24	0.00	1.08	0.87	0.27	0.00	0.00	
KR6	1.31	0.00	0.39	0.00	0.11	0.76	0.00	
KR7	11.99	0.00	0.59	0.24	1.87	4.67	1.12	
KR8	23.08	0.12	3.61	5.62	2.63	5.12	0.00	
KR9	6.58	0.6	1.24	0.25	0.14	2.32	0.79	
KR10	4.52	0.00	1.24	0.00	0.62	0.19	0.48	

Site Ref	Hectares Gross area	Established Employment Land Supply by Use Class (Hectares)						Hectares	
		B1a	B1b/c	B2	B8	Mixed (B1/B2/B8)	Land supply within PEAs - undeveloped		
KR11	5.20	0.00	1.77	0.00	0.00	1.95	0.79		
KR12	14.26	0.66	0.36	0.85	8.18	0.00	4.01		
KR13	2.43	0.00	0.00	0.00	0.00	2.41	0.00		
KR14	1.72	0.00	0.51	0.00	0.85	0.17	0.14		
KR15	2.58	0.00	1.19	0.84	0.40	0.00	0.12		
KR16	6.24	0.39	1.02	3.04	0.00	0.43	0.68		
KR17	1.51	0.07	0.09	0.00	1.35	0.00	0.00		
KR18	15.78	0.00	4.66	4.03	4.22	0.48	1.11		
KR19	0.80	0.00	0.31	0.07	0.00	0.42	0.00		
KR21	3.5	0.00	0.00	3.10	0.00	0.00	0.4		
KR22	1.46	0.00	0.00	0.00	0.00	1.46	0.00		
KR23	3.78	0.00	0.00	3.08	0.00	0.00	0.7		
KR24	4.39	0.00	0.58	0.00	1.41	0.47	1.04		
KR25	3.4	0.24	0.64	0.00	1.32	0.62	0.23		
KR26	2.94	0.00	0.00	2.20	0.00	0.00	0.74		
KR27	1.7	0.00	1.00	0.00	0.43	0.19	0.00		
KR28	3.6	0.00	0.10	0.00	0.54	1.57	1.08		

Table 3

6.18 There are other employment areas across the district that have less strategic significance. These areas do not meet the needs at a local scale or the needs of modern business operations due to a combination of poor location, layout and building design. In these instances the Council do not consider it appropriate to formally protect these sites with a PEAs designation. In some cases businesses occupying such premises may seek to relocate their business. The Council will not therefore resist the change of use of such employment sites where they have not been designated as a PEA. In these cases a change of use could help to facilitate an existing business to relocate to alternative premises better suited to their operational requirements and ensure the effective reuse of brownfield sites for an alternative end use.

Delivery and implementation

6.19 This policy will be delivered by the council through the development management process.

Links with strategic objectives

- Support the growth and diversification of the economy, to increase skill levels and employment opportunities including the provision of a high quality communication infrastructure.

Alternatives considered

Option 19

To not allow any other development to take place on these sites other than employment - this would not allow land to come forward which was unviable for employment or could have a more appropriate use. This would not accord with the National Planning Policy Framework.

Option 20

To allow a very flexible policy which responds purely to market forces - this could have impacts on the sustainability of the plan and would not allow sufficient control over the protection of employment land to provide a supply of land to meet the needs of existing businesses to grow and expand and new objectively assessed longer term local needs.

Supporting evidence

- Priority Employment Areas Review

6.3 Supporting skilled communities

Policy DLP 9

Supporting skilled and flexible communities and workforce

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

6 Economy

Proposals for major 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.

Policy justification

- 6.20** The Kirklees Economic Strategy (KES) sets out the council's economy strategy for the whole of the district and builds on the Kirklees Business Deal launched in 2013. Skills development is one of KES priorities and focuses on creating a skilled and flexible workforce of which creating the right progression pathways and advice for both young people and adults is crucial to allow them to enter good quality employment and remain resilient in an ever changing labour market. The actions will be implemented by a range of public agencies, businesses and communities.
- 6.21** Skills are critical to success in a modern economy and businesses agree that people are their number one asset delivering the performance and productivity required to assure business growth and sustainability. As the global competition grows, so does the value of talented, confident and healthy employees and leaders. Skills are critical to enhancing work and progression opportunities, incomes and quality of life.
- 6.22** Skills and employment levels vary widely across the district. There are areas that excel (Holme Valley and Mirfield, Denby Dale and Kirkburton) and others with more than three times their share of deprivation (Dewsbury). Improving skills and employability will be pivotal to business success as well as to job and progression opportunities, including for young people and for those experiencing in-work poverty. There are very strong links to the outcomes of the Kirklees Joint Health and Wellbeing Strategy, in particular to people having the best possible start in life and being able to make the most of their talents, skills and qualities to fulfil their potential. Our colleges and the University have a key role in helping to address skill gaps.
- 6.23** The policy provides a clear commitment to work with partners to develop a skilled population and workforce and how this will be achieved through development proposals. Development which helps us to create significant numbers of technical and professionally higher skills jobs will be encouraged. Additionally, the policy provides a clear framework to guide investment decisions, making it clear that developments which relate to the operational needs or expansion of higher, further and specialist education establishments will, in principle be supported. This support extends to cover ancillary and related uses which are recognised as essential to the wider attractiveness and ultimately the success of these establishments.

Delivery and implementation

6.24 This policy will be delivery through the development management, council policies, procedures and plans, partners, developers and educational establishments.

Links to strategic objectives

- Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.

Alternatives considered

Option 21

To not seek any contributions for local employment opportunities, training or skills. This would not support the Kirklees Economic Strategy.

Supporting evidence

- Leeds City Region Strategic Economic Plan
- Kirklees Economic Strategy
- Kirklees Business Deal
- Kirklees Vision for Learning and Skills 2014
- LEP Skills Plan - particularly Para 2.16, 2.17 and 2.18
- Joseph Rowntree Foundation - Cities, Growth and Poverty future of the UK Labour Market, 2015
- Joseph Rowntree Foundation – More and Better Jobs
- UKCES Climbing the Ladders; Skills for Sustainable Recovery July 2014
- Centre for Cities - Outlook 2015
- CLES Creating a Good Local Economy - The Role of Anchor Institutions, 2015

6.4 Supporting the rural economy

Policy DLP 10

Supporting the rural economy

Proposals to support the rural economy including tourism related development, farm diversification schemes, farm shops, ancillary cafés and tea rooms and other appropriate businesses including live/work units will be supported where;

- a. the enterprise is provided through the conversion or re-use of an existing building; and
- b. the proposal would not adversely affect the management and viability of any farm holding.

Where new buildings are proposed in the green belt the development proposed must be considered to be acceptable having regard to green belt policy. In all cases where development is proposed in the green belt regard must be had to the relevant policies in this plan.

6 Economy

Policy justification

- 6.25** The green belt is a living and working environment supporting innumerable businesses including farms, garden centres and nurseries, riding stables and liverys, industry and offices and a host of other enterprises. Employment in the green belt is important. While national guidance states that the countryside should be protected for its own sake this should not mean that businesses within it cannot thrive. Carefully designed and sited development to support existing businesses, and new businesses that can justify a green belt location, can maintain the economy, provide local jobs and help to support communities.
- 6.26** Changing agricultural practises also mean that farms are seeking new ways to maintain their viability and this will often lead to proposals for diversification schemes and tourist related enterprises that have a genuine need for a green belt location, usually because they are ancillary to their host enterprise. The re-use of buildings in the green belt makes use of existing resources and in some cases can enhance the appearance of the area. However, the re-use of isolated buildings for economic purposes is unlikely to be acceptable unless there are clear and demonstrable reasons why an isolated location is required. Only where there is a genuine requirement for a green belt location will new buildings be permitted.
- 6.27** Proposals for equestrian related businesses, such as riding stables or liverys, will be considered where they can be sustainably and appropriately located, and where there is existing good access to roads and bridleways. Care should be taken to ensure that any new or converted buildings are located where no nuisance will be caused by reason of noise, odour or light pollution from security or other lighting needs.
- 6.28** Proposals for farm shops and other predominantly town centre based uses should also have regard to national planning policy and Local Plan policies regarding sequential tests and impact assessment.

Delivery and implementation

- 6.29** This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure;
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 22

There could be no policy, thereby relying on the relevant paragraph of the National Planning Policy Framework (NPPF) when all such proposals are considered. However, the NPPF gives no guidance on the circumstances under which such development is considered to be appropriate or how the development should be designed or sited so as to minimise impact on the green belt. The policy therefore adds clarity to the text in the NPPF.

Option 23

The policy could be more specific, for example by specifying the types of enterprises that will be considered to be acceptable. However, this could be too restrictive and may not allow the proper consideration of the individual proposals on their own merits.

Supporting evidence

- Kirklees Economic Strategy

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7 Homes

- 7.1** National planning policy states that the Local Plan should identify and plan to meet the full objectively assessed needs for market and affordable housing within the relevant market area. This includes an assessment of current demographic information, market trends, affordability and other relevant information.
- 7.2** The Local Plan needs to plan for a mix of size, type and tenure of housing to ensure identified needs are met including those of different groups in the community (including families with children, older people, people with disabilities, service families and people wishing to build their own homes). This includes ensuring that provision is made to accommodate the needs of Travellers.
- 7.3** The following housing policies will aim to ensure that the needs of the community are met and should be read in accordance with other policies within the draft Local Plan.

7.1 Housing strategy

- 7.4** National planning policy sets out the requirement for the Local Plan to identify and meet housing needs including mix and tenure within the relevant housing market area. Evidence set out in the Kirklees Strategic Housing Market Assessment (SHMA) indicates that Kirklees can be considered to be an appropriate housing market area for the purposes of Local Plan policy making.
- 7.5** Work was undertaken within the Leeds City Region to establish a common methodology for the objective assessment of housing requirements and a broad assessment of demographic forecasts was produced to set out a range of number of homes required in the Leeds City Region area. A Kirklees-specific output of the information was produced as referred to in the 2014 Local Plan Early engagement consultation. The Kirklees Strategic Housing Market Assessment (SHMA) has utilised the information from these sources including demographic evidence to identify the Kirklees housing requirement. As this is based on up-to-date demographic evidence it takes account of need arising from shortfalls in delivery against previous targets.
- 7.6** The draft Local Plan therefore seeks to deliver 29,340 homes over the plan period from 2013-31 to meet identified needs. This equates to an annual housing requirement of 1,630 new homes per annum.
- 7.7** In calculating the number of homes to be accommodated on housing allocations within the draft Local Plan, a number of factors need to be considered including completions since 1st April 2013 (the Local Plan base date), existing commitments (sites with planning permission), a windfall allowance, potential losses and additional flexibility. This calculation is explained below and summarised in the table below.
- 7.8** There have been 1,036 (net) new homes built since 1st April 2013 which have contributed towards meeting the Local Plan housing requirement. There is also capacity for 6,350 new homes yet to be built on sites which already have planning permission.
- 7.9** Windfall sites are those which may come forward during the plan period which are not allocated for development in the plan either because they were not available at the time the Local Plan assessed sites or because they were too small to be allocated.
- 7.10** The total number of new homes built on windfall sites since 1999/2000 (excluding residential gardens) was 13,633 (an average of 908 per annum). Windfall sites have therefore been a reliable source of supply in Kirklees over the past 15 years. The “brownfield first” policy in previous national planning policy and the council exceptions approach to greenfield development during much of this period restricted the development of greenfield Kirklees Unitary Development Plan (UDP) housing allocations. This may have led to an increase in delivery on windfall sites as particularly brownfield sites were developed in the absence of available greenfield capacity.

- 7.11** National planning policy changes have removed restrictions on the development of greenfield sites and as the draft Local Plan will allocate significant capacity on new housing sites it is unlikely that past levels of windfall completions will be sustained throughout the Local Plan period. The largest source of windfall housing sites is likely to be from sites no longer suitable for employment (see policy on safeguarding employment land and premise where appropriate). Sites below the Local Plan size threshold (0.4 hectares) will also continue to play an important role in the delivery of housing.
- 7.12** The draft Local Plan does not incorporate a windfall allowance for the period 2013-21 as it has been assumed that windfall delivery during this part of the plan period will be from sites which already have planning permission. A windfall allowance of 450 per annum for the final ten years of the plan period (2021-2031) has been included in the land requirement calculations. The total amount of housing anticipated on windfall sites during the plan period is therefore 4,500.
- 7.13** The amount of residential units lost through demolition, conversion and change of use over the past 5 years indicates an average of approximately 90 dwellings lost per annum which equates to 1,530 (for remaining the 17 years of the plan period).
- 7.14** Taking account of the above factors, this would result in a need to allocate land for 18,984 new homes. To ensure the housing requirement is met, an additional flexibility rate of 5% has been included, which results in capacity for an additional 949 new homes to be found over the plan period. This rate is based on the 5% buffer required on housing land supply calculations in national policy, "to ensure choice and competition in the market for land".
- 7.15** The Local Plan therefore needs to provide housing allocations to meet the requirement for 19,933 new homes.

Housing Supply Sources / Allowances	Explanation	Amount to be Added / Subtracted to reach the requirement for new housing allocations
Housing requirement (from the Strategic Housing Market Assessment)	The amount of housing required over the plan period	29,340
Net housing completions (2013/14)	New homes built in the first year of the plan period	-1,036
Sites with planning permission at 01/04/2014	Remaining capacity on existing planning permissions for new homes	-6,350
Windfall allowance	An allowance of 450 per annum (2021-31 only)	-4,500
Allowance for houses lost through demolition / change of use / conversion	90 per annum, projecting forward the trend from the last five years (2014-31)	+1,530
Sub-Total of land to be allocated in the Local Plan	Total derived from above five rows	18,984
5% flexibility rate on site allocations	To ensure flexibility, choice and competition in the market for land	+949

7 Homes

Housing Supply Sources / Allowances	Explanation	Amount to be Added / Subtracted to reach the requirement for new housing allocations
Total amount of land to be allocated in the Local Plan	Total taking account of need, net completions to date, planning permissions, windfall allowance, losses and flexibility rate	19,933

Table 4

7.16 The council has an Empty Homes Strategy which attempts to bring empty homes back into use. The approach will continue, however, no specific allowance has been made in the draft Local Plan to take account of a potential reduction in empty homes during the plan period. Any reductions in empty homes over this period will add further flexibility within the plan.

7.17 There is also a requirement to provide additional land to be safeguarded in order to meet longer term development needs beyond the end of the Local Plan period (i.e. From 2031 onwards).

Meeting the housing requirement

7.18 The draft Local Plan will meet the housing requirement by allocating sites for housing as explained in the table below.

7.19 The allocation of sites through site allocation process including consideration of factors in the spatial development strategy and other draft local plan policies, leads to the following distribution by district committee area:

District Committee Area	Number of homes on draft local plan allocations
Batley and Spen	4,715
Dewsbury and Mirfield	3,148
Huddersfield	6,896
Kirklees Rural	5,148

7.20 It should be noted that the figures above do not include existing planning permissions or windfall sites which may emerge during the plan period.

7.21 The draft Local Plan will seek to ensure the effective use of previously developed land through a policy on the efficient and effective use of land and buildings.

7.22 The Housing Mix and Affordable Housing policy sets out the requirement for the mix and tenure of housing to be accommodated on sites and this will be in accordance with the latest available evidence. Factors relating to the design of the housing proposals must also be considered.

Maintaining a Supply of Deliverable Housing Sites

7.23 National policy ⁽¹⁷⁾ requires local planning authorities to identify a five year supply of specific deliverable housing sites against their housing requirement. This supply must also include a buffer of 5% to allow for choice and competition in the market for land or 20% where there is a persistent record of under delivery of housing. If such a supply of specific deliverable housing sites cannot be identified, then relevant policies to the supply of housing should not be considered up-to-date ⁽¹⁸⁾. This means that the council would have less control over the location of new development in terms of the "Location of new development" policy.

7.24 The housing trajectory set out below shows the anticipated housing delivery in each year of the plan:

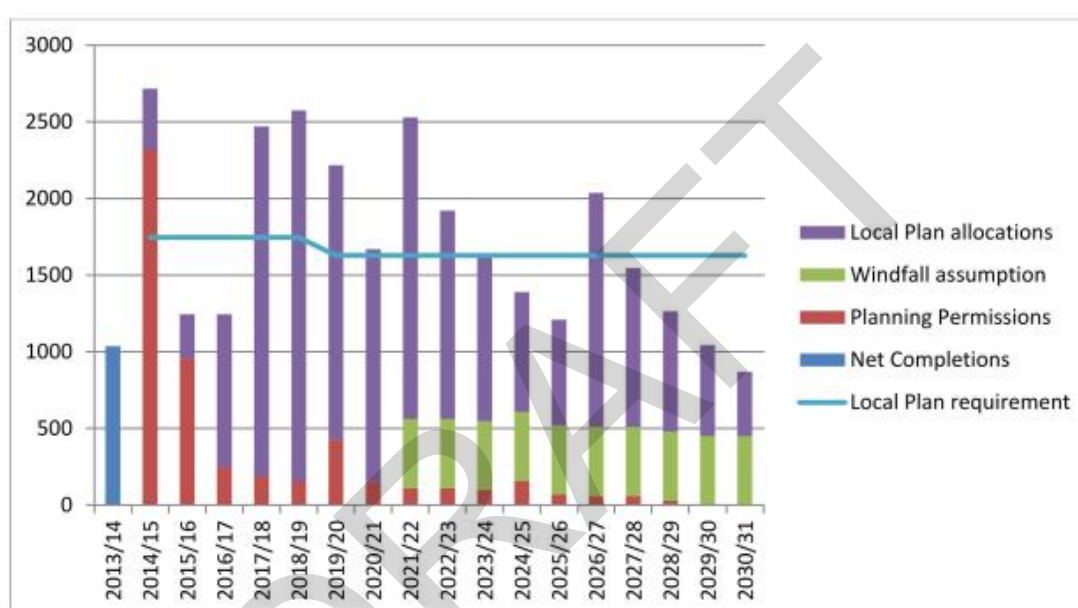


Figure 2 Housing Trajectory

Delivery and implementation

7.25 Housing completions will be compared with the housing trajectory annually to monitor performance and determine whether any action is required to improve delivery rates. This will be reported in the Annual Monitoring Report.

7.26 Where housing completions are below the requirement set out in the draft Local Plan, the council will consider whether this represents "persistent under-delivery" and apply the relevant percentage buffer to the five year land supply calculations.

7.27 Following adoption of the Local Plan, the council will continue to monitor the potential phasing of sites through the Strategic Housing Land Availability Assessment (SHLAA). Sites will be assessed through the SHLAA to assess their suitability, availability and achievability to ascertain whether they are deliverable and developable sites and to anticipate likely delivery timescales. The SHLAA will be prepared in accordance with national policy ⁽¹⁹⁾

17 NPPF Paragraph 47

18 NPPF - Paragraph 49

19 [Planning Practice Guidance - Housing and economic land availability assessment](#)

7 Homes

7.28 Where the council cannot demonstrate a five year supply of deliverable housing land, the council will explore the following:

- discussions with the development industry to explore barriers to delivery;
- exploring opportunities to secure investment in infrastructure to 'unlock' potential housing allocations earlier in the plan period;
- considering renegotiation of Section 106 requirements (a legal agreement which imposes planning obligations) on stalled sites where market conditions have affected viability of a site since planning permission was granted;
- preparation of development briefs and masterplans for larger sites;
- undertaking a partial review of housing allocations to look for further opportunities and joint working with adjacent local planning authorities, particularly if housing completions are failing to meet need across the city-region;
- potential to assist in the delivery of sites through the use of compulsory development orders where ownership issues represent barriers to delivery.

7.29 The level of windfall delivery will be monitored annually to determine whether the windfall allowance used within the draft Local Plan remains appropriate. If the annual housing target is met, but the number of completions on windfall is consistently lower than anticipated then this will eventually result in a shortfall of housing allocations. This will require a partial review of housing allocations. A windfall rate higher than expected will mean that the council will maintain a significant supply of deliverable housing sites and support choice and competition in the market for land.

7.30 The Housing Trajectory will illustrate the amount of affordable housing likely to be delivered during the plan period. This will be based on the provision set out in Policy DLP13 and past trends in securing affordable housing provision. The amount of affordable housing delivered will be presented in the annual monitoring report.

Links with strategic objectives

- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.

Alternatives considered

Option 24

Set a lower local plan housing requirement and allocate land to meet this requirement. This is not the preferred approach as it would not provide sufficient land to meet identified need for housing.

Option 25

Set a higher local plan housing requirement and allocate land to meet this requirement. This is not the preferred approach as it would result in an unsustainable level of development that could not be supported in terms of delivery of housing, associated economic growth, and impacts on the environment.

Supporting evidence

- Kirklees Strategic Housing Market Assessment (2015)

7.2 Housing mix and affordability

Policy DLP 11

Housing Mix and Affordable Housing

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, tenure and price. This should include design elements that ensure buildings are suitable for those with a specialist need for accommodation at present and to meet the needs of people 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 grouped housing. 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 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 size;
- 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 identified 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.

Policy justification

7.31 It is important to achieve a mix of housing in terms of size, type, and tenure to contribute to meet local needs and contribute to sustainable development in accordance with national planning policy. The Kirklees Strategic Housing Market Assessment (SHMA) provides evidence to allow the Local Plan to set out policies to achieve an appropriate housing tenure and mix to meet needs within Kirklees.

Housing mix

7 Homes

- 7.32** The Strategic Housing Market Assessment sets out household needs and examines the current range of housing stock. The policy allows the provision of sufficient homes and land to ensure that the needs of different groups can be planned for, in accordance with national planning policy, including families with children, younger and older people, people with disabilities, service families, students and people wishing to build their own home. 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, tenure and price as set out in the latest Strategic Housing Market Assessment. For smaller schemes, a broad mix should still be achieved but specifically reflecting needs may be difficult due to the size of sites.
- 7.33** In addition to the strategic housing market assessment, consideration is given to the needs of residents within Kirklees in the Joint Health and Well-being Strategy (JHWS) and Joint Strategic Needs Assessment (JSNA). Strategies related to specific groups in need include an Accommodation Strategy for Older People in Kirklees which seeks a full range of housing solutions which provide varied support, care and other services so that older people can remain in their homes even as they become frailer or disabled. To meet such needs extra care housing which provides for a range of needs including those of frailer older people is particularly favoured. This form of grouped housing should be incorporated into larger developments where its inclusion would assist in creating a balanced community. Design advice and support will be provided for developers on the types of housing appropriate for inclusion in new developments.
- 7.34** In addition to the health and well-being of older residents, there is the need to consider the housing aspirations of families and younger people in terms of affordable housing and providing a mix of homes to allow them to access the housing ladder. There is also the need to provide for the care facilities of both adults and children with disabilities, those with long-term illnesses and residents with mental health issues. In line with national planning guidance, the council are supportive of those wishing to build their own homes (known as "self-build" or "custom build") and proposals for starter homes where such proposals are consistent with national and Local Plan policies.

Affordable Housing

- 7.35** Affordable housing includes social rented, affordable rented and intermediate housing which are available for eligible households whose needs are not met by the wider housing market. This could be because they cannot afford to buy or rent on the open market.
- 7.36** National planning policy states that the local plan should be based on evidence to allow objectively assessed needs for market and affordable housing to be met. The Kirklees Strategic Housing Market Assessment considers need for affordable housing by assessing a variety of factors including the relationship between household incomes and house prices. It has identified that there is a substantial backlog of need for affordable housing in Kirklees and that this need exists in all parts of the district.
- 7.37** Mechanisms to deliver affordable homes include through negotiation with developers on planning applications for housing and provision from grant funding. The council has negotiated provision over several years through the planning applications process.
- 7.38** This policy establishes the basis on which the council will seek to secure affordable housing in market housing schemes through the planning application process. The approach largely depends upon Housing Associations purchasing homes at a discount from developers to ensure that the homes continue to be properly managed and remain affordable in the future. Housing trusts may also be appropriate organisations for managing new homes.
- 7.39** Within market housing schemes, affordable housing will be sought on sites of more than 10 dwellings, in line with viability evidence. Smaller land parcels on one site developed incrementally will also need to provide affordable housing if the overall site capacity is more than 10 dwellings. A district-wide assessment of the economic viability of land for housing has shown that, for market housing schemes

in Kirklees, 20% of the total units on sites should be provided as affordable housing. Negotiation will take place on individual planning applications if viability information is provided to show that the level of affordable homes required cannot be delivered.

- 7.40** The requirement for affordable provision to be made as part of market housing schemes will apply both to proposals for “traditional” housing and for developments which include grouped housing designed for retirement living and for people with specific accommodation needs. Such proposals will differ from care homes in the means by which care is delivered to residents. The appropriate contribution of affordable accommodation that such schemes should make will be calculated with regard to those parts of the scheme capable of occupation as separate dwellings.
- 7.41** The council's preference is to secure the provision of new affordable homes on the application site as this assists in the development of mixed and balanced communities and reflects national planning policy. It also gives better value for money and greater certainty of provision than if a financial contribution is made in lieu of on-site provision as inevitably there are the risks and delay involved in using the funds received. However, where justified the council may consider a financial contribution of equivalent value to facilitate the provision of affordable homes. The council will seek an appropriate mix of affordable homes in terms of size, type and tenure in accordance with the housing mix element of this policy and the affordable homes should be designed to be indistinguishable from the market homes within the site.
- 7.42** In smaller freestanding settlements, well away from the larger urban areas, in exceptional circumstances it may be appropriate to accept schemes for affordable provision on land where development would not otherwise be permitted. The exceptional circumstances are where needs have been identified for people with jobs in those settlements, or with strong local connections, which have been difficult to satisfy through lack of development opportunities and may include starter homes. Such local need will need to be supported by parish assessments or similar documents. It is anticipated that arrangements to secure affordability will normally be based on social rents to provide the best opportunities to satisfy needs and should show that the homes will remain affordable in perpetuity.

Delivery and implementation

- 7.43** The majority of housing will be delivered by commercial house-builders for “traditional” housing, with specialist providers delivering private sector homes for people with specialist care needs. Affordable housing will usually be delivered as part of a larger development built by a private sector development, via developer contributions or from provision from grant funding. Affordable homes on such development sites are usually purchased by housing associations at a discount. Housing trusts may also manage new affordable homes.
- 7.44** The number of affordable homes and the mix of housing types and tenures will be monitored to ensure that this policy is effective. If new housing is not delivered at the rates set out in the policy, then consideration will be given to other methods of securing additional affordable housing such as exploring other grant funding mechanisms.

Links with strategic objectives

- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.

Alternatives considered

Option 26

No affordable housing element to the policy. Lack of a policy would remove the basis for negotiations for developers delivering sufficient housing to meet the needs set out in the SHMA, so it would make it difficult for a significant level of affordable housing to be provided. This would not be a sound approach as the council would be unable to demonstrate meeting affordable housing needs.

Option 27

No housing mix element to the policy would allow the provision of housing to be market-led and therefore the type of housing provided may not fully address the needs of those in need of housing. This would be contrary to advice in national policy that requires local planning authorities to identify the size, type, tenure and range of housing that is required and to plan for a mix of housing based on current and future demographic trends.

Option 28

Setting a lower unit threshold to secure affordable housing and specifying housing mix. Viability evidence supports this threshold and a lower threshold would place a burden on developers therefore impacting on viability.

Option 29

Setting a higher threshold for affordable housing and specifying housing mix. This would reduce the amount of affordable housing secured in settlements with smaller sites therefore reducing the delivery of affordable homes across Kirklees.

Option 30

Requiring a higher percentage of affordable housing on sites. This would make it more difficult for affordable housing to be delivered as it would be more likely to place a burden on a developer rendering a site unviable and potentially lead to an uneven spread of affordable housing across the district. Evidence on viability is currently being updated.

Option 31

Requiring a lower percentage of affordable housing. This would mean that less affordable housing would be delivered across the district and would make it more difficult for the council to meet affordable housing needs. Evidence on viability is currently being updated.

Option 32

Setting different affordable housing percentage targets for different parts of Kirklees. This approach has not been taken as the evidence base in the SHMA is emerging at this stage and viability evidence is currently being updated. It is therefore not clear whether a different percentage of affordable housing may be appropriate in different areas of Kirklees.

Option 33

Outlining the affordable housing requirement on sites a percentage of floorspace rather than units. Using the percentage of units provides more clarity of the starting point for negotiations on sites and is consistent with neighbouring authorities.

Supporting evidence

- Kirklees Strategic Housing Market Assessment (2015)
- Accommodation Strategy for Older People in Kirklees 2010-15

7.3 Accommodation for travellers

Policy DLP 12

Accommodation for Travellers

The Local Plan will seek to meet accommodation needs of Gypsies and Travellers and Travelling Showpeople. The Local Plan will meet this by:

1. Land allocated specifically for these purposes in the Local Plan; and
2. Permitting development for sites, taking into account:
 - a. the existing level of local provision and need for sites;
 - b. the availability (or lack) of alternative accommodation for the applicants;
 - c. other personal circumstances of the applicant; and
3. Subject to proposals according with relevant planning policies set out in the Local Plan.

The council will ensure a five year supply of land for Gypsies and Travellers and Travelling Showpeople sites in accordance with national planning policy.

Policy justification

7.45 National Planning Policy regarding Accommodation for Travellers is set out in Planning Policy for Traveller Sites⁽²⁰⁾. This defines for the purposes of planning policy both Gypsies and Travellers and Travelling Showpeople. The local plan allocations will be safeguarded for use by occupants that meet this definition and this policy will also only apply to applicants meeting this definition.

7 Homes

7.46 The National Planning Policy Framework requires Local Planning Authorities to identify a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against locally set targets and a further supply of developable sites for years 6 - 10 and 11 - 15 of the plan. The locally set targets are derived from the Gypsy and Traveller and Travelling Showperson Accommodation Assessment ⁽²¹⁾, summarised in the table below. This assessment sets out the objectively assessed accommodation needs of Gypsies, Travellers and Travelling Showpeople in Kirklees. The assessment includes provision for people currently living in '*bricks and mortar (B&M)*', the table also includes a requirement figure if these people were excluded from the assessment.

Requirement	Gypsy and Travellers (Pitches)	Travelling Showperson (Plots)	Transit
0-5 years	10 (0 excluding B&M)	1	8
Years 6-15	2	3	-

7.47 Within the district there is an existing Travelling Showpeople site at Ridings Road, Dewsbury. Allocation GTTS1957 includes this site and a modest extension to meet the current and emerging need from the existing occupants on that site over the life of the plan.

7.48 The existing travel patterns of Gypsy and Travellers and the availability of sites have been considered when allocating site GTTS2487. The site has an area of 1.55ha and will consist of both permanent and transit provision to meet the requirements for Gypsies and Travellers within the district. It will include suitable measures to allow the continued function of both the permanent and transit components.

7.49 Planning Policy for Traveller Sites states that Local Planning Authorities should ensure that traveller sites are sustainable economically, socially and environmentally. Proposals for new sites should adhere to policies in the local plan such as Design and Transport to ensure that sites provide a settled base. This will reduce the need for long-distance travelling and unauthorised encampment, taking into account environmental amenity and consideration of infrastructure and access to education and health care facilities for residents.

Delivery and implementation

7.50 The council will identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of sites against the objectively assessed accommodation need for the local plan period. This will include those sites specifically allocated for Gypsies and Travellers and Travelling Showpeople in the local plan and any windfall sites that may come forward in the plan period.

Links with strategic objectives

- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.

21 Kirklees Gypsy and Traveller and Travelling Showperson Accommodation Assessment Arc4, August 2015)

Alternatives considered**Option 34**

Do nothing. This would not provide a sufficient policy basis to secure a sufficient supply of land to accommodate travellers in line with national planning policy.

Option 35

A detailed criteria based policy could be used in terms of the selection of sites. This has been deemed to be too prescriptive and detailed issues relating to sites are covered in other policies within the draft Local Plan such as the Design policy.

Supporting evidence

- Planning Policy for Traveller Sites (CLG, August 2015)
- Kirklees Gypsy and Traveller and Travelling Showperson Accommodation Assessment (Arc4, August 2015)
- Calderdale and Kirklees Baseline Assessment January - February 2015 (LeedsGATE, July 2015)

8 Retailing and town centres

- 8.1** This section provides a positive strategy for all town, district and local centres across Kirklees, and seeks to protect them and facilitate new growth. The policies seek to focus new main town centre uses and appropriate other uses within existing centres in sustainable locations, allowing for the diversification and expansion of centres, and where necessary to aid regeneration, investment, and the creation of new job opportunities.
- 8.2** Town centres are continually changing, and evolve depending on market supply and demand at any particular time. The habits and requirements of consumers, businesses, and visitors are also a contributory factor. Centres provide an important cultural destination for communities, and provide goods and services which are essential for people to live and work and for businesses to prosper and be successful.
- 8.3** In terms of shopping, there have been significant changes to shopping habits over recent years brought about by the development of the Internet and new technologies, good access to the private car, the dominance of supermarkets in the convenience goods sector, and increased availability of out of town shopping facilities. These changes have radically altered the shape and operation of many town centres, and in some instances have led to the decline of centres with an increased level of vacant shops and floor space.
- 8.4** To account for changes in shopping habits, town centres and retailers have evolved to provide new services, such as 'click and collect' facilities linked to Internet shopping, the increased provision of coffee shops and the rise of new food retailers in the discount sector who provide small stores often closer to or within existing centres. The growth in peoples leisure time and disposable income has also altered the activities people enjoy carrying out in town centres.
- 8.5** Much work has been done both on a national and local level to ensure that town centres can evolve to meet these challenges, and provide new opportunities for growth and regeneration, to ensure that town centres are an attractive and desirable place to live, work, visit and do business. The National Planning Policy Framework (NPPF) has set out a framework which supports a 'Town Centre First' approach, and the principle of this approach is reflected in the policies within this section.
- 8.6** Strategic policies are set out to support additional new investment into the Kirklees district, with Development Management Policies to be used in the determination of planning applications. Specific policies are provided for the following areas:
- **Town centres uses** – a framework for town centre uses, and for use in the consideration of planning applications for main town centre uses, providing details of the requirements of Sequential and Impact Assessments.
 - **Shopping** – a shopping strategy for the district which defines Primary Shopping Areas, Primary and Secondary Shopping Frontages, and criteria to consider planning applications in these areas.
 - **Residential in town centres** – a framework to support residential uses within centres as part of the diversification of the centres, ensuring sufficient protection is in place to provide space for main town centre uses, providing a set of criteria to consider planning application against.
 - **Food, drink and the evening economy** – a strategy to support food and drink uses within centres in the district, in sustainable locations, and ensuring the protection of surrounding uses.
 - **Huddersfield town centre** – a framework to support development, growth and the revitalisation of the one of the Districts principal town centre of Huddersfield which is of regional importance. The policy provides a key set of criteria for assessment of planning application within Huddersfield town centre ensuring the protection and support for key town centre organisations such as the University of Huddersfield.
 - **Dewsbury town centre** – a framework to support the districts second principal town centre, and aid in its regeneration and transformation/evolution. The policy takes a positive approach to

new development and a diversification of uses supporting including the introduction of residential uses within the town centre.

8.1 Town centre uses

Policy DLP 13

Town Centre Uses

- A. Within Kirklees, main town centre uses shall be located within defined centres (principal town centres, town centres, district centres, and local centres), as shown on the Policies and Town Centre Maps, and as detailed in the shopping centre hierarchy.

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. The scale and types of services expected within each centre are set out in Delivery of Services Table as shown below. Proposals that undermine the vitality/viability of a centre, or compromises the Shopping Centre Hierarchy Table as shown below 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.

The formation of new centres brought about by demand created by major large scale residential led developments will be supported. Such new centres should be of an appropriate scale and provide an appropriate level of services to serve the proposed development. Such proposals will need to accord with the requirements for a Sequential Test and Impact Assessment as set out in B and C below.

All proposals in defined centres shall be inclusive for all users, and where appropriate make them more attractive to pedestrians, cyclists, and public transport users. They shall also conserve and enhance the local character, heritage, and the public realm where appropriate.

Level	Defined Centres
1. Principal Town Centre	Huddersfield and Dewsbury
2. Town Centre	Batley, Cleckheaton, Holmfirth and Heckmondwike
3. District Centre	Almondbury, Birstall, Denby Dale, Honley, Kirkburton, Lindley, Marsden, Marsh, Meltham, Milnsbridge, Mirfield, Moldgreen, Ravensthorpe, Skelmanthorpe and Slaithwaite
4. Local Centre	There are 61 local centres as set out in Draft Local Plan - Allocations and Designations document.

Shopping Centre Hierarchy of Settlements

Level	Role and Function
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8 Retailing and town centres

1. Principal Town Centre	<ul style="list-style-type: none"> 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.
2. Town Centre	<ul style="list-style-type: none"> Provide for the food shopping needs of residents across Kirklees mainly in the convenience goods sector. Be the focus for the local provision of financial services; entertainment and leisure facilities; further education; and health services.
3. District Centre	<ul style="list-style-type: none"> Provide shopping for everyday needs and serving specialist markets. Be the local focus for basic financial services and food and drink, entertainment and leisure facilities, and health services.
4. Local Centre	<ul style="list-style-type: none"> Provide for top-up shopping and local services particularly food and drink.
5. Non urban areas	<ul style="list-style-type: none"> Provide limited opportunities for non urban enterprises to support a demonstrated operational requirement.

Delivery of Services – detailing, the sale and types of services expected within each centre

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 (Class A1) proposals the boundary shall form 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 Table shown above.
- 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 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.

- D. Proposals for the establishment or expansion of farm shops and/or associated restaurants and cafés (Class A3)** in non urban areas*, will be subject to the criteria set out in sections B and C above, and in addition such proposals should give consideration to the following:

- the operational requirements of the enterprise; and
- in instances of farm shops (class A1) development ensure that the goods sold are limited primarily to those produced on the host farm or from neighbouring farms within a defined catchment.

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

**excluding those covered by permitted development rights for the use of agricultural buildings.

Policy justification

- 8.7** 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. They provide places to do business, work, enjoy leisure time, and live. Successful town centres aid in supporting growth and investment within the district, and ensure that the retail, employment, service and leisure needs of the district can be met.
- 8.8** This policy provides a strategic framework for proposals for new main town centre uses across the district, provides a shopping centre hierarchy, a definition of each type of centre in the district. The policy also provides criteria for sequential tests, impact assessments and provides details as to how to assess proposals for main town centre uses in non urban areas. The policy ensures that a town centre first approach is taken for new main town centre uses.
- 8.9** Main town centres uses are defined by the NPPF and this definition will be used in the determination of such developments across the district. The shopping centre hierarchy ensures that new development is of an appropriate scale to meet the needs of the centre and the local community who use it. The principle centres of Dewsbury and Huddersfield perform important roles for the north and south of the district, and separate specific policies are provided for each of these towns.
- 8.10** When suitable sites are not available within defined centres, the policy sets out the requirements for the sequential approach to ensure that main town centre uses are located in appropriate locations across the district. The local requirements for an impact assessment are defined, a tiered approach has been taken to ensure that appropriate assessment is made in relation to the size of the development, and its distance from defined centres.
- 8.11** The policy acknowledges that there can be instances in non urban areas, where there can be an operational need for small scale main town centre uses being located outside of defined centres. Such uses can included farm shops, garden centres, small scale offices, builders merchants, and a set of criteria is provided to assess such developments.

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Delivery and implementation

8.12 This policy will be delivered by developers and investors who propose new main town centre uses across the district, and other bodies including the Council who propose new development. The Council will also deliver the policy through the planning application process via the Development Management and Planning Policy Teams, to ensure that main town centre uses are located in centres, and when appropriate that sequential and impact and assessments are conducted and assessed.

Links with strategic objectives

- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure.
- Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability.
- Improve transport links within and between Kirklees towns and with Neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 36

There could be no policy to provide a strategic approach to town centre development in the Local Plan, and there could be a reliance on NPPF and National Planning Practice Guidance (NPPG) to provide the strategic approach. Whilst the NPPF provides a set of broad strategic policy for town centres including providing an impact threshold of 2,500 square metres, the NPPF does not take account of the local characteristics of Kirklees, its mix of centres, and their role and function in relation to each other. The Local Plan seeks to support new growth and investment, and a strategic framework for new main centres uses would aid in delivering this.

Option 37

A policy could be devised which provides less detail, and makes less reference to key characteristics of the district and seeks less enhancements to sites located in out of centre locations. A limited policy would place more emphasis on policies in the NPPF and guidance in the NPPG to supplement the policy. This approach would remove clarity for applicants when submitting applications, and would not allow a clear strategic approach to be adopted for the town centres across the district. It is considered that such a policy would not adequately support new growth and opportunities within town centres in the district.

Supporting evidence

- Retail Capacity Study (2014)
- Leisure Study (2014)
- Kirklees Economic Strategy (2014)
- Town Centre Audit Programme (2014)

- Dewsbury – Strategic Development Framework (2010)
- Portas Review (2012)
- BIS Research Paper No.188 Policy Implications of Recent Trends in the High-Street/Retail Sector (2014)
- A Brighter Future for our Towns and Cities (2015)

8.2 Shopping frontages

Policy DLP 14

Shopping Frontages

Within Kirklees the hierarchy of centres and extent of these centres has been set out on the Policies Map and the Town Centre Maps, and in the Shopping Centre Hierarchy Table shown in the Town Centre Use policy.

Within Principal Town Centres and Town Centres, Primary Shopping Areas, Primary Shopping Frontages and Secondary Shopping Frontages have been defined to ensure a strong retail core to these centres, and focus main town centres uses within defined centres. The designations will be used for the following purpose:

- **Primary Shopping Area** - the retail core individually defined for each town centre. For District Centres this will be the full extent of the defined centre boundary, where retail (Class A1) uses and other main town centre uses are focused.
- **Primary Shopping Frontages** - frontages within the Primary Shopping Area in Town Centres that contain predominantly retail (Class A1) uses and where further retail (Class A1) uses will be focused.
- **Secondary Frontages** - frontages within the Primary Shopping Area in Town Centres that are not designated as Primary Shopping Frontages. These frontages are characterised by a mix of retail (Class A1) and other 'main town centre uses'.

The extents of the designations are shown in the accompanying Town Centre Maps.

1. **Primary Shopping Areas** - Uses within Primary Shopping Areas will be expected to maintain or provide active ground floor uses. Retail (Class A1) uses within the above areas/frontages will be supported.
2. **Primary Shopping Frontages** - Within the Primary Shopping Frontages as defined on the Town Centre Maps, at street level, proposals should seek to continue retail (Class A1) uses in order to retain the vitality and viability of the Primary Shopping Frontages within the Centre and the strong retail core. Other main town centre uses may be acceptable, subject to an assessment of the following criteria:
 - a. the existing proportion of retail (Class A1) uses within the defined primary shop frontage, the number, proximity, and distribution of uses other than retail (Class A1) and the level of vacancy of ground floor units, and the duration of vacancy. Retail (Class A1) will remain the predominant use in terms of length of frontage and/or the number of units within Primary Shopping Frontages. Changes of use shall also take account of the location and prominence of the unit within the primary shopping frontages. Changes of use which detract from the primary shopping nature of the frontage will not be supported;

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- b. the nature of the proposed use, including the associated level of activity, hours of operation, whether a shop front would be incorporated and whether it would complement neighbouring uses; and
 - c. in all cases proposals/changes of use shall seek to either retain, enhance or replace to improve shop front design and layout.
- 3. **Secondary Shopping Frontages** - Within the Secondary Shopping Frontages as defined on the Town Centre Maps, at street level, proposals for retail (Class A1), and other main town centre uses will be acceptable provided they meet the following criteria:
 - a. whether the proposal would lead to a dominance of non-retail uses in a particular frontage which would undermine the retail core and function of the Primary Shopping Area;
 - b. the nature of the proposed use, including the associated level of activity, hours of operation, whether a shop front would be incorporated and whether it would complement neighbouring uses; and
 - c. in all cases proposals/changes of use shall seek to either retain, enhance or replace to improve shop front design and layout.

Policy justification

- 8.13** Shopping (Class A1 retail) represents a key main town centre use, and such uses add to the vibrancy, vitality and viability of centres across the district. Shopping uses can range from convenience store provision of varying scale, through to larger national retail stores in the comparison goods sector found both in town centres such as Huddersfield, and out of centre retail parks. Such uses form principal reasons for people to visit centres of all sizes across the district to meet day to day requirements, but also make larger purchases, and enjoy leisure time.
- 8.14** The protection of shopping uses within centres across the district is important to protect the health of those centres. To ensure a strong shopping area is retained within town centres across the district, Primary Shopping Frontages have been defined in Principal Town Centres and Town Centres and for District Centres. This area will be the heart of the centre where footfall is at its highest, and where the predominant focus will be on retail provision with other main town centre uses complementing the retail offer. Within the Primary Shopping Areas, Primary and Secondary Shopping Frontages are defined to ensure that there is strong protection for retail uses and other associated uses in the retail core of the centre.
- 8.15** It is important that the shopping cores of town centres are protected especially in primary shopping frontages, because these are sensitive to breaks in shopping provision (Class A1) as they have an impact on the footfall in the area and the shoppers' perception of the extent of the shopping area. It is however acknowledged that other non-shopping uses can play an important role in supporting the experience of visiting town centres, and the vibrancy of the centres.
- 8.16** The policy sets out criteria which can be used to assess proposals for non-retail uses in Primary Shopping Frontages on a case by case basis. The policy provides for a degree of flexibility depending on the success or otherwise of a particular centre, the desirability of a particular unit for a retail function, the scale of the unit, its position in the frontage, and how any proposed use would impact on the adjacent or neighbouring uses.
- 8.17** A policy for secondary frontages is included as these support the wider function of Primary Shopping Area, but allows for a greater diversity of uses. The policy provides a more flexible approach to non-retail uses in these areas, but still ensures an appropriate assessment is carried out, and space for retail uses are provided in the area.

- 8.18** Both policies seek to ensure that new developments within Primary Shopping Areas improve the visual appearance of the centres, and ensure that active frontages are retained.

Delivery and implementation

- 8.19** This policy will be delivered by developers and investors who propose new main town centre uses across the district, and other bodies including the Council who propose new development, and support the success of centres within the district. The Council will also deliver the policy through the planning application process via the Development Management and Planning Policy Teams, to ensure that Primary Shopping Areas, and Primary and Secondary Shopping Frontages are maintained and enhanced.

Links with strategic objectives

- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure.
- Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 38

There could be no specific policy in the Local Plan on shopping, primary shopping areas, and primary and secondary shopping frontages, with a reliance on the NPPF and NPPG. Such an approach would however not allow strong protection of the retail core of centres in the district, and make it less clear for what is considered for change of use proposals.

Option 39

The policy could be more restrictive in terms of Primary and Secondary Shopping frontages allowing no alternative uses within Primary area, and only a limited number in secondary frontages. Such a policy would not allow for the consideration of other factors such as vacancy rates, the success or otherwise of a particular centre over the Local Plan Period, and could lead to an increase in vacancy rates in units in centres, which would not support the overall aim of supporting vibrancy and vitality in town centres across the district.

Supporting evidence

- Retail Capacity Study (2014)
- Leisure Study (2014)
- Town Centre Audit Programme (2014)
- Assessment of Town Centre Boundaries (2014)
- Kirklees Economic Strategy (2014)
- Dewsbury – Strategic Development Framework (2010)

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- Portas Review (2012)
- Kirklees Joint Health and Wellbeing Strategy (2014)

8.3 Residential in town centres

Policy DLP 15

Residential Use in Town Centres

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.
- h. the provision of refuse storage and collection

Policy justification

- 8.20** Residential uses within town centres play an important role in creating vibrancy and activity within centres especially outside of the core operating times of many main town centre uses. They can increase footfall rates throughout the day and into the evening. Residential schemes have been used as a key tool in regenerating towns and cities centres across the country, and have led to the formation of sustainable developments that have good access to public transport, and utilise sustainable low carbon transport technologies. They are often space efficient, achieve good density rates and provide a range of accommodation which is desirable to those who are seeking to live in town centres, where there is good access to public transport and services. Schemes to meet demand created in the student market can also be met by town centres in the district.
- 8.21** The introduction of residential uses within town centres has been recently promoted by changes in permitted development rights which now allow the conversion of office space to residential units without a formal planning application. Within Kirklees, there has been a notable increase in provision of living accommodation within Huddersfield town centre, where a significant demand has been created for student accommodation to serve those attending the University of Huddersfield. Within Dewsbury, the introduction of residential uses in the town centre has been highlighted as a tool to aid regeneration of the town centre where commercial vacancy rates have been high.
- 8.22** The principle for the provision of residential accommodation in town centres is supported provided it does not lead to an adverse impact on the operation of the towns retail core, or would reduce space for other main town centre uses if outside of the primary shopping area. It is important that consideration is given to the loss of space for main town centre uses to ensure that centres across

the district can meet the needs of the market, and that a scheme does not lead to a detrimental impact to adjacent established uses. However, it is acknowledged that there is a lot of space within existing centres which is underutilised; this can be because it is of an insufficient quality to meet the needs of the market.

8.23 There are many listed buildings located within the town centres across the district, in particular Huddersfield and Dewsbury, and it is important that this historic character is protected by new development. Considerations of the amenity of the future occupiers is also another important given measures are sometimes required to mitigate the impact of surrounding uses. This policy should be read in conjunction with the Historic Environment and Design policies included in this draft Local Plan.

8.24 Main town centres uses will be monitored to ensure that an appropriate balance of land use is maintained to ensure the continued vitality and viability of the district's town centres.

Delivery and implementation

8.25 This policy will be delivered by developers and investors who propose new residential uses in town centre uses across the district. The Council will also deliver the policy through the planning application process via the Development Management team, to ensure that proposals for new development in these areas complies with the requirements of the policy.

Links with strategic objectives

- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure.
- Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability.
- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 40

There could be no policy in the Local Plan, and there could instead be a reliance on NPPF and NPPG or other housing Policies in the Local Plan. Such an approach would not allow strategic support for new housing in town centres, nor allow specific criteria to be used in the consideration of such applications. This could lead to missed opportunities to support residential schemes for the regeneration of some centres in the district. It could also lead to adverse impact on the character of some centres with the loss of ground floor active frontages, impact on listed buildings, or have a detrimental impact on the amenity future occupiers.

8 Retailing and town centres

Option 41

A policy which sets out less criteria could be used to support the general principle of residential development in town centres, but provide only limited detail assess applications against, relying on other policies in the Local Plan of NPPF. Such an approach would not provide clarity to developers who are seeking to introduce residential uses within town centres that development will be supported and how such applications will be considered.

Supporting evidence

- Retail Capacity Study (2014)
- Leisure Study (2014)
- Town Centre Audit Programme (2014)
- Assessment of Town Centre Boundaries (2014)
- Kirklees Economic Strategy (2014)
- Dewsbury – Strategic Development Framework (2010)
- Portas Review (2012)
- BIS Research Paper No.188 Policy Implications of Recent Trends in the High-Street/Retail Sector (2014)
- A Brighter Future for our Towns and Cities (2015)

8.4 Food and drink uses and the evening economy

Policy DLP 16

Food and Drink Uses and the Evening Economy

Proposals for food and drink, and licensed entertainment uses, (Use Classes A3, A4, A5, D2 and sui generis) and associated proposals will be supported, provided they are located within a defined centre, and subject to:

- 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 an application:

- a. the number, distribution and proximity of other food and drink uses, including those with unimplemented planning permission in a particular centre; the impacts of noise, general disturbance, fumes, smells, litter and late night activity, including those impacts arising from the use of external areas;
- b. 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;
- c. the availability of public transport, parking and servicing;
- d. highway safety;
- e. the provision of refuse storage and collection
- f. 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.

Policy justification

- 8.26** In recent years there has been a significant growth in food and drink and licensed entertainment uses, nationally and within Kirklees, the majority of which have been located within town, district and local centres. Whilst these uses can make a positive contribution to the centres of Kirklees, adding vibrancy, viability, and diversity of the services provided, and supporting the evening economy, they require careful management. This is required to prevent any harmful effects occurring to the operational vitality of these centres, adjacent uses, the health and wellbeing of the residents and prevent potential for anti-social behaviour.
- 8.27** Some centres within Kirklees including smaller scale local centres, or parts of larger scale centres, can experience a high proportion of certain food and drink uses or licensed entertainment uses. These can detract from a centre or part of a centre's ability to provide other main town centre uses, or detract from the attractiveness of an evening economy. In particular, the high concentration of hot food takeaways across some centres or parts of centres in the district has led to increased levels of odour, noise and litter issues and has reduced the diversity of services provided in those centres. Such uses, in general, can be a contributing factor to obesity and wider health issues for Kirklees residents including risks of developed chronic heart disease and type 2 diabetes.
- 8.28** Kirklees Council and its partners are committed to improving the health of the district's residents and work together in the joint 'Health and Wellbeing Strategy'. There is no single solution to the issue of an unhealthy lifestyle or obesity as there are many contributory factors. However, the planning process can influence choices over food, diet and lifestyles choices when considering new proposals for such uses and can influence the range of services provided within a particular centre.
- 8.29** The growth in food and drink premises has also led to an increase in outdoor areas for eating, drinking and socialising. Whilst adding vibrancy to a centre, this can lead to detrimental impacts for local amenity depending on their use and hours of operation. Such developments therefore require careful consideration, and the policy seeks to ensure that such uses are appropriate for their location.
- 8.30** These potential long term detrimental impacts on centres can harm general amenity, making centres less attractive to those living there or not using that particular service, and can lead to additional responsibilities to other parts of the Council or partner organisations such as the Police. The point when harmful concentration is reached will vary from place to place depending on the character of the area and specific local circumstances.

Delivery and implementation

- 8.31** This policy will be delivered by developers and investors who propose new uses associated with food and drink and the evening economy. The Council will also deliver the policy via the Development Management team when assessing planning applications, and via consultations with Environmental Services, the Police Architectural liaison Officer, and Licensing Departments to ensure that proposals for new food and drink, and evening economy activities in the town centres comply with the requirements of the Policy.

Links with strategic objectives

- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure;
- Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability;

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- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education;
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees;

Alternatives considered

Option 42

There could be no policy in the Local Plan, and there could instead be a reliance on NPPF and NPPG or amenity and design Policies in the Local Plan. Such an approach would not recognise the rise in food and drink uses within centres in the district in recent years, and would not be able to address other specific issues of these uses, such as the concentration of these uses in particular centres, and issues such as anti-social behaviour.

Option 43

There could be a policy which is less prescriptive in terms of criteria could be provided to stated that food and drink uses should consider the impact of the development on the character, function, vitality and viability of the centre, either individually or cumulatively. Whilst such a policy would highlight that the issue needs to be considered, without a detailed set of criteria the policy would be too vague to provide a significant benefit, and not provide clarity for applicants who propose such uses.

Supporting evidence

- Retail Capacity Study (2014)
- Leisure Study (2014)
- Town Centre Audit Programme (2014)
- Assessment of Town Centre Boundaries (2014)
- Kirklees Economic Strategy (2014)
- Dewsbury – Strategic Development Framework (2010)
- Portas Review (2012)
- BIS Research Paper No.188 Policy Implications of Recent Trends in the High-Street/Retail Sector (2014)
- A brighter future for our towns and cities (2015)
- Kirklees Joint Health and Wellbeing Strategy (2014)
- Royal Society for Public Health: Health on the High Street (2015)

8.5 Huddersfield

Policy DLP 17

Huddersfield Town Centre

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 towns' 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, redevelop 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. facilitate development and continued evolution of the University of Huddersfield and its Queensgate campus, enhancing its connections with the town centre core.

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

Policy justification

- 8.32** Huddersfield is the largest town in Kirklees with a population of approximately 135,000. It is identified in the Retail Capacity Study (2014), as representing a centre of regional importance which serves a wide range of people of Kirklees and is ranked in the top 5% of all UK Shopping centres in the Venusscore 2011-2012 survey. It provides key retail, employment and leisure opportunities, and it is important to improve and strengthen its position within the district and the wider area.
- 8.33** The Kirklees Economic Strategy 2014-2020 has set a priority to revitalise Huddersfield Town Centre with more cultural, leisure and independent retail attractions, with the aim of increasing the footfall and the vitality of the town centre. This Policy seeks to meet this requirement to ensure that there are opportunities for new development of differing scale, and to ensure that Huddersfield town centre is welcoming to all. The primary shopping area of Huddersfield and primary and secondary shopping frontages are defined in the Shopping Frontages policy and represent the largest provision of town centre designations areas across the district. This protection to retail areas ensures that the town centre offers a mix of space for all scale of retailers to operate. It has been highlighted in the Retail Capacity Study that there is a need for some larger scale retail floor plates to be provided for larger scale retailers within the town centre over the plan period, and this policy includes the support of the provision of such larger floor plates.
- 8.34** Within the town centre there are three key development site opportunities as set out on the proposals map to support capacity for growth within the town centre over the plan period. The sites all form mixed use development opportunities on the outer extent of the town centre, but with linkages to the central core which would be enhanced through the development of the sites. The sites located at the former Kirklees College site on New North Road to the west of the centre, and the former sports centre site on Southgate to the east provide, new large scale mixed use development opportunities.

8 Retailing and town centres

The Waterfront between Chapel Hill and Manchester Road represents an existing mixed use scheme that has opportunities for continued development. Further detail of these key sites are provided in the Allocations and Designations document.

- 8.35** A number of other development opportunities exist within the town centre such as St George's Warehouse, New North Parade, the site of the former St Peter's Building, St Peter's Street and a number of others, however these sites are of insufficient scale to be identified individually on the Policies Map. The development of these smaller sites will be supported in principle, subject to the protection and enhancement of the vitality and viability of the town centre and all other material planning considerations.
- 8.36** The University of Huddersfield plays an important role in the operation of the town centre with its location to the south east of the town centres retail core at Queensgate and Kingsgate. The University has over 23,000 students with over 2,000 staff and is a key employer for the town and the wider in the district. The University brings a significant number of visitors to town centre, and in recent years has led to the significant provision of town centre or edge of centre student accommodation.
- 8.37** The University has invested significantly in new facilities providing improved facilities for students, and also constructed landmark buildings in key gateway sites into the town centre. The development of new, and redevelopment of facilities for the University is key in continuing to support the success of the both the University and town centre.

Delivery and implementation

- 8.38** This policy will be delivered by developers and investors who propose new developments in Huddersfield Town Centre, or who are looking to propose new large scale main town centre uses. The Council will also deliver the policy through the planning application process via the Development Management and Planning Policy Teams, to support new development and growth in Huddersfield, and by other partner organisations and local business who operate in Huddersfield Town Centre.

Links with strategic objectives

- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure.
- Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability.
- Improve transport links within and between Kirklees towns and with Neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 44

There could be no policy in the Local Plan and there could instead be a reliance on NPPF and NPPG or other Policies in the Local Plan. Such an approach would not sufficiently recognise Huddersfield as a town centre of principle importance, and would not support a strategic vision for the town centre. It would also not recognise specific development opportunities which exist within the town, nor recognise key important uses which exist within the town such as the University of Huddersfield.

Option 45

A policy with a more limited approach could be devised which sets out a broad overall strategy for Huddersfield, detail development sites, but does not set out specific criteria could be used. Such a policy would support an overall strategy for Huddersfield, but not highlight the unique characteristics which make up the town, or highlight key existing uses such as the University of Huddersfield.

Supporting evidence

- Retail Capacity Study (2014)
- Leisure Study (2014)
- Town Centre Audit Programme (2014)
- Assessment of Town Centre Boundaries (2014)
- Kirklees Economic Strategy (2014)
- Dewsbury – Strategic Development Framework (2010)
- Portas Review (2012)
- BIS Research Paper No.188 Policy Implications of Recent Trends in the High-Street/Retail Sector (2014)
- A brighter future for our towns and cities (2015)
- Kirklees Joint Health and Wellbeing Strategy (2014)

8.6 Dewsbury

Policy DLP 18

Dewsbury Town Centre

Dewsbury Town Centre will be a place of vibrancy, vitality and diversity, with a mix of uses to attract visitors and provide new space for town centre living. The town centre will form the focus for retail provision for the north of the district, supported by other main town centres uses.

Proposals within the town centre will be supported where they:

- a. preserve and enhance the strengths and connections to Dewsbury Market;
- b. preserve and enhance the towns' cultural and architectural heritage and open spaces, and connections to them;
- c. provide a safe welcoming inclusive destination for the district's residents of all ages to visit throughout the day from morning into the evening;
- d. provide space for town centre residential living;

8 Retailing and town centres

- e. provide opportunities for larger scale individual retail floor plates;
- f. provide, where appropriate, sustainable modes of transport, such as cycle and pedestrian routes, cycle parking and charging points for electric vehicles;
- g. provide space for a range of businesses from small scale start-ups to larger multinational corporations
- h. create opportunities for the economic development and expansion of the town and the district;
- i. retain, redevelop and regenerate key historic features of the town centre such as pedestrian arcades, yards and historic listed buildings.

Proposals on the edge of Dewsbury 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.

Policy justification

- 8.39** Dewsbury is the principal town centre in the north of the district, and serves a population of approximately 58,000. Dewsbury town centre plays an important role in serving the town and its surrounding areas, as well as adjacent town, district and local centres providing an extended provision of goods and services.
- 8.40** The town centre of Dewsbury has suffered a decline in recent years with vacancy rates increasing above the national average, and national retailers and other national chains have withdrawn from the town centre. Dewsbury is however a visually attractive town centre, with the majority of the historic core within the inner ring road designated as a Conservation Area. The town is also served by a half hourly train service to Leeds and beyond to the north, and Huddersfield and Manchester to the south and west. There are good connections with the local motorway network with the M1 located to the east and M62 to the north.
- 8.41** The transformation of Dewsbury is one of the key priorities identified in the Kirklees Economic Strategy. Building on the key opportunities and assets within the town centre will be important in achieving this aim. The redevelopment of the landmark building of Pioneer House is an important catalyst to wider redevelopment and regeneration, and will support increased investment within the town centre.
- 8.42** The Dewsbury Strategic Framework and Dewsbury Design Guide highlights that residential uses will assist in increasing footfall within the town centre, making it a more diverse place to be. The Residential Use in Town Centres policy supports the provision of residential uses within town centres across the district, and a number of opportunities to increase residential uses across the Dewsbury Town Centre exist most notably in the Daisy Hill area. Further work by the Council will continue to build on the provision of other uses within the town centre and its continued evolution.
- 8.43** Dewsbury Market plays a key role in the operation and attraction of the town centre by providing both indoor and outdoor markets, and forms the largest open market in Yorkshire. The market draws a significant number of people into the town centre on market days, by strengthening the market, and connections to the market is important in broadening the offer of uses provided in the centre.
- 8.44** The Rishworth Retail Park to the south of the town centre accommodates a number of retailers, and provides a good connection to the core of the centre. However, the amount of linked trips to the main centre is not as high as could be achieved and improvements to linking the retail park to the town centre by different initiatives will be supported.

Delivery and implementation

8.45 This policy will be delivered by developers and investors who propose new developments in Dewsbury Town Centre, or who are looking to propose new large scale main town centre uses. The Council will also deliver the policy through the planning application process via the Development Management and Planning Policy Teams, to support new development and growth in Dewsbury, and by other partner organisations and local business who operate in Dewsbury Town Centre.

Links with strategic objectives

- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure.
- Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability.
- Improve transport links within and between Kirklees towns and with Neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 46

There could be no policy in the Local Plan, and there could instead be a reliance on NPPF and NPPG or other Policies in the Local Plan. Such an approach would not aid the transformation of Dewsbury Town Centre which has suffered decline in recent years with increased vacancy rates and a large number of national retailers pulling out of the town centre. It would not provide clear opportunities for investment into the town centre and would not sufficiently aid in addressing issues such as increased vacancy rates and reduced footfall.

Option 47

A more detailed policy could be devised which sets out a quarters approach to the town centre where particular uses are specified for specific areas. Such a policy is considered to be too specific and too restrictive for the Local Plan, and would provide detail which would be best contained in a supplementary planning document. It would not allow a sufficiently flexible approach to be taken to the town centre over the plan period, and would not be able to reviewed or evolve in line with market conditions, or needs for the town over the plan period.

Supporting evidence

- Retail Capacity Study (2014)
- Leisure Study (2014)
- Town Centre Audit Programme (2014)
- Assessment of Town Centre Boundaries (2014)

8 Retailing and town centres

- Kirklees Economic Strategy (2014)
- Dewsbury – Strategic Development Framework (2010)
- Dewsbury Design Guide
- Portas Review (2012)
- BIS Research Paper No.188 Policy Implications of Recent Trends in the High-Street/Retail Sector (2014)
- A brighter future for our towns and cities (2015)
- Kirklees Joint Health and Wellbeing Strategy (2014)

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9 Transport

- 9.1** As part of the draft Local Plan, it is critical there is an integrated approach to transport and development across the district to facilitate sustainable communities and ensure the future economic ambitions for Kirklees. The development of transport policies within this Plan have had regard to the wider role Kirklees has within the Leeds City Region as a transport hub for the City region with national road and rail networks dissecting the district.
- 9.2** The council's Economic Strategy (Priority 4 - Infrastructure) recognises the role effective transport infrastructure makes in supporting economic growth for the district. This strategy makes a firm commitment to investing in public transport and physical improvements to the existing infrastructure both for commuters and the uptake of sustainable modes of travel. The Local Plan will help to facilitate the aims and ambitions of this Strategy.
- 9.3** On a regional level, the West Yorkshire Local Transport Plan (WYLTP) (2011-2026) 'My Journey' is the current transport plan and has three main objectives:
- Economy: To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;
 - Low Carbon: To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans;
 - Quality of Life: To enhance the quality of life of people living in, working in and visiting West Yorkshire.
- 9.4** The Plan sets out to tackle congestion and a lack of transport investment which are key contributory factors to lower than average economic performance in West Yorkshire.
- 9.5** The emerging Single Transport Plan (STP) (2016-2036) will replace the WYLTP and will come into effect from the 1 April 2016. The STP aims to change the quality and performance of the transport system within West Yorkshire and connections with the rest of the UK. The aims are more reflective of the aspirations as set out in the Leeds City Region Strategic Economic Plan (SEP) to achieve economic goals for the West Yorkshire Region.
- 9.6** The five emerging core principles of West Yorkshire Combined Authorities Single Transport Plan 2016 – 2036 are:
- One System – High Speed Ready – the ambition for a metro-style public transport network that integrates all transport modes including High Speed Rail into one system that is easily understood, easy to access by a range of options and offers quick connections within a set of journey time targets.
 - Place Shaping – the ambition to make our towns and neighbourhoods more attractive places to live and work, with emphasis on improving road safety, air quality, the health of residents and the image of places.
 - Smart futures – the ambition to exploit technology to improve the customer experience and assist effective management of the transport system.
 - Inclusion – the ambition to offer a high level of access by public transport in urban areas and increase accessibility to rural areas. Collaboratively working with public and private operators of vehicles making the most efficient joined up use of vehicles and providing wider range of transport options linked to local transport hubs.
 - Asset Management – ambition to manage all of the transport system – roads, bridges, street lights, public transport stations and shelters, footways and cycle routes in a way that offers value for money and meets the needs of users.

9 Transport

- 9.7** The SEP was adopted by the Leeds City Region Enterprise Partnership and West Yorkshire Combined Authority in 2014. The SEP delivers a shared ambition throughout the region to increase economic output to create an extra 62,000 jobs and double the rate of house building by 2021.
- 9.8** Underpinning the ambition of the SEP is the recognition of the need to improve and invest in transport connections across the region. The SEP helped to secure £800 million funding for transport from the Government as part of the Growth Deal for Leeds City Region. This money will be used to establish the £1.4 billion West Yorkshire plus Transport Fund (WY+TF) to deliver 33 key transport schemes in West Yorkshire over the next 11 years.
- 9.9** The primary objective of the West Yorkshire Plus Transport Fund is to increase in employment and productivity growth by the completion of transport schemes that across West Yorkshire and York, irrespective of boundaries. The key transport schemes will provide transformational strategic transport infrastructure and will significantly increase the number of jobs that would be accessible to residents in Kirklees; they would rise by 29% once they are all implemented. The local plan has a pivotal role to play in ensuring jobs and new homes are well connected and located in accessible locations that are related to the core transport schemes and also reflects the Plans key strategic objectives relating to economic growth and transport.

9.1 Strategic transport infrastructure

Policy DLP 19

Strategic transport infrastructure

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. Proposals will have access to the appropriate category of road to ensure that traffic can be accommodated safely and conveniently. Improvements to the highway network will be used to manage traffic effectively, relieve congestion and give priority to buses, where appropriate;
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; walking and cycling infrastructure;
 - strategic cross boundary schemes.
4. Committed schemes programmed by Highways England identified on the Policies Map are:
 - M62 Junction 26 link from M62 westbound to M606 northbound
 - M62 J20 - 25 Smart Motorway

5. The following proposed transport schemes have been identified as Core Projects within Kirklees funded by West Yorkshire plus Transport Fund (WY+TF) and are identified on the Policies Map:
 - A62 Huddersfield to Junction 25 of the M62, via the A62, Cooper Bridge and the A644 (TS1)
 - New Motorway Junction 24a on M62 (TS2)
6. The following committed council schemes are cross boundary schemes which will directly impact upon connectivity within Kirklees and surrounding Districts:
 - A629 Halifax Road (Huddersfield to Halifax Corridor) (TS4)
 - Calder Vale Line Enhancements (Leeds-Bradford- Halifax-Manchester) (TS9)
 - Highway Efficiency and Bus Package (HEBP) - A62/A616/A641 (TS7)
 - Dewsbury Area Integrated Transport Improvement Strategy (TS5)
7. The following schemes are other committed schemes programmed by the council throughout the Plan period:
 - South Huddersfield Arterial Route Improvements (TS3)
 - A652 Bradford Road, junctions with the B6128/B6124 (Batley Gateway) (TS6)
 - Highway Network Efficiency Programme (TS8)
 - Public Transport Improvement Schemes (TS9)
 - Walking and Cycling Improvement Schemes (TS10)

The council will safeguard land to ensure these schemes can be delivered.

Policy justification

- 9.10 To deliver transport investment it will be necessary to safeguard land required to deliver improvements both to road and rail schemes.
- 9.11 Land required outside the highway boundary required to deliver road schemes will need to be safeguarded and has been identified on the Policies Map. Identifying these specific areas of land will prevent development which would otherwise prejudice the implementation of improvement schemes.
- 9.12 Highways England have identified one scheme adjacent to the Strategic Road Network (SRN) throughout the Plan period in which land will be required to facilitate the delivery of improvement works. This is shown on the Policies Map. Highways England have a statutory duty to ensure the safe and efficient operation of the motorway network and schemes that are programmed to be implemented within Kirklees throughout the Plan period must be safeguarded to allow the completion of the works.
- 9.13 In December 2014, the Department for Transport (DfT) published the Road Investment Strategy (RIS) setting out a programme of investment in smart motorways and other forms of capacity improvement to be implemented on the SRN. The objective is to provide a forward programme with a long term funding commitment to enhance the capacity of the SRN at congested locations and to provide for asset renewal and maintenance.
- 9.14 The RIS identifies schemes additional to those announced by the government in the Spending Round 2013. It also identifies schemes to be started in the early stages of the next Road's Period (2020/21-2024/25).

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- 9.15** Highways England is responsible for implementing the programme of schemes set out in the RIS. This investment strategy is intended to help deliver the Government's aspiration of The Northern Powerhouse with the aim of building a stronger economy across the North of England and with different cities joining together to form a single, world-beating economy.
- 9.16** Projects on the SRN will combine to improve connectivity between the main cities and towns of the North of England including, for example, a continuous four lane motorway link between Manchester and Leeds. The planned investments will have direct benefits for Kirklees in terms of improving links to other major centres in the North of England.
- 9.17** The RIS contains two schemes that directly affect Kirklees with works programmed to start in the period 2015/16-2019/20:
- M62/M606 Chain Bar: Provision of a direct link from the M62 westbound to the M606 northbound intended to remove significant congestion from the main part of the existing junction.
 - M62 junctions 20-25: Upgrading of the M62 to smart motorway between junction 20 (Rochdale) and junction 25 (Brighouse).
- 9.18** There are three other schemes in the surrounding area that will benefit Kirklees:
- M1 junctions 39-42: A smart motorway scheme that is under construction and will benefit access to Kirklees via junctions 39 (A636 Denby Dale Road) and 40 (A638 Dewsbury Road).
 - M1 junctions 35a-39: A smart motorway scheme to be developed in the current Roads Period with the objective of commencing construction in the period 2020/21- 2024/25. It will improve access to Kirklees via junctions 38 (Haigh) and 39 (A636 Denby Dale Road).
 - M1/M62 Lofthouse Interchange: A major scheme to enhance the capacity of the M1/M62 Lofthouse Interchange to be developed in the current Roads Period with the objective of commencing construction in the period 2020/21-2024/25.
- 9.19** In addition, the council has identified schemes throughout the district whereby land is required to deliver highway improvement schemes or traffic management schemes. A comprehensive list of schemes and details are available within the Allocations and Designations section of the Draft Local Plan.
- 9.20** West Yorkshires rail strategy; Railplan 7 (2012) seeks to deliver sustainable economic growth by improving the rail network in West Yorkshire. Railplan identifies how improving connectivity through more frequent services and improved journey times, increasing train and track capacity and improving stations will support economic growth, enhance quality of life and contribute to a low carbon transport network.
- 9.21** Railplan 7 identifies a number of schemes within Kirklees which aim to improve the frequency and quality of services within the district. Specifically schemes are scheduled at:
- Huddersfield Line (Leeds-Manchester) - Committed scheme: Electrification of the line and new electric trains. 6 trains per hour between Leeds and Manchester as part of the Northern Hub. Planned scheme: Improvements to local rail services as part of electrification and Northern Hub. Journey time savings and platform extensions to allow longer trains to tackle overcrowding issues.
 - Penistone Line (Huddersfield - Sheffield) - Planned scheme: Infrastructure or selective door opening to allow longer trains. Future development: More frequent services and consideration of future light rail solution. Additional parking at stations on the route/formalise on street parking.
- 9.22** Network Rail is committed to the electrification of the Trans-Pennine route to ensure connections from west to east are made more efficient and to ease congestion along the route. This is reflective of the governments Northern Powerhouse aspiration.

- 9.23** Other short term enhancements include improvements to the Calder Valley line to assist the case for electrification and general station improvement schemes to encourage the use of sustainable modes of travel.

Delivery and implementation

- 9.24** This policy will be delivered through development management processes, council policies, procedures and plans working jointly through policies contained in the Strategic Economic Plan and the Single Transport Plan 2015. The schemes identified are delivered and implemented by Highways England and Kirklees Council. The safeguarding of land required by these schemes will be delivered and implemented by the Development Management process.

Links with strategic objective

- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.

Alternatives considered

Option 48

The schemes are set out in Leeds City Region Strategic Economic Plan and identified by Highways England and DfT as works required as part of the ongoing improvement/maintenance of the Strategic Road Network and Strategic Transport Network. In addition, the council has identified the specific schemes as part of the ongoing highway works programme. The alternative to this policy would be to have no policy. This would result in land not being identified for investment programmes and the council would not seem to be encouraging and supporting development that would facilitate the investment as identified in LTP3 and the emerging Single Transport Plan. In addition, land potentially required for improvement works being developed and not safeguarded. To rely on NPPF only and not have a policy would not provide sufficient weight to ensure the Kirklees Local Plan actively supports the aims and objectives of LTP3 and the regionally produced Single Transport Plan.

Supporting evidence

- Kirklees 2025 Transport Vision, Kirklees Council
- Kirklees Economic Strategy, Kirklees Council
- My Journey West Yorkshire: Connecting People and Places- West Yorkshire Local Transport Plan 2011-2026, LTP Partnership, March 2011
- West Yorkshire Single Transport Plan, Combined Authority, Summer 2015
- Leeds City Region Strategic Economic Plan, 2014
- Road Investment Strategy (RIS); Investment Plan 2015-2021 - DfT (2015)
- West Yorkshire Local Transport Plan 2011-2026; My Journey - Connecting People and Places; Railplan 7; - West Yorkshire Combined Authority (2012)
- Kirklees Council - programme of works

9.2 Sustainable travel

Policy DLP 20

Sustainable travel

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.

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.

Policy justification

- 9.25** A key component of achieving sustainable development as set out in NPPF is to ensure that homes, jobs and local facilities can be accessed safely and conveniently by good transport links that reduce the reliance on the private car. Promoting ways in which to reduce greenhouse gas emissions also helps to achieve the aims of sustainable development. The use of public transport, cycling and walking all help to reduce emissions and also has added benefits of improving health.
- 9.26** Core planning principles are set out in national planning policy specifically relate to the need to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.
- 9.27** At weekday peak times around 85% of the cars in the traffic flow are occupied by just the driver; on schooldays 18% to 20% of peak hour traffic is made up of cars travelling to and from schools. It is estimated that 10% to 15% of car trips at peak times could be made by alternative, more sustainable types of transport, or replaced by the use of electronic communication.
- 9.28** The ability to reduce the impact of additional journeys requires an integrated approach to transport. At the heart of this approach will be measures to promote the substitution of more sustainable modes of transport and to manage the demand for travel. The council is fully committed to demand management and has resolved to pursue a range of measures to reduce car travel. It will work with partners, particularly major employers, where car journeys are causing local concerns, to bring about co-ordinated improvements.
- 9.29** New development will make the best use of existing core public transport, cycling and walking networks and will have regard to future regional and local transport, cycling and walking investment proposals such as those included in the West Yorkshire Local Transport Plan, proposals included as part of the Leeds City Region Strategic Economic Plan and the council's programme of works.

- 9.30** The council will support all new development that is located within accessible locations with convenient connections to public transport networks and cycling and walking routes. New housing, employment, shopping and leisure developments generating significant new vehicle trips will, be located in accordance with the sustainable development policies where the use of sustainable travel, especially public transport, should prove to be convenient for people. Further measures should also be included when development takes place, such as personal journey planning and provision of cycle parking and changing facilities, to increase the attractiveness of sustainable travel and reduce car use. These further measures will be secured through travel plans.
- 9.31** For larger developments a specific site travel plan will be required to be submitted with planning applications. These Travel plans will need to accord with national guidance or that set out by the council in separately issued Supplementary Planning Documents. Travel plans addressing specific local transport issues may also be required for developments at particular locations such as railway stations and entertainment venues. All types of travel plans will need to set out the development thresholds at which they become operative, targets to be met, the measures to be implemented, and processes for monitoring, plan revision and enforcement. Sustainable working options should be encouraged and included within Travel Plans such as home working.

Delivery and implementation

- 9.32** The council will work with all agencies that have responsibility for differing types of transport within the district such as Department of Transport, Highways England, Network Rail, Combined Authority, and rail/bus operators and developers to deliver transport objectives.
- 9.33** Major transport infrastructure schemes will be delivered through the Local Transport Plan and the Strategic Economic Plan. Developers will be expected to make contributions to improvement schemes both on a local level where identified in the council's programme of works or on a regional level where the development may add to the need for the scheme or may benefit from the scheme.

Links to strategic objectives

- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.

Alternatives considered

Option 49

The alternative to this policy would be to have no policy. This would undermine the objectives of the National Planning Policy Framework para. 14 in that no alternative forms of travel would be encouraged or supported by the local plan thus undermining the 'golden thread' of sustainable development.

Supporting evidence

- National Planning Policy Framework paras, 14, 17, 29, 30, 34, 35, 36.

9 Transport

- West Yorkshire Local Transport Plan 2011-2026; My Journey - Connecting People and Places - West Yorkshire Combined Authority (2012)
- West Yorkshire Local Transport Plan 2011-2026; My Journey - Connecting People and Places; Railplan 7; - West Yorkshire Combined Authority (2012)
- Strategic Economic Plan; Leeds City Region Enterprise Partnership
- West Yorkshire Plus Transport Fund (WY+TF); Investment Plan
- Kirklees Council - programme of works

9.3 Highways and access

Policy DLP 21

Highways and access

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 that cannot be served by the existing highway network.

1. 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
2. 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 is the most efficient use of land within the development as part of encouraging sustainable travel.
3. 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, new 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 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; and
- g. take into account surface water flooding and SUDs.

Policy justification

- 9.34** NPPF states that transport policies have a role to play in facilitating sustainable development and also a role in contributing to the wider sustainability and health objectives.
- 9.35** This policy is balanced in favour of sustainable transport modes by ensuring that the requirements of users are met to reduce the need to travel in private cars. By placing pedestrians and cyclists at the top of a user hierarchy, emphasis can be given to design solutions which would encourage walking and cycling in the district therefore helping to improve quality of life of residents and reduce carbon emissions throughout the district.
- 9.36** New development should form the basis of creating sustainable places that connect with each other and provide appropriate infrastructure to encourage walking, cycling and the use of public transport, whilst at the same time ensuring the safety of users in terms of road safety and personal safety. The council is committed to ensuring these overarching objectives are achieved.
- 9.37** NPPF further states that plans should exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Layouts should be safe and secure, and minimise conflicts between road traffic, cyclists and pedestrians, and should avoid street clutter. The focus is clearly on good urban design within the construction of new residential developments.
- 9.38** Applicants/developers should follow best practice guidance set out in the Department for Transport's 'Manual for Streets' 2007. This document continues to provide useful guidance on how to achieve accessible and well designed streets and the council will encourage its use within development proposals.
- 9.39** In summary, the council will expect site layouts to:
- facilitate connectivity and accessibility to existing public transport modes, cycling and walking routes;
 - facilitate connectivity and accessibility to proposed public transport modes, cycling and walking routes, where appropriate;
 - minimise conflict between vehicular traffic, pedestrians and cyclists and ensure that development can accommodate service vehicles;
 - provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes;
 - provide opportunities for electric vehicle charging infrastructure;
- 9.40** The council will ensure that new estate roads and streets particularly those designed encompassing the design solution in Manual for Streets are of a standard that can be adopted.
- 9.41** The design of site layouts has a large role to play in facilitating sustainable development and can contribute to the safety of residents within the site and the efficient accommodation of private vehicles. Developers should focus on parking design within the site so as not to obstruct pedestrians and avoid potential kerb side parking. Specific areas of on-street parking should be available to accommodate both resident and visitor parking and should not obstruct pavements within the development.
- 9.42** Consideration should also be given to pedestrian and cycle links in terms of personal safety, ensuring that neither a sense of fear is created nor crime encouraged through an isolation of the routes from other activities and street users which may discourage the use of the connecting links.

9 Transport

- 9.43** The provision of cycle parking and storage within all new developments can encourage the use of sustainable modes of transports such as cycling, and make cycling a more attractive method of transport for residents, employees or visitors of a development. The provision of electric charging points within new developments can encourage the use of electric vehicles leading to the reduction of greenhouse gas emissions and supports Kirklees Local Air Quality Strategy and air quality policies in this Plan.
- 9.44** The provision of connecting links to public transport routes, walking and cycling routes also supports the council's Joint Health and Well-being Strategy by encouraging the use of active travel modes improving the health and general well-being of Kirklees residents.
- 9.45** Travel Plans that accompany planning applications for larger developments should demonstrate how the hierarchy of users have been accommodated within the specific design of the development and provide full details of street furniture, connections and the proposed parking provision.
- 9.46** NPPF states that all new development should be assessed in terms of their impacts on existing transport infrastructure, impacts upon the safety of all users and the impact in terms of encouraging sustainable transport modes.
- 9.47** The council is committed to ensure that new developments do not materially add to existing highway problems or that would undermine the safety of all users of the network. Planning can influence road safety through its control and influence on design of new development.
- 9.48** When considering proposals developers should consider the needs and safety of everyone in the the community. In addition to this policy, developers should consider Sustainable Travel policy and the Parking policy especially when considering the design and parking considerations of new developments.
- 9.49** Developments that generate a significant amount of traffic may require the submission of a Transport Statement or a Transport Assessment and Travel Plan. The Council recognises that all new development can potentially impact on the highway network, it is important that the extent of these impacts are fully understood and considered when determining planning applications. The overriding objective of Highways and Access policy is to build upon the Strategic Transport Infrastructure policy and Sustainable Travel policy to ensure that development proposals that would compromise the safe or effective operation of any part of the Districts transport network will be resisted.
- 9.50** It is strongly recommended that applicants liaise with the Council prior to a planning application being submitted to discuss potential highway issues and requirements for submission to accord with the Highways and Access policy.

Delivery and implementation

- 9.51** This policy will be delivered through scheme design, planning conditions and the use of planning obligations.

Links to strategic objectives

- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking;
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish;
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education;
- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.

Alternatives considered

Option 50

The alternative to this policy is to have no policy. This would prove difficult to secure highway works required to make a new development safe and no consideration would be given to sustainable travel within new developments. This would lead to non-compliance with NPPF and undermine the objective of sustainable development. To rely on NPPF and NPPG to assess the highway implications of new developments would not provide sufficient and robust weight to refuse a planning application that may endanger residents, nor would it provide the opportunity to request supporting information to assess the highway implications of new development.

Supporting evidence

- West Yorkshire Local Transport Plan 2011-2026 MyJourney; Connecting People and Places
- Manual for Streets - Department for Transport (2007)
- Department for Transport - Indicative Thresholds for Transport Assessments
- Kirklees Local Air Quality Strategy 2007
- Kirklees Updating and Screening Assessment 2015
- Kirklees Air Quality Action Plan 2008
- Kirklees Joint Health and Well Being Strategy 2012

9.4 Parking

Policy DLP 22

Parking

The provision of parking will be based on the following principles:

- 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;
- long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;
- 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.
- 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.
- 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.
- 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.
- provision will be made to meet the needs of cyclists for cycling parking in new developments.
- provision will be made to accommodate the needs of disabled people for the parking of vehicles.

9 Transport

Policy justification

- 9.52** The NPPF states that Local Authorities should seek to improve the quality of town centre parking so that it is convenient, safe and secure. Authorities should also impose appropriate parking charges that do not undermine the vitality of town centres and any parking enforcement measures should be proportionate.
- 9.53** NPPG goes on to state that Travel Plans that may accompany new development and promote sustainable forms of travel but should not be used to justify penalising motorists through higher parking charges, tougher enforcement or reduced parking provision in new development.
- 9.54** An appropriate balance needs to be struck when considering levels of parking provision both in the town centre locations and generally throughout the district.
- 9.55** Car ownership levels are increasing despite car usage declining. There is need for new development to accommodate sufficient parking facilities. NPPF states when considering parking provision, a flexible approach is required that considers the accessibility of the development, the type, mix and use of development, the availability of public transport, car ownership levels and a need to reduce the use of high-emission vehicles. These factors will be taken into account to set local parking standards in a subsequent Parking; Supplementary Planning Document to be published by the council.
- 9.56** Parking control is one of the main tools available to manage and balance transport demands with potential benefits from reducing congestion, improving air quality and enhancing economic activity. The quantity and location of vehicle parking provision, time restrictions and pricing can be used to influence the habits of travellers, ensure that parking does not occupy an excessive amount of scarce land, support the economic vitality of town and local centres, and lower business costs. The council has a significant role in providing and managing public car parks, mainly in town centres, and as the local planning authority in specifying the parking arrangements for new developments. Its parking policies can also influence the servicing of retail, office and manufacturing activities.
- 9.57** In making provision for public parking in town centres a balanced approach is needed, taking account of the need for the centre to be attractive to shoppers, employers and tourists and the need to encourage the use of public transport and avoid harm to the local environment. The best balance is achieved if car parks close to main shopping areas are managed for short stay use with time restrictions and pricing designed to encourage turnover in the use of spaces and so use by shoppers, and peripheral car parks are managed for long stay use by commuters with pricing set to single occupancy vehicle commuting. Over time the quantity of long stay provision will be reduced to secure a shift from car to public transport use.
- 9.58** Provision of private non-residential parking in town centres is likely to undermine transport objectives where it cannot be justified for operational reasons. Such provision will be unacceptable unless it can be shown to complement public provision. Where provision is acceptable it should be controlled so as to conform to the management arrangements of equivalent town centre public parking.
- 9.59** Long stay car parking close to railway stations may serve a park and ride function. Opportunities for the development of bus-based park and ride facilities are limited but these may arise where serious and persistent congestion occurs and extensive potential for bus priority is available. Schemes are only likely to be realistic where there is high potential for modal shift from private vehicle use to buses and there is acceptance parking charges in the town centre will need to be increased substantially to make schemes financially viable. The provision of car and cycle parking at transport interchanges or hubs, where a number of public transport services come together, may encourage shifts to more sustainable transport modes.
- 9.60** The scale of parking provision permitted in new developments will contribute to the measures to promote sustainable transport choices and the efficient use of land. The council will use car parking standards to support government objectives to reduce carbon emissions and congestion, to encourage

use of sustainable transport modes and to ensure efficient use of roads. Parking standards to be set out in the Councils Parking Supplementary Planning Document provides the starting point for assessing how much parking is required in new development.

- 9.61** On the basis of an assessment of a proposed development's implications for traffic generation, emissions, safety and congestion, a decision will be made as to whether the standard should be applied or whether a reduced amount of parking provision will be appropriate. Reduced parking provision will allow higher densities of development to be achieved which would be acceptable in locations with high levels of public transport accessibility.
- 9.62** The parking standards will include requirements for cycle parking. These set minimum requirements, to meet the needs of cyclists, aimed at encouraging cycle use and apply equally to developments which are the destination of a journey as well as the origin. Provision should be well designed, secure and conveniently located.
- 9.63** Future standards should also include minimum provision for parking for vehicles for disabled people in accordance with national policies.

Delivery and implementation

- 9.64** The above policy will be delivered through the Development Management process.

Links to strategic objectives

- Strengthen the role of town centres, particularly Huddersfield, Dewsbury and Batley, to support their vitality and viability.
- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.

Alternatives considered

Option 51

The alternative to this policy would be to have no policy. This would be non-compliant with paras. 39 and 40 of the NPPF in that parking strategies/policies are fundamental in contributing to sustainable travel choices. This would undermine the objective of sustainable development the 'golden thread' of NPPF.

Option 52

The other alternative to this policy would to set rigid parking standards for each type of land use development. This would not however provide the flexibility for the council or developers required when considering the location, type and mix of new developments and may hinder an effective and efficient design of new development contrary to para 39. NPPF.

Option 53

The alternative to this policy would be to have no policy and rely on a Supplementary Planning Document relating to parking. This would rely on a reference within the Local Plan to parking which would provide the context to produce an SPD if required. This approach has not been taken as the preference is to have a Local Plan policy rather than rely on SPD to ensure parking is clearly established in policy and relevant weight given to this issue.

Supporting evidence

- National Planning Policy Framework paras. 39 and 40
National Planning Policy Guidance; Travel Plans, Transport Assessments and Statements in Decision-Taking para.008

9.5 Core road and bus routes

Policy DLP 23

Core road and bus routes

The core road and bus routes relate to the main arterial roads in the district that help deliver economic growth and enable the effective movement of goods and services throughout Kirklees. Efficient access for goods and services is a key factor in supporting the vitality of urban areas. The council will continue to invest in these key road and bus routes as a priority.

Proposals will need to have access to the appropriate category of road to ensure that traffic can be accommodated safely and conveniently. Improvements to the highway network will be used to manage traffic effectively, relieve congestion and give priority to pedestrians, cyclists and buses.

Policy justification

9.65 Kirklees is strategically placed within the Leeds City Region, with transport connections to the Greater Manchester and Sheffield City Regions. Nationally, the M62 connecting Hull and Liverpool via Leeds and Manchester passes through the district and is one of the busiest motorways in the country with over 90,000 vehicles per day passing on the M62 at junction 24 at Ainley Top. There are a number of core road and bus routes that dissect the district and ensure the efficient movement of people, goods and services. The council is committed to ensuring all new developments have safe and convenient access to the main arterial roads that connect the West Yorkshire region.

9.66 At the regional level, the West Yorkshire Local Transport Plan partnership has created a West Yorkshire Key Route Network, the purpose of which is to:

- facilitate development and economic growth;
- reduce journey times and congestion across West Yorkshire regardless of district boundaries;
- assist in the delivery of major infrastructure improvements; and
- enable closer working with Highways England and other combined authorities in the North of England

9.67 The Network has been designed based on the following criteria:

- the core network where vehicle flows exceed 20,000 vehicles per day and
- roads that perform strategic functions on a regional basis by
 - connecting West Yorkshire Core and Key Centres together
 - connecting these Centres to the Core District Centres within Leeds City Region and adjacent City Regions
 - connecting these Centres to Leeds-Bradford International Airport
 - connecting these Centres to the National Strategic Network and its emergency diversion routes
 - performing ring road/bypass functions around the five Core District Centres, Key Centres and primary Urban Areas

9.68 For Kirklees the network is made up of:

- The A62 Leeds Road, which runs through the district between its boundary with Leeds at Birstall to Huddersfield (including Huddersfield Ring Road) and then continues to the boundary with Oldham above Marsden over the Pennines.
- The A640, which runs from Huddersfield to junction 23 of the M62
- The A629 Halifax Road, which runs from the boundary with Calderdale at the M62 junction 24 at Ainley Top to its junction with the A642 at Waterloo, two miles east of Huddersfield. boundary with South Yorkshire at High Flatts, via the centre of Huddersfield.
- The A641, which runs between Huddersfield and a point where it crosses the M62 at the boundary with Calderdale.
- The A616, A6024 and A625 (parts thereof) that run between Huddersfield, Holmfirth and New Mill which runs from Huddersfield to the boundary with South Yorkshire at Crow Edge, via Honley, Holmfirth and New Mill.
- The A644, which runs from the boundary with Calderdale close to the M62 junction 25 at Clifton to Wakefield via Dewsbury.
- The A638, which runs from junction 26 of the M62 at Chain Bar to Wakefield and includes Dewsbury Ring Road
- The A653, which runs from Dewsbury to the boundary with Leeds

9.69 Existing core routes should be taken into account by developers when considering new development. Planning applications and Travel Plans should identify how the core routes have been integrated into new development, and specify how potential improvements to the core routes proposed by the regional agencies and the council will contribute to the sustainable development of the site.

9.70 The council will seek to encourage development that is strategically placed along these core routes and will endeavour to improve and maintain the routes under the Councils duty. The Council will seek to improve and maintain these core routes, reduce congestion and implement the user hierarchy approach in all schemes to encourage a modal shift from private car use.

Delivery and implementation

9.71 The council will work with all agencies that have responsibility for differing types of transport within the District such as Department of Transport, Highways England, Combined Authority, and bus operators and developers to deliver transport objectives.

9.72 Major transport infrastructure schemes will be delivered through the Local Transport Plan and the Strategic Economic Plan. Developers will be expected to make contributions to improvement schemes both on a local level where identified in the councils programme of works or on a regional level where the development may add to the need for the scheme or may benefit from the scheme.

9 Transport

Links to strategic objectives

- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure.

Alternatives considered

Option 54

The alternative to this policy would be to have no policy. The core road and bus routes are stipulated by West Yorkshire Local Transport Plan and the emerging Single Transport Plan. To have no policy would undermine the aims of objectives of the LTP3 and the Single Transport and would not provide sufficient weight and integration with the policies in the regional Transport Plans.

Option 55

The alternative to this policy would be to establish a wider core road and bus network specific to Kirklees. This would however undermine the networks identified in regional plans and would not be justified as there is no evidence base or requirement for this.

Supporting evidence

- West Yorkshire Local Transport Plan 2011-2026; My Journey - Connecting People and Places - West Yorkshire Combined Authority (2012)
West Yorkshire Single Transport Plan, Combined Authority, Summer 2015

9.6 Core walking and cycling network

Policy DLP 24

Core walking and cycling network

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.

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 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.

Policy justification

- 9.73** NPPF states that local authorities should support a pattern of development which facilitates the use of sustainable transport. It further states that local authorities should identify and protect routes which could be critical in developing infrastructure to widen transport choice.
- 9.74** The council recognises the need to provide adequate networks for walking and cycling and the strategic importance of providing sustainable links throughout the district in relation to the extent of growth proposed. The council has identified a core walking and cycling network throughout the district which incorporates differing categories of sustainable travel infrastructure. The council is committed to providing the opportunity to expand and enhance existing infrastructure so as to fulfil its ambitions as reflected in the strategic objectives in relation to improving transport links, improving green infrastructure links and climate change. As such this policy should be read in conjunction with the Sustainable Travel policy, Strategic Green Infrastructure policy and Air Quality policy.
- 9.75** The network seeks to provide strategic links between existing settlements, employment locations, transport hubs and allocated development sites so as to encourage walking and cycling as a means of travelling around the District to reduce the reliance on the private car.
- 9.76** The core cycling and walking network is identified on the Policies Map. The network comprises existing, proposed routes and indicative routes.
- 9.77** Existing routes are defined as a combination of those which have been constructed, roads, public rights of way and bridleways. Proposed new cycle routes (on and off road) have been identified by the council through regional funding arrangements and liaison with cycling delivery groups as listed in the Kirklees Walking and Cycling Delivery Plan 2015-2026. Indicative areas of the route are sections where the Council have identified strategic gaps in the existing network. The council will work to define these indicative routes throughout the plan period.
- 9.78** All proposals will be expected to have regard to the core walking and cycling network and demonstrate how their development will provide connecting links to the network where appropriate. On larger sites, developers will be expected to contribute to the enhancement of existing sections of the core network or contribute to the establishment of new sections of the route where the site would benefit from improved links to existing settlements and transport hubs. These can be delivered through scheme design, planning conditions and the use of planning obligations.
- 9.79** Developments that may obstruct the core network, or disrupt the continuity of network will not be supported by the council. Land will be safeguarded for this purpose and sites that contain part of the network will be expected to incorporate the route within the design of the scheme so as not to compromise connectivity within the district and ensure the site is accessible.
- 9.80** Where a new development affects an existing public right of way (PROW), for example by changing the alignment, levels, surface, drainage arrangements, provision of new structures, or obstruction, full details will be required within the planning application with appropriate mitigation measures to ensure the protection of the PROW for users.

9 Transport

Delivery and implementation

- 9.81** The council will work with all agencies that have responsibility for differing types of transport within the District - Department of Transport, Combined Authority, and other external agencies involved in the provision of walking and cycling network such as Sustrans.
- 9.82** This policy will be delivered through scheme design, planning conditions and the use of planning obligations.

Links to strategic objectives

- Improve transport links within and between Kirklee's towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.

Alternatives considered

Option 56

The alternative to this policy would be to have no policy. This would undermine the key aim and objectives of LTP3 and the emerging Single Transport Plan and would be non compliant with NPPF para. 14. The cycle and walking routes would not be safeguarded and there would be no weight attached to attracting investment into future cycling/walking routes to enhance sustainable development.

Option 57

Another alternative would be to have a generic policy relating to all public rights of way and not have a core network, however this is covered by other legislation and would not focus on the key cycle/walking route commitments existing and proposed and would not attempt to strategically connect proposed development allocations in the Local Plan and attract the investment required.

Supporting evidence

- My Journey West Yorkshire: Connecting People and Places- West Yorkshire Local Transport Plan 2011-2026, LTP Partnership, March 2011
- West Yorkshire Single Transport Plan, Combined Authority, Summer 2015
- Leeds City Region Strategic Economic Plan, 2014
- Public Rights of Way Improvement Plan 2010-2020
- Kirklees Cycling and Walking Delivery Plan 2015 -2026
- Kirklees Green Corridors and Priority Links Report 2007

10 Design

- 10.1** High quality design is fundamental to making places more attractive, sustainable, safe and accessible. The way buildings and spaces are designed improves the built and natural environment. Good design can help reduce and mitigate the impacts of climate change; promote healthier lifestyles; create safer places and make high quality and attractive places that foster civic pride.
- 10.2** The National Planning Policy Framework (NPPF) places significant emphasis upon design, stating that good design is indivisible from good planning ⁽²²⁾. NPPF requires local authorities to give significant weight to outstanding or innovative designs ⁽²³⁾ and should refuse permission for poor design that fails to take opportunity to improve character and quality of an area and how it functions ⁽²⁴⁾.
- 10.3** The following policies seek to ensure that good design is embedded into development proposals in Kirklees.

10.1 Design

Policy DLP 25

Design

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 in keeping with the existing building in terms of scale, materials and details;
- d. high levels of sustainability through:
 - i. design that promotes behavioural change, promoting walkable neighbourhoods;
 - ii. using innovative construction materials and techniques, including reclaimed and recycled materials
 - iii. minimising resource use in the building by utilising passive solar design, incorporating vegetation and tree planting to assist heating and cooling and providing for the use of renewable energy;
 - iv. provision of charging points for electric vehicles;
 - v. incorporating adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive;

22 NPPF - Paragraph 56

23 NPPF - Paragraph 63

24 NPPF - Paragraph 63

- vi. designing buildings that are resilient and resistant to flood risk, where such buildings are acceptable in accordance with flood risk policies;
 - vii. designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure and the requirements of the resident / user with access to high quality public transport facilities.
-
- 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. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks;
 - h. 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
 - i. the provision of public art where appropriate.

Policy justification

- 10.4** Kirklees is a diverse district, encompassing a range of development styles and types from different eras. Several hilltop settlements have medieval origins, whilst the valleys and main towns were developed from the industrial revolution. Development in the latter half of the last century was focused around large industrial developments and car-dominated residential development. From the end of the last century, to now, former industrial land in the middle of settlements has been re-used for residential, leisure and retail development. Kirklees has more heritage assets than any other local authority in Yorkshire. Many of these are intrinsic to the character of the townscape, further information is in the policy on the Historic Environment. The topography across much of the district, particularly towards the Pennines in the west of the district, means that views and vistas should be given particular consideration, especially towards the Peak District National Park. The diverse built and natural environment in the district presents a range of different challenges, requiring bespoke solutions to help respect and enhance character, particularly within conservation areas and when development proposals may impact on the setting of listed buildings. The urban areas of the district are surrounded by Green Belt, with principles set out in the national policy and in the draft local plan Green belt policies.
- 10.5** To help deliver imaginative and good quality design and to respond to the challenges presented by the different characters of the district, design should be considered at the outset of the development process. There should be pre-application discussions with the council and appropriate use should be made of tools such as design codes (a design code is a set of rules and requirements that advise how buildings and spaces, within a specific geographic area, are designed). The council may prepare development briefs for specific sites to set out design principles. Design review is recognised in national policy as a means of improving the quality of design in the built environment, schemes can be submitted for design review to receive an appraisal of their design, with feedback and observations leading to improved design. Design and Access Statements supporting planning applications can also set out how a development seeks to provide high quality design. Some areas of the district may have supplementary design policies set out in neighbourhood plans, which can provide further detail about local character. Conservation Area appraisals also provide detailed information on the character of designated conservation areas.
- 10.6** It is considered that the design of development should always be of a high standard. Good design can be incorporated into a development scheme without adding significantly to the cost. Well-designed schemes can also add value and see a higher return on investment for developers and sustainable construction techniques lead to cost-savings for end-users of the development, for example by providing cheaper utility bills. The sustainability of a development is a wider concept than just the

fabric of the buildings themselves, consideration should also be given to how design influences residents and users, for example enabling the use of electric cars and maximising opportunities for public and active transport .

- 10.7** Development proposals should give full prior consideration to how infrastructure and utilities are provided within the site, and how these can be serviced with the least disruption, with provision made for ducting for cables. Broadband provision is an important consideration throughout the district and applicants should support the roll out of superfast broadband provision in the district. All telecommunications infrastructure should be capable of accommodating changes in technological requirements, without having a negative impact on the streetscene.
- 10.8** The form of development concerns the shape and size of different buildings and how these relate to one another, to the street and to natural features. The form of development can influence the activity of users in places and can help maintain high standards of amenity, for example by providing space between buildings to prevent overlooking and loss of privacy. Buffer zones between housing and employment uses can reduce the impact of industrial uses by providing mitigation against noise and obtrusion, protecting the amenity of occupiers of adjacent housing. The distance between buildings should reflect local development densities, take into account topography and still ensure that the design of development does not allow for overlooking.
- 10.9** The scale of development should relate to neighbouring development and the street / public open space adjacent to the building. Consideration should be given to views, vistas and skylines. The layout of development should take into account the street pattern in the locality and the size of blocks and plots. The detail of development relates to the materials and building techniques used in development, as well as lighting and signage.
- 10.10** Development can support biodiversity and connect to ecological networks by including street trees, vegetation and through the use of Sustainable Urban Drainage Systems. Open space, provided in accordance with New Open Space policy can be integrated into sites and their surroundings.
- 10.11** Trees in urban areas have many environmental benefits including improving air quality, providing natural cooling systems, supporting biodiversity and intercepting rainwater, reducing the risk of flooding. The visual benefits of trees can help contribute to making distinctive places, with trees adding colour and interest to urban environments. Further guidance is found in the Trees and Design Action Group publication: *Trees in the Townscape*.⁽²⁵⁾
- 10.12** The term public art refers to works of art in any media, including functional elements of a proposal, which contributes to the identity, understanding, appreciation, and enhancement of public places. Public art can promote a sense of place and pleasure, for example by evoking local history, be inspiring and/or thought provoking. Public art is a process of engaging artists' creative ideas in the public realm and has a role to play in neighbourhood and community development and should be considered throughout the planning process.
- 10.13** The design of development can have positive impacts on health and well-being. The Sport England Active Design Principles⁽²⁶⁾ provides guidelines for how the design of the built environment can increase physical activity. Good design can secure safer environments and help prevent crime through a range of measures including encouraging formal and informal surveillance, controlling movement within developments and providing a clear delineation between public and private space. A reduction in crime can have a positive impact on the well-being of occupiers. The Accommodation Strategy for Older Persons in Kirklees⁽²⁷⁾ sets out extra care design principles to ensure that housing for older people supports health and well-being of people in their later years. An objective of the Kirklees Joint

25 [Trees in the Townscape](#)

26 [Sport England Active Design](#)- note that this guidance is currently being reviewed

27 [Accommodation Strategy for Older People In Kirklees 2010-15](#)

Health and Well-being Strategy ⁽²⁸⁾ is for people to have safe, warm, affordable home in a decent physical environment within a supportive community and places emphasis upon the environment promoting good physical and emotional health and well-being, which can be achieved through good design.

10.14 The council recognises that the occupiers of dwellings may be able to meet their housing needs by extending their homes. Whilst extensions to dwellings can allow residents to stay in the same neighbourhoods and make efficient use of housing stock, it is important that such works consider the impact on neighbouring properties. Extensions to existing dwellings should respect the existing house and adjacent buildings, including the construction materials, window and roof styles and architectural detailing. Further guidance may be set out in a supplementary planning document.

10.15 National Planning Practice Guidance (NPPG) ⁽²⁹⁾ sets out further guidance on the importance of good design, what is a well-designed place and what processes and tools can be used to achieve good design. A 2011 survey from RIBA ⁽³⁰⁾ found that the size of rooms, energy efficiency and style of building are all important considerations for people wanting to move into new build homes and should be given prime consideration when designing new homes. Building for Life ⁽³¹⁾ sets out a checklist for how good design can be achieved in residential schemes. Further design guidance is set out in Urban Design Compendium ⁽³²⁾ and Manual for Streets ⁽³³⁾. Secured by Design sets out detailed considerations for how the design of new build homes can help reduce the opportunity for crime and the fear of crime.

10.16 The Highway Design for New Residential Developments and New Open Space policies set out further design guidance.

Delivery and Implementation

10.17 This policy will be delivered by developers, but will be assisted by the council through advice given at pre-application stage and also through the provision of development briefs and supplementary planning documents. Other external bodies will provide advice such as CABE at The Design Council, Historic England and West Yorkshire Police Architectural Liaison Unit.

Links with Strategic Objectives

- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Promote development that helps to mitigate climate change and development which is adapted so that the potential impact from climate change is reduced.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees Council promote the use of brownfield land to meet development needs and support the regeneration of areas.
- Facilitate the sustainable use and management of minerals and waste.

28 [Kirklees Joint Health and Wellbeing Strategy 2014-20](#) - paragraph 3.2.3

29 [Planning Practice Guidance - Design](#)

30 [RIBA - The Case for Space](#)

31 [Building for Life 12 \(BfL12\)](#)

32 [HCA - Urban Design Compendium](#)

33 [Manual for Streets](#)

Alternatives considered

Option 58

There could be no policy in the Local Plan and there could be a reliance on NPPF and NPPG. Whilst NPPG seeks to secure good design and NPPG provides further advice, it is felt that this does not relate to the local characteristics of Kirklees. The Local Plan has an end date of 2031, so this policy is focused on creating a high quality environment in the district, in line with the objectives of the plan, in to the middle of the 21st century.

Option 59

A policy setting out prescriptive standards and details, such as how much space should be between buildings or what materials buildings should be comprised of, would be against advice in national policy. These standards, as well as specific standards relating to energy efficiency, may impede the delivery of development in the district. The policy aim is for high quality and highly efficient development, but this needs to be appropriate and not be to the detriment to other social and economic factors in the district.

Supporting Evidence

- Building for Life 12
- Urban Design Compendium
- Manual for Streets
- Sport England Active Design Principles
- Accommodation Strategy for Older People in Kirklees 2010-15
- Kirklees Joint Health and Well-being Strategy 2014-20
- Trees and Design Action Group - Trees in the Townscape

10.2 Advertisements and shop fronts

Policy DLP 26

Advertisements and shop fronts

Shop fronts, signs and advertisements make a significant contribution to the character and local identity of the district's town centres.

1. The development of new or replacement shop front units and display of advertisements will only be permitted if they satisfy the following criteria:
 - a. the design is consistent with the character of the existing building in terms of scale, quality and use of materials;
 - b. proposals respect the character of the locality and any features of historic, architectural, cultural or other special interest;
 - c. the shop fascia is designed to be in scale, in its depth and width, with the façade and street scene of which it forms part

2. Proposals for the alteration of existing shop fronts or installation of new shop fronts and display of advertisements on a Listed Building or within a Conservation Area should preserve and enhance the character and appearance of the building, the area in which it is located and any features of architectural or historical interest. Existing traditional shop fronts shall be retained and restored unless exceptional circumstances apply. Proposals for new shop fronts and advertisements must be of a high standard of design and be appropriate in style, scale and materials to the building and its setting.

Policy justification

10.18 Shop fronts, signs and advertisements are an important element in the character and appearance of our town centres. Some centres retain original traditional shop fronts. These make a significant contribution to the distinct local identities of town centres and the Council is keen to preserve this. Traditional shop fronts are increasingly under threat as shops are enlarged, frontages are replaced and modern illuminated signs installed.

10.19 The design of shop fronts and advertisements should respect the architectural style of the host building and the local character of the area. Good innovative designs which would make a positive contribution to the vitality of a centre will be supported, but they must not detract from the quality of the host building or adjacent premises. Shop fronts, signs and advertisements in Conservation Areas or affecting Listed Buildings will be expected to retain and enhance the character of the building, its special historic or architectural elements, and the appearance of the surrounding area. Internally illuminated box signs and neon strip lighting for example, will not be acceptable on Listed Buildings.

Delivery and implementation

10.20 This policy will be implemented by proactively managing development through planning applications and related planning processes and Listed Building Consent.

Links with strategic objectives

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees Council promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 60

There could be no policy in the Local Plan and there could be a reliance on the general design policy in the Plan, the NPPF and NPPG. Whilst the Design policy in the Local Plan provides a level of detail for the design of all types of development which would then be supplemented by the NPPF and NPPG, it is considered that shop fronts and advertisements have significant particular issues which need to be considered by a more detailed policy. Shop fronts and advertisements play an important role in creating the distinctive character and appearance of town, district and local centres across Kirklees, and can often have some unique or historic features or requirements which other developments do not have. A reliance on other policies in the Local Plan or national guidance would not sufficiently acknowledged this, nor would it ensure that new shop fronts and advertisements protect of the unique character of the district.

Option 61

A more prescriptive policy could be worded which set out specific design standards for certain shop fronts and advertisements across the district, this could be specifying when illumination would be acceptable in advertisements, or requiring all new shop fronts in Conservation Areas, or within an historic settings to be only of a timber construction. Such prescriptive requirements whilst being appropriate in some instances are considered to be too restrictive and inflexible for the whole of the district. Specific design detail of shop fronts or advertisements for specific locations such as Huddersfield and Dewsbury could be provided in supplementary documents such as Area Action Plans, or within a specific Design Guidance, if considered necessary after the publication of the Local Plan.

Supporting Evidence

- Kirklees Enforcement Strategy

DRAFT

11 Climate change

- 11.1** Effective spatial planning is an important part of a successful response to climate change as it can influence the delivery of appropriately sited green infrastructure and the emission of greenhouse gases. Planning can also help increase resilience to climate change impact through the location, mix and design of development.
- 11.2** Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework (NPPF) expects to underpin both plan-making and decision-taking. To be found sound, local plans need to reflect this principle and enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.
- 11.3** These include the requirements for local authorities to adopt proactive strategies to mitigate and adapt to climate change in line with the provisions and objectives of the Climate Change Act 2008, and co-operate to deliver strategic priorities which include climate change.
- 11.4** In addition to the statutory requirement to take the Framework into account in the preparation of local plans, there is a statutory duty on local planning authorities to include policies in their local plan designed to tackle climate change and its impacts. This complements the requirement for the local plan to contribute to the achievement of sustainable development. The National Planning Policy Framework emphasises that responding to climate change is central to the economic, social and environmental dimensions of sustainable development.
- 11.5** The following policies address the local production of energy from renewable and low carbon sources, and promote good water management to reduce the risk of flooding. However, these are not the only policies in the draft Local Plan which relate to climate change issues. Other relevant policies promote green infrastructure and sustainable design and the use of walking, cycling and public transport rather than the private car.

11.1 Renewable and low carbon energy

Policy DLP 27

Renewable and low carbon energy

Renewable and low carbon energy proposals will be supported and planning permission granted where the following criteria are met:

- a. the proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;
- b. the statutory protection of any area would not be compromised by the development;
- c. any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;
- d. any significant adverse effects of the proposal are mitigated by wider environmental, social and economic benefits.

Where the above criteria are met, the council encourages dialogue with local community groups promoting community renewable and low carbon energy schemes, including the development of district heat networks.

Policy justification

- 11.6** The NPPF requires local plans to plan positively to deliver renewable and low carbon technology developments. This is to help tackle climate change and address the environmental role of planning as set out in the NPPF. This helps to meet the UK's legally binding target to reduce carbon emissions by 80% on 1990 levels by 2050.
- 11.7** The National Planning Policy Guidance (NPPG) provides further clarity, stating that policies should be set to promote renewable and low carbon technologies, and these should be based on evidence that considers the opportunities for different types of technologies, the possible opportunities for district heat networks and consideration of the landscape impacts of these technologies.
- 11.8** Within the district there are opportunities for renewable and low carbon energy development using a range of technologies including:
- Wind;
 - solar photovoltaic (PV);
 - solar thermal;
 - heat pumps (Ground Source, Air Source, Water Source);
 - hydro;
 - biomass combustion;
 - biomass anaerobic digestion;
 - district heat networks.
- 11.9** Some of these technologies can be installed through existing permitted development rights. Where planning permission is required, the council will positively consider schemes that adequately consider, identify and where necessary mitigate any negative impacts. These may include landscape character and design impacts. The Local Plan's evidence base relating to landscape along with national guidance can help to inform the impact assessment of specific renewable and low carbon technologies.
- 11.10** Renewable and low carbon technologies can be incorporated effectively into building design and this is encouraged in Local Plan Design policy. Building Regulations require new developments to incorporate carbon saving through design and construction methods.
- 11.11** Local community groups and businesses have the opportunity to develop their own renewable and low carbon schemes to take ownership of reducing carbon emissions globally whilst enjoying the benefits locally. The council is signed up to Kirklees Climate Local which sets targets to reduce its own carbon emissions. Developers, local community groups and businesses are encouraged to work with the council in helping to reduce carbon emissions across the district.
- 11.12** The council has considered the potential low carbon and renewable technologies that can be developed within the district. The Renewable and Low Carbon Energy Study, Maslen (September 2010) addresses Kirklees specifically. The Low Carbon and Renewable Energy Capacity in Yorkshire and Humber, Aecom (March 2011) also considers the potential for different technologies in Kirklees within the Yorkshire and Humber Region context.
- 11.13** The council has commissioned evidence to assess the impact of the Local Plan upon landscape, including specific consideration of the impact of wind turbines. The Kirklees District Landscape Character Assessment, LUC (April 2015) provides valuable landscape evidence to inform plan making and decision taking, as do the South Pennines Wind Energy Landscape Study, Julie Martin Associates and LUC (October 2014) and Landscape Guidance for Wind Turbines up to 60m high in the South and West Pennines, Julie Martin Associates (January 2013).

11 Climate change

11.14 The potential for District Heat Network development has been explored around Huddersfield Town Centre and the Leeds Road Corridor as part of the Department of Energy and Climate Change (DECC) funded heat mapping for Leeds City Region. The energy master planning process is on-going and promoters of development in and around Huddersfield Town Centre and the Leeds Road Corridor are encouraged to explore the potential for District Heat Network development.

11.15 Within the Kirklees District boundary specific landscape impacts of wind turbines have been considered by the Landscape Guidance for Wind Turbines up to 60m high in the South and West Pennines, Julie Martin Associates (January 2013) and, the South Pennines Wind Energy Landscape Study, Julie Martin Associates and LUC (October 2014). This evidence has been collaboratively commissioned by the South Pennines Wind Energy Group authorities (Kirklees, Calderdale, Barnsley, Rossendale, Burnley) to assess and understand the sensitivity of different landscapes to varying scales of wind turbine development. These assessments are based upon national landscape character areas and define local character areas and types using best practice and national landscape assessment guidance. Cross border and cumulative impacts are also considered, and this is monitored as part of an ongoing process. It is therefore considered that the entire Kirklees planning authority boundary (excluding area of Kirklees in the Peak District National Park planning authority) is suitable for some scale of wind turbine development subject to the consideration of the aforementioned evidence, other plan policies and any other relevant planning considerations. This is consistent with the NPPF recommendation that Local Plans should plan positively to deliver renewable and low carbon technology developments and the NPPG which suggests policies should be set to promote renewable and low carbon technologies, based on evidence that considers the opportunities for different types of technologies and consideration of the landscape impacts.

Delivery and implementation

11.16 The policy is delivered by taking a positive approach to applications for renewable and low carbon technology developments that meet the appropriate criteria.

Links with strategic objectives

- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.

Alternatives considered

Option 62

Do Nothing: would not meet requirements of NPPF.

Option 63

More detailed policy with specific targets: More specific policy standards would require a more detailed evidence base and justification of viability. This is not required by NPPF/NPPG. Setting policy targets may also set an upper expectation of delivery, when more progress could be made in developing renewable and low carbon technologies.

Supporting evidence

- Kirklees District Landscape Character Assessment, LUC (April 2015)

- South Pennines Wind Energy Landscape Study, Julie Martin Associates and LUC (October 2014)
- Landscape Guidance for Wind Turbines up to 60m high in the South and West Pennines, Julie Martin Associates (January 2013)
- Low Carbon and Renewable Energy Capacity in Yorkshire and Humber, Aecom (March 2011)
- Renewable and Low Carbon Energy Study, Maslen (September 2010)
- Kirklees Climate Local (<http://www.kirklees.gov.uk/you-kmc/deliveringServices/otherPolicies.aspx>)

11.2 Water management

Policy DLP 28

Flood risk

Proposals for development will need to demonstrate that development has been directed to areas at the lowest probability of flooding, following a sequential risk based approach. The whole Kirklees district should be the starting point for the sequential test with applicants required to provide justification where a smaller area of search is proposed. If following application of the sequential test, it is not possible for the development to be located in zones with a lower probability of flooding, it should also be demonstrated that a sequential approach has been applied within sites so that highly vulnerable and more vulnerable uses are directed towards the areas of lowest flood risk. Proposals will also need to demonstrate that the exception test is passed, where applicable, as set out in national planning policy.

Proposals within flood zone 3a(i) will be assessed in accordance with national policies relating to flood zone 3a but with all of the following additional restrictions:

- a. no new highly vulnerable or more vulnerable uses will be permitted;
- b. less vulnerable uses may only be permitted provided that the sequential test has been passed and;
- c. where extensions are linked operationally to an existing business or, where redevelopment of a site provides buildings with the same or a smaller footprint;
- d. all proposals will be expected to include flood mitigation measures to be identified through a site specific Flood Risk Assessment including consideration of the creation of additional sustainable flood storage areas;
- e. development will not be permitted on any part of the site identified through a site specific Flood Risk Assessment as performing a functional floodplain role.

Proposals must be supported by an appropriate Flood Risk Assessment in line with national planning policy. This must take account of all sources of flooding set out in the Strategic Flood Risk Assessment and demonstrate that the proposal will be safe throughout the lifetime of the development (taking account of climate change). The proposal must also not increase flood risk elsewhere and where possible should reduce flood risk. Mitigation measures, where necessary, should be proposed.

Proposals involving building over existing culverts or the culverting or canalisation of water courses will not be permitted unless it can be demonstrated to be in the interests of public safety or to provide essential infrastructure and that there will be no detrimental effect on flood risk and biodiversity. Where feasible, development proposals should incorporate re-opening of culverts, modification of canalised water courses and consideration of mitigation measures to achieve a more natural and maintainable state.

11 Climate change

Policy justification

- 11.17** As a consequence of climate change, it is predicted that the risk of flooding will increase. As such, the council will apply a sequential approach to the location of development to avoid where possible flood risk to people and property. The Kirklees district should be the starting point for the sequential test search area although smaller areas of search may be justified in certain circumstances. It is the responsibility of the applicant to provide evidence where a smaller area of search is proposed.
- 11.18** If following the application of the Sequential Test, it has been demonstrated to the satisfaction of the local planning authority that it is not possible for the development to be located in zones with a lower probability of flooding, evidence in relation to the Exception Test, where relevant, in accordance with the national planning policy framework will be assessed.
- 11.19** The sequential approach should also be applied within a proposed development site to ensure that highly vulnerable and more vulnerable uses are positioned in the lowest risk part of the site. All sources of flood risk set out in the Calder Valley Strategic Flood Risk Assessment (SFRA) must be considered through a site specific flood risk assessment in accordance with criteria set out in national planning policy including surface water flood risk.
- 11.20** The Environment Agency Flood Map for Planning identifies areas at risk of flooding from river or sea flooding. For Kirklees, the Flood Map identifies fluvial flood zones 1 (lowest risk), 2 (medium risk) and 3 (high risk). The Calder Valley SFRA provides more detailed flood risk information including identifying which parts of flood zone 3 are within the functional floodplain (flood zone 3b).
- 11.21** Using the recommended 5% probability of flooding as a starting point for determining the functional floodplain does not reflect the fact that some land within these areas will already contain buildings and therefore cannot perform a functional floodplain role. Such areas have therefore been excluded from the functional floodplain but have been identified in the Calder Valley SFRA as flood zone 3ai to highlight the higher risk than flood zone 3a. The following flood risk zones therefore apply in Kirklees:
- Flood Zone 1
 - Flood Zone 2
 - Flood Zone 3a
 - Flood Zone 3a(i)
 - Flood Zone 3b
- 11.22** Proposals within flood zone 3ai will be assessed using criteria in national policy for flood zone 3a but with additional restrictions to reflect the higher risk. The probability of flooding in flood zone 3ai remains the same as the functional floodplain (flood zone 3b) therefore highly vulnerable or more vulnerable developments would not be appropriate within this zone. In certain circumstances less vulnerable development proposals could be justified, subject to a sequential test, such as proposals for an operationally linked extension to an established businesses or redevelopment with the same or smaller footprint.
- 11.23** Where possible, proposals for redevelopment in these areas should reduce the built form in these areas and if possible create additional water storage areas. Flood attenuation measures will be required for all schemes in flood zone 3a(i) and areas shown to be acting as functional floodplain by a site specific flood risk assessment should be retained as undeveloped areas.
- 11.24** As the Environment Agency Flood Map for Planning is updated regularly, this should be used as the starting point when considering flood risk through the planning system, with further detail provided by the Calder Valley SFRA.
- 11.25** For surface water flood risk, the latest Environment Agency Surface Water Flood Map outlines risk areas although information from the Lead Local Flood Authority may indicate further areas at risk of surface water flooding. Where potential surface water flooding has been identified on a site, mitigation

measures will need to be implemented and buildings and their curtilage should avoid risk areas. The management of surface water run-off from sites can have a significant impact on flood risk issues including reducing the flow of water into the river system to prevent problems downstream.

11.26 A Flood Risk Assessment (FRA) must be submitted to support planning applications in line with criteria set out in national planning policy. The FRA will need to provide evidence that the proposal will be safe throughout the lifetime of the development, take account of climate change and demonstrate that the proposal will not lead to increased flood risk elsewhere.

11.27 Building over existing culverts should be avoided and the culverting and canalisation of water courses may exacerbate flood risk through an increased risk of blockage. It is also likely to be detrimental to wildlife and amenity as it can, for example create barriers to fish movement and reduce green amenity space / recreation opportunities alongside the water course. There may be some circumstances where building over culverts may be appropriate including where such a change is in the interests of public safety or to provide essential infrastructure such as that relating to roads.

11.28 For these reasons the reopening and restoration of existing culverts, modification of canalised water courses and consideration of mitigation measures such as fish passes are desirable in order to achieve a more natural state. The Humber River Basin Management Plan mitigation measures for heavily modified water bodies should be considered whenever work is being carried out on modifications, to maximise potential benefits of any scheme and ensure compliance with the EU Water Framework Directive. It is unlikely that building over culverts could be justified in flood risk terms unless in exceptional circumstances.

Delivery and implementation

11.29 The evidence requirements in this policy will be provided by developers during the planning applications process. The council will provide information through the Strategic Flood Risk Assessment (SFRA) and pre-application discussions. The council and the Environment Agency will assess the evidence put forward by developers to ensure that inappropriate development will not be located in high flood risk areas.

Links with strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Option 64

The policy is written in accordance with national planning policy requirements to avoid inappropriate development in high flood risk areas therefore no reasonable alternative exists for that element of the policy.

Option 65

An alternative to remove the restrictions on culverting could create a situation where flood risk is exacerbated by culverting therefore this would not be an appropriate policy approach.

Option 66

An alternative approach to flood zones could have been to directly reflect the NPPF flood zones 1, 2, 3a and 3b however adding flood zone 3ai to the SFRA and the policy has acknowledged the higher risk in these areas. Although these areas would not necessarily allow for the storage of flood water as functional floodplain, they exhibit the same level of risk and this policy allows additional control of proposals with these areas to prevent inappropriate development.

Supporting evidence

- Calder Valley Strategic Flood Risk Assessment (SFRA)
- Kirklees Surface Water Management Plan (SWMP)

Policy DLP 29

Drainage

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. improvements in water quality;
- d. ensure proposed open spaces within sites contribute towards sustainable drainage schemes.

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.

Policy justification

11.30 When proposing new developments, surface water issues need to be addressed in terms of existing surface water and potential increases to run-off resulting from the development. Effective management of surface water can help to prevent increased flood risk and negative impacts on water quality with associated biodiversity benefits.

- 11.31** Sustainable drainage systems (SuDS) comprise a variety of attenuation methods to manage surface water and reduce the need for combined sewer overflows or emergency overflows and should be applied to new development. SuDS should be considered at the earliest possible opportunity when devising proposals to ensure that they can be fully incorporated into the scheme. SuDS must be designed and installed in line with the latest national and local best practice and guidance in order to prevent an increased risk of pollution to watercourses and must be designed to meet requirements over the lifetime of the development.
- 11.32** In order to ensure that flood risk is not increased, it is expected that run-off rates will be minimised. The starting point for this will be a maximum greenfield run-off rate (5 litres per second per hectare) for greenfield sites and a minimum 30% reduction in run-off rates on brownfield sites. The 30% reduction to run-off rates on brownfield sites was agreed between Kirklees, its neighbouring West Yorkshire councils, the Environment Agency and Yorkshire Water. For proposals on brownfield sites, unless it can be demonstrated that positive connections to the main drainage system still function appropriately (i.e. the arrangements for dealing with drainage from the previous use are still intact, have the required capacity and are not contaminated from misconnections), the site will be treated as a greenfield site for surface water purposes.
- 11.33** Lower discharge rates may be required due to local circumstances, such as where emerging evidence indicates a lower run-off rate is required within an area, national volume control standards, proposals impacting on a critical drainage area, capacity issues within existing water courses and systems and potential flood risk further downstream. Retrofitting of SuDS should also be considered. Where run-off volume cannot meet or reduce pre-development run off volumes, the run-off rate should be limited to 5 litres per second per hectare or less depending on local circumstances.
- 11.34** There will be a presumption against the water management solution relying on surface water pumping as mechanical failure could lead to surface water flooding within an area. SuDs should contribute to green infrastructure and provide biodiversity benefits wherever practicable. It is important that inappropriately or poorly managed SuDS do not lead to a reduction in water quality in surrounding areas and watercourses and where possible, act to improve water quality in line with the Water Framework Directive and Humber River Basin Management Plan.
- 11.35** The council has a duty under the Flood and Water Management Act to manage flood risk from surface water and watercourses. The council's Surface Water Management Plan (SWMP) identifies measures to manage this local risk, including risk from flows from the upper catchment onto lower sites. Areas which have been identified as being at higher risk of surface water flooding have been highlighted in the SWMP. The council, as Lead Local Flood Authority, will continue to develop a Kirklees Local Flood Risk Management Strategy including SWMP and produce technical guidance to provide an increasing amount of information and guidance on managing surface water flood risk.
- 11.36** It must be demonstrated that the surface water management solution meets national standards and follows current best practice as well as being designed to meet requirements over the lifetime of the development. To further mitigate potential surface water problems, potential flow routes for surface water run-off, including water entering the site from adjacent areas or through exceedance events within the site, should be considered within the design of schemes avoiding existing buildings. Such flows should also be designed to avoid the curtilage of buildings where practicable.
- 11.37** Where development is proposed it must be demonstrated that there is sufficient infrastructure for providing water supply and demonstrate that access to sewers, wastewater and surface water removal infrastructure can be achieved.

11 Climate change

Delivery and implementation

11.38 The council will provide advice in relation to the interpretation of the policy and clarify whether areas are within Critical Drainage Areas. Developers will be required to implement the policy requirements in terms of surface water drainage using the latest published guidance including best practice. This will ensure effective management of surface water.

Links with strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 67

Higher or lower rates of run-off restriction could be proposed through this policy but the rates are as agreed with other West Yorkshire authorities and the policy does allow lower run-off rates to be required where there is evidence of drainage issues within the area.

Option 68

Alternative approach not to have a policy relating to surface water flood risk issues but this would not be consistent with national planning policy requirements to manage flood risk issues and the impacts of climate change.

Supporting evidence

- EU Water Framework Directive
- Humber River Basin Management Plan
- Calder Valley Strategic Flood Risk Assessment (SFRA)
- Kirklees Surface Water Management Plan (SWMP)
- Kirklees Local Flood Risk Management Strategy
- Sustainable Drainage Systems: Non-technical standards for sustainable drainage systems, 2015 (DEFRA)
- Code of practice for surface water management for development sites (BS8582:2013)
- Non-statutory technical standards for sustainable drainage: Best practice guidance (Local Authority SuDS Officer Organisation)

Policy DLP 30

Management of water bodies

Where it is proposed to develop a site containing a water area, this should normally be retained as part of the proposal and include a future management plan for the maintenance of the water area to ensure the safety of residents for the lifetime of the development. This includes bodies of water associated with existing buildings, even where they are remote from the building, and also includes ancillary elements linked to the operation of the water body.

Policy justification

- 11.39** Where proposals include an area of water, there needs to be careful consideration of the potential flood risk and biodiversity implications of the development proposals. Larger reservoirs (capacity greater than 25,000m³) are regulated under the Reservoirs Act and are responsibly managed and maintained by their owners. The Flood and Water Management Act makes provision for this threshold to be amended to 10,000m³, however this has yet to be implemented.
- 11.40** There are in excess of 150 smaller water bodies (with a capacity between 500 and 25,000m³) across the district with no statutory requirement for assessment or maintenance. Around 70 small ponds and reservoirs are raised i.e. created with an artificial dam, which could have inherent safety issues around dam failure. The smaller ponds are generally privately owned and unmaintained. Some ponds are leased to, or owned by, angling clubs most have general, informal, amenity value and some are derelict and overgrown. Few, if any, retain any original operational purpose. The council has a variety of interests in ensuring that ponds are preserved, managed and maintained for the wider benefit of the local communities.
- 11.41** There will be a presumption that where proposed development contains a water body whether performing a permanent or intermittent role (i.e. balancing ponds), the water body will be retained and appropriate measures put in place to maintain them in the future. Where redevelopment of mills is proposed, the mill pond will be considered as part of the development, however remote from the mill. In addition, any mill building listed under the Planning (Listed Buildings/Conservation Areas) Act 1990 will be considered to include its associated mill pond(s). The policy also includes consideration of the ongoing maintenance of ancillary elements, for example, sluice gates and emergency drain down infrastructure.
- 11.42** Every opportunity should be taken to maintain the environmental and biodiversity benefits of mill ponds and small reservoirs and encourage measures to improve the environmental quality of unmaintained or deteriorating water bodies. Raised ponds should have specific operational plans to manage the ongoing flood risk from dam failure.
- 11.43** Kirklees Council as Lead Local Flood Authority holds information on private mill ponds which can be considered as part of a planning application.

Delivery and implementation

- 11.44** Developers will need to provide evidence that their scheme retains the area of water and includes an effective future management plan.

Links with strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.

11 Climate change

- promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 69

There are no reasonable alternatives because there would be increased flood risks if the Local Plan contained no policies relating to mill ponds, especially in an area such as Kirklees with a significant number of mill ponds due to the legacy of past industrial uses.

Supporting evidence

- Flood and Water Management Act

12 Natural environment

- 12.1** The National Planning Policy Framework (NPPF) recognises that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils and minimise impacts on biodiversity, providing net gains in biodiversity where possible. Local authorities should also plan positively for networks of biodiversity and green infrastructure.
- 12.2** Kirklees contains a natural environment of very diverse character and varied landscapes. Extensive areas and a large number of sites are designated and protected for their biodiversity and geodiversity importance. At an international level, the South Pennine Moors Special Protection Area (SPA) has the highest level of statutory protection being of European importance for several upland breeding bird species and is also designated a Special Area of Conservation (SAC). The South Pennine Moors SPA/SAC is also a Site of Special Scientific Interest (SSSI). There are a further two SSSI's in Kirklees and many important local wildlife and geological sites.
- 12.3** The Wildlife Habitat Network in Kirklees has been identified by West Yorkshire Ecology and connects designated sites of biodiversity and geological importance and notable habitat links. It is intended to protect and strengthen ecological links within the district and to adjoining authorities.
- 12.4** Some of these areas have been identified as strategic green infrastructure through Natural England's Yorkshire and the Humber Green Infrastructure Mapping Project. These provide defined networks of accessible greenspaces and natural habitats which occur within, and connects, towns and villages and comprise the river corridors and the South Pennine Moors SPA/SAC.
- 12.5** The landscape of Kirklees is diverse and a number of distinct landscape character types have been identified throughout the district in the Kirklees Landscape Character Assessment 2015, ranging from moorland to industrial lowland valleys. In the west, upland moorland provides a continuation of character from the Peak District National Park which provides a national important landscape and backdrop to many views throughout Kirklees. Further east, there is a transition to mature farmland and wooded river valleys of the Colne, Holme, Fenay Beck and the Dearne and rural moorland around Emley Moor and Flockton Moor.
- 12.6** The policies in the Plan will ensure the protection of the special attributes of these areas. The council recognises the importance of protecting and enhancing the hierarchy of international, national and locally designated sites and aims to conserve and enhance biodiversity through development proposals. It is important to ensure that development is also sensitive to its location and considers its impact on the landscape character of the area and on important trees.

12.1 Biodiversity & geodiversity

Policy DLP 31

Biodiversity & Geodiversity

The council will seek to protect and enhance the biodiversity and geodiversity value of the range of international, national and locally designated wildlife and geological sites, the Wildlife Habitat Network, Habitats and Species of Principal Importance in Kirklees.

Proposals which may directly or indirectly compromise achieving the conservation objectives of a designated or candidate European protected site will not be permitted unless the proposal meets the conditions specified in Article 6 (3) - (4) of the Habitats Directive.

12 Natural environment

Development proposed within or outside a designated Site of Special Scientific Interest, likely to have an adverse effect on the site's special conservation features, will not normally be permitted. Exceptionally, development will be allowed where the benefits of the development clearly outweigh the impacts on the site's special conservation features and measures are provided to mitigate harmful impacts.

Proposals having an adverse effect on a Local Wildlife Site or Local Geological Site, Ancient Semi-natural Woodland, Veteran Tree or other important tree, will not be permitted unless the development can be shown to be of an overriding public interest and there is no alternative means to deliver the proposal. In all cases, full compensatory measures would be required and secured in the long term.

Proposals will be required to protect the Wildlife Habitat Network, Habitats of Principal Importance, Species of Principal Importance unless:

- a. the benefits of the development clearly outweigh the importance of the biodiversity interest; and
- b. the loss of the site and its functional role within the Wildlife Habitat Network can be fully maintained or compensated for in the long term; and
- c. compensatory measures will be secured through the establishment of a legally binding agreement.

All new development shall be designed to incorporate and enhance biodiversity and geodiversity interest where relevant to these interests. Proposals shall safeguard, enhance and develop a robust and functional Wildlife Habitat Network at a local and wider landscape scale. Biodiversity enhancement measures shall be designed to reflect the priority habitats and species listed for the relevant Biodiversity Opportunity Zone.

Policy justification

- 12.7** National policy states that a core principle of the planning system is to conserve and enhance the natural environment. Planning policies and decisions should minimise impacts on biodiversity and geodiversity and aim to maintain and enhance biodiversity when determining planning applications.
- 12.8** Within Kirklees, there is an extensive range of sites designated and protected for their biodiversity and geodiversity importance. These include international and European designations, such as Special Protection Areas, Special Areas of Conservation, national designations, such as Sites of Special Scientific Interest, Ancient Woodland, Local Wildlife Sites, Local Geological Sites and the Wildlife Habitat Network.
- 12.9** At the international level, the South Pennine Moors Special Protection Area (SPA) has the highest level of statutory protection being of European importance for several upland breeding species classified under the Birds Directive. The SPA is also designated as a Special Area for Conservation (SAC) which provides protection for a variety of wildlife, plants and habitats through the European Habitats Directive.
- 12.10** At the national level, Sites of Special Scientific Interest (SSSIs) are sites designated for their national importance and protected by law to conserve their wildlife or geology. There are three designated SSSI's in Kirklees: The South Pennines Moor SPA/SAC; Park Clough, Marsden and Honley Station Cutting, Honley. These sites are protected by law under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way Act 2000 and the Natural Environment and Rural Communities Act 2006. Development which is likely to have an adverse effect on a SSSI will not be permitted. Exceptions will only be made where the benefits of development outweigh any impact and measures are provided to mitigate harmful impacts.

- 12.11** At the local level, Local Wildlife Sites and Local Geological Sites have been designated for their significant local value, containing habitats, species or geological features of local importance. These are shown on the Policies Map and have been designated by the West Yorkshire Local Sites Partnership in accordance with locally agreed selection criteria used to identify and designate the sites.
- 12.12** West Yorkshire Ecology have identified the Kirklees Wildlife Habitat Network which connects designated sites of biodiversity and geological importance and notable habitat links within the district, such as woodlands, watercourses, natural and semi-natural areas. The identification of the Wildlife Habitat Network is intended to protect and strengthen ecological links within the district. The purpose of the network is to enable species populations to be sustained by protecting and enhancing the ecological corridors and linkages within the wider environment, includes links to adjoining districts. Development within the Wildlife Habitat Network will not necessarily be prevented but the council will seek to ensure that development proposals maintain the continuity of the network and protect the nature conservation of the land affected.
- 12.13** Ancient woodland (approximately 1,000 hectares) and some ancient and veteran trees are still present in areas of Kirklees. It is important to preserve those which are not protected by statutory designation and resist development which threatens them.
- 12.14** Habitats and Species of Principal Importance are identified for protection and enhancement in the Kirklees Biodiversity Action Plan 2009 (BAP). These are based on the priorities included in the UK National Biodiversity Action Plan.
- 12.15** For international and nationally designated sites, there is a duty to protect these sites from development as required by law. For locally designated sites, and habitats and species of principal importance, the council will not allow development proposals that would have a direct or indirect adverse effect on their biodiversity or geological value. Exceptions may be made the benefits of the development clearly outweigh the impacts on the features of the site and the wider network of wider habitats and prevention, mitigation and compensation (biodiversity offsetting) measures are provided.
- 12.16** The council has also identified Biodiversity Opportunity Zones across Kirklees based on the overall habitat types which characterise these areas. These are shown on the Biodiversity Opportunity Zones Map. Within each of the Biodiversity Opportunity Zones, development proposals with an identified impact on biodiversity and geological interests will need to take account of the habitat characteristics of that zone. Compensation and enhancement for biodiversity will be expected to reflect the priorities for habitats and species in the specific Biodiversity Opportunity Zone in which the site is located.
- 12.17** Developments should be designed to preserve existing biodiversity features and habitats and seek opportunities to increase these, enhance their biodiversity value and encourage networks of green infrastructure. Within each of the Biodiversity Opportunity Zones development proposals with an identified impact on biodiversity and geological interests will need to take account of the habitat characteristics of that zone. Compensation and enhancement for biodiversity will be expected to reflect the priorities for habitats and species in the specific biodiversity opportunity zone where the site lies.

Links with strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees Council promote the use of brownfield land to meet development needs and support the regeneration of areas

12 Natural environment

Delivery and implementation

12.18 The policy will be delivered through development management processes.

Alternatives considered

Option 70

No policy - The policy recognises the importance of protecting and enhancing the hierarchy of international, national and locally designated sites and aims to conserve and enhance biodiversity through development proposals, consistent with national policy. As such, there is no realistic alternative policy approach.

Supporting evidence

- West Yorkshire Local Wildlife Site Selection Criteria (2011)
- West Yorkshire Ecology - Wildlife Habitat Network & Methodology (2015)
- Kirklees Biodiversity Action Plan (2009)
- Kirklees Biodiversity Strategy
- Kirklees Biodiversity Opportunity Zones Mapping

12.2 Strategic green infrastructure

Policy DLP 32

Strategic Green Infrastructure

Within Strategic Green Infrastructure networks identified on the Policies Map, priority will be given to safeguarding and enhancing green infrastructure networks, green infrastructure assets and the range of functions they provide.

The council will not permit development that compromise the function and connectivity of green infrastructure networks and assets.

Proposals shall design and integrate green infrastructure into the development and where practical connect with and enhance the functionality of existing green infrastructure networks.

The council will support proposals for the creation of new or enhanced strategic green infrastructure provided these do not conflict with other local plan policies.

Policy justification

12.19 National policy requires local planning authorities to set out a strategic approach in their Local Plans to plan positively for the creation, protection, enhancement and management of networks of green infrastructure.

12.20 Green infrastructure is defined as networks of accessible green spaces and natural habitats that occur within and form connections between towns and villages. It functions in different ways and provides multiple benefits for wildlife, improved health and well being of people, local food growing, mitigating climate change, such as flood alleviation, and for the local economy by providing a high quality environment to help attract further economic investment.

12.21 Green infrastructure assets include parks, recreation grounds, public and private playing fields, street trees, allotments and local food growing, amenity green space, churchyards and cemeteries, natural and semi-natural greenspaces, such as woodlands, local nature reserves, some grazing land, heathland and moorland. River and canal corridors, footpaths, bridleways and cycleways provide green infrastructure links which thread through the towns and villages and connect into the countryside.

12.22 Natural England has mapped and analysed green infrastructure across the region. Using this information, areas of strategic green infrastructure have been identified in Kirklees where the functions of green infrastructure are considered to be significant and wide ranging. These are identified on the Policies Map where there is a concentration of green infrastructure assets and includes the following:-

- The South Pennine Moors Special Protection Area/Special Area of Conservation
- River Calder corridor
- River Dearne corridor
- River Colne corridor
- Fenay Beck corridor
- Spen Valley corridor
- Holme Valley corridor

12.23 There are other significant areas of green infrastructure in Kirklees that are strategically important, including Oakwell Hall Country Park and Dewsbury Country Park. The Council recognises the importance of these to local communities for recreation, education and wildlife conservation.

12.24 Development proposals within Strategic Green Infrastructure Areas will not necessarily be prevented provided they do not conflict with other Local Plan Policies. However, the Council will seek to ensure that development proposals protect and enhance existing green infrastructure assets; minimise fragmentation of green infrastructure networks and maximise opportunities for new and improved green infrastructure and connecting links into the network where opportunities exist.

12.25 Some key project opportunities for new and enhanced green infrastructure are identified through various regional and local strategies, as well local projects put forward by private landowners and community groups. The Leeds City Region Green Infrastructure Strategy sets out a vision for the city region and identifies how and where future investments in green infrastructure should be targeted through a series of investment programmes and strategic projects. -Proposals aimed to deliver major new green infrastructure that provide easily accessible natural and semi-natural green space for communities to enjoy for recreation and enhance wildlife conservation will be supported in principle by the council provided they do not conflict with other policies in the Local Plan.

Delivery and implementation

12.26 The policy will be delivered through development management processes, council policies and plans. The delivery of new and enhanced green infrastructure will be provided by a wide range of public and private sector agencies, community groups and voluntary bodies.

Links with strategic objectives

- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

12 Natural environment

Alternatives considered

Option 71

This policy sets out the strategic approach for safeguarding, enhancing and creating new green infrastructure consistent with NPPF. It aims to protect green infrastructure assets by resisting developments that would compromise the functioning and connectivity of green infrastructure networks, and seeks to provide for new and improved green infrastructure, including green infrastructure links, where opportunities exist.

The policy provides the local context to NPPF, supported by evidence prepared in partnership with Natural England which identifies strategic green infrastructure areas for Kirklees.

There is no reasonable alternative policy approach to put forward as the Local Plan should adequately reflect the need to protect, enhance and provide green infrastructure in line with national guidance.

Supporting evidence

- Natural England's Yorkshire and the Humber Green Infrastructure Mapping Project
- Leeds City Region Green Infrastructure Strategy
- Leeds City Region Fresh Aire Delivery Plan
- Kirklees draft Green Infrastructure Delivery Plan

12.3 Landscape

Policy DLP 33

Landscape

Proposals should be designed to take into account and seek to enhance the landscape character of the area considering in particular:

- a. views in and out of the Peak District National park and views from surrounding viewpoints;
- b. the setting of settlements and buildings within the landscape;
- c. the patterns of woodland, trees and field boundaries;
- d. the appearance of rivers, canals, reservoirs and other water features within the landscape.

Policy justification

12.27 Landscape character is what defines an area in terms of natural elements (e.g. geology, topography and vegetation) and human elements (e.g. settlement form and agricultural activities). Variations in the natural and human elements are what make one landscape different from another. Understanding different landscape characters helps to ensure that development is sensitive to its location and contributes to environmental, social and economic objectives set out in the plan.

12.28 The National Planning Policy Framework (NPPF) states that planning should take account of the different roles and character of different areas. The NPPF calls for valued landscapes to be protected and enhanced, with the greatest weight being given to conserving landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty (AONBs). It also promotes good design and suggests that “permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”.

12.29 The landscape of Kirklees is widely varied and diverse, often as a result of past human influence and interaction with the landscape, particularly in terms of the exploitation of geological deposits of coal and iron. In the west of the district, upland unenclosed moorland provides a continuation of character from the Peak District National Park, which provides a dramatic backdrop to many views throughout Kirklees and contains internationally valued upland heath, bog and scrub habitat. Other parts of the District fall into different character areas and types which will need to be considered before development takes place.

Delivery and implementation

12.30 This policy provides the justification to consider the impacts of development on different landscape areas and types, to ensure they are considered appropriately and therefore preserved or enhanced.

Links to strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish;
- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced;
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 72

An alternative approach would have been to have no policy, however, this would not provide direction in protecting and enhancing valued landscapes as required by the NPPF. The policy provides the strategic local context for the consideration of landscape character in development proposals in line with the NPPF.

Supporting evidence

- Kirklees District Landscape Character Assessment, Land Use Consultants, July 2015

12.4 Trees

Policy DLP 34

Trees

Proposals should normally retain any valuable or important trees within the application site where they make a contribution to public amenity, the distinctiveness of a specific location or contribute to the environment, including the Wildlife Habitat Network and green infrastructure networks. Where development is approved on sites containing valuable or mature trees, proposals will need to comply with relevant national standards.

12 Natural environment

Policy justification

- 12.31** A variety of landscape types and qualities make up the environment within Kirklees and trees are one of the most important, natural elements within this environment. Trees, whether appearing as individuals, groups or as woodlands, have a very significant effect on our quality of life by providing direct and indirect benefits.
- 12.32** British Standard BS 5837 Trees in relation to design, demolition and construction outlines how to successfully take account of and retain suitable trees in proximity to development. Where there are trees that could affect or be affected by, a planning application, the council may require a tree survey to be carried out and submitted in support of the application.
- 12.33** Trees have to adapt to their immediate surroundings and any changes will have some effect therefore it is essential that a detailed tree survey that complies with the British Standard is undertaken before a scheme is designed. This will schedule the trees according to their suitability for retention and identify the extent of land required to ensure that they have the best chance of survival. Older trees are more vulnerable and they are often the most desirable to retain for both their amenity and conservation value.

Delivery and implementation

- 12.34** The policy will be delivered by developers, but will be assisted by the council through advice given at pre-application stage.

Links to strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 73

An alternative would be to do nothing. This would not be the council's preferred action as this would not provide a policy framework for the protection of valuable or important trees not covered by statutory protection.

Supporting evidence

- British standard BS5837

12.5 Conserving and enhancing the water environment

Policy DLP 35

Conserving and enhancing the water environment

Proposals will be supported which:

1. Do not result in the deterioration of water courses or water bodies and conserve and enhance:
 - a. the natural geomorphology of watercourses, including reinstating watercourses to their natural state through removal of modifications resulting from past industrial uses;
 - b. water quality; and
 - c. the ecological value of the water environment, including the functionality of habitat networks.
2. Make positive progress towards achieving 'good status or potential' under the Water Framework Directive in surface and groundwater bodies.
3. Ensure Source Protection Zones are protected from contamination as a result of the proposal in line with national guidance.
4. Manage water demand and improve water efficiency through appropriate water conservation techniques including rainwater harvesting and grey-water recycling.
5. Improve water quality through the incorporation of appropriately constructed and maintained Sustainable Drainage Systems and surface water management techniques.
6. Dispose of surface water appropriately (in accordance with the Local Plan drainage policy) adhering to the following networks in order of preference:
 - a. to an infiltration based system wherever possible (such as soakaways);
 - b. discharge into a watercourse with the prior approval of the landowner, -navigation authority or Environment Agency, where applicable. To comply with part a this must be following treatment where necessary or where no treatment is required to prevent pollution of the receiving watercourse;
 - c. discharge to a public sewer.

Policy justification

12.35 Water environments in Kirklees are an important feature of the landscape. As well as their intrinsic value, they provide wildlife habitats and encourage biodiversity, provide opportunities for leisure and recreation and help alleviate flood risk. They can contribute positively towards the social, economic, environmental and health well being of communities.

12.36 As Kirklees is within the Humber River Basin District, the Humber River Basin Management Plan sets out the requirements to deliver the objectives of the EU Water Framework Directive.

12.37 The Humber River Basin Management Plan outlines the current status of waters in Kirklees with the requirement for all surface water bodies to achieve good ecological and chemical status. The Environment Agency coordinates improvements to water quality, working with a range of agencies including local business and the voluntary sector. The Directive requires UK water bodies to achieve established chemical and ecological water quality targets, therefore, where development is proposed which may be a concern, this will need to be assessed and mitigation measures included to offset any negative impacts. Proposals should look to improve water quality, particularly in areas where watercourses are below required standards. Where a proposal involves physical modifications to any water body or the discharge of polluted water into a water body an assessment will need to be carried out to ensure compliance with the EU Water Framework Directive.

12.38 For ecological quality, watercourses were assessed as High, Good, Moderate, Poor or Bad. The majority of watercourses in Kirklees are of Moderate ecological quality. The table below sets out those watercourses within Kirklees which are of "Poor" or "Bad" ecological quality within Kirklees:

12 Natural environment

Waterbody ID	Name	Typology Description	Hydromorphological status	Ecological quality (2009)	Predicted ecological quality (2015)	Overall Risk
GB10402 7063300	River Holme from Mag Brook to River Colne	Mid, Small, Siliceous	Heavily Modified	Poor Potential	Poor Potential	At risk
GB10402 7063340	Fenay beck from Source to River Colne	Low, Small, Calcareous	Heavily Modified	Bad Potential	Bad Potential	At risk

Table 5

12.39 For chemical quality, watercourses were assessed as Good or Fail. The majority of watercourses in Kirklees are of Good chemical quality or are watercourses not requiring assessment. The table below sets out those watercourses within Kirklees which were assessed as “Fail”.

Waterbody ID	Name	Typology Description	Hydromorphological status	Chemical quality (2009)	Predicted chemical quality (2015)	Overall risk
GB10402 7062630	Calder from River Colne to River Aire	Mid, Medium, Calcareous	Heavily Modified	Fail	Fail	At risk
GB70410 521	Calder & Hebble Navigation (river and canal sections)	Canal	Artificial	Fail	Fail	Not assessed

Table 6

12.40 The Policy seeks to address the key objectives of the Water Framework Directive as well as respond to the guidance and recommendations in the Humber River Basin Management Plan:

- To prevent deterioration in the status of water bodies and groundwater.
- To achieve good ecological and chemical status for surface waters and good quantitative and chemical status for groundwaters where possible.
- To reduce pollution.
- Promoting water efficiency in new development Identifying opportunities for ecological enhancement.
- Promoting the use of sustainable drainage systems in accordance with the Local Plan drainage policy.
- Ensure that flood risk is not increased and is reduced where possible, in accordance with the Local Plan flood risk policy.

- 12.41** To conserve and enhance watercourses in Kirklees, proposals will be supported which do not result in their deterioration and which make positive progress towards achieving 'good status or potential' under the Water Framework Directive. In Kirklees, modification of watercourses has occurred to facilitate past industrial uses. Where these modifications are now redundant and where flood risk would not be increased as a result, consideration should be given to their removal to facilitate improvements in biodiversity and water quality.
- 12.42** It is also important to protect the sources of drinking water from potential contamination resulting from development. The Environment Agency have published Source Protection Zones which seek to protect abstractions used for providing the drinking water supply. Within Kirklees, there are a number of Source Protection Zones, mostly in the south of the district. Generally, the closer an activity is to the Source Protection Zone, the greater the risk of contamination. It is therefore important that Source Protection Zones are protected from contamination as a result of the proposals in line with national guidance to ensure the continuing protection of the water supply in these zones.
- 12.43** The efficient use of water helps to preserve a scarce resource as well as assist in reducing the risk of flooding caused via run off. The council will therefore support measures and proposals which manage the demand for water as well as the efficiency of its use. Techniques such as grey water recycling and rain water harvesting can play an important role in delivering the sustainable design and construction of new places.
- 12.44** The effective management and disposal of surface water plays a role in reducing the risk of flooding as well as ensuring that excessive strain is not placed upon existing infrastructure. Development should ensure that surface water is disposed of according to the hierarchy set out in the policy and considering the requirements set out in the Local Plan drainage policy. Water should be directed to infiltrations systems, such as soakaways, in the first instance. Alternatively, where it is safe to do so (either where no treatment is required, or where treatment has taken place to remove pollutants) surface water may be discharged into a watercourse. Where opportunities to dispose of water via these routes cannot be achieved, then water may be discharged to a public sewer.

Delivery and implementation

- 12.45** This policy will be implemented through planning application process in consultation with the Environment Agency. It will also be supported by Local Plan policies relating to flood risk, drainage and the management of water bodies. This will ensure regard is given to the directive to improve water quality in line with the Humber River Basin Management Plan.

Links with strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Promote development that helps to mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 74

Alternative to have no policy relating specifically to the Water Framework Directive - the policy ensures the consideration of the directive through development proposals and therefore there is no reasonable alternative as this would not be consistent with EU legislation.

12 Natural environment

Supporting evidence

- EU Water Framework Directive 2000/60/EC
- Humber River Basin Management Plan, 2009, Environment Agency
- Water Framework Directive (2009) River Basin Management Plans - Rivers (Environment Agency)
- Groundwater Protection Zones map, Environment Agency

DRAFT

13 Historic environment

- 13.1** National Planning Policy Framework states that local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. Council's should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.
- 13.2** The draft Local Plan sets out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, the council recognises that heritage assets are an irreplaceable resource and should aim to conserve them in a manner appropriate to their significance. In developing this strategy, the council has taken into account:
- the desirability of sustaining and enhancing the significance of heritage;
 - assets and putting them to viable uses consistent with their conservation;
 - the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
 - the desirability of new development making a positive contribution to local character and distinctiveness; and
 - opportunities to draw on the contribution made by the historic environment to the character of a place.

13.1 Historic Environment

Policy DLP 36

Historic environment

Proposals should normally retain those elements of the historic environment which contribute to the distinct identity of the Kirklees area and ensure they are appropriately conserved considering in particular the need to:

- a. ensure that proposals maintain and reinforce local distinctiveness and conserve the significance of designated and non-designated heritage assets;
- b. ensure that proposals within Conservation Areas conserve those elements which have been identified as contributing to their significance in the relevant Conservation Area Appraisals;
- c. secure a sustainable future for heritage assets associated with the local textile industry, historic farm buildings and places of worship;
- d. identify opportunities, including use of new technologies, to mitigate, and adapt to, the effects of climate change in ways that do not harm the significance of heritage assets and, where conflict is unavoidable, to balance the public benefit of climate change mitigation measures with the harm caused to the heritage assets' significance; and
- e. accommodate innovative design where this does not prejudice the significance of heritage assets;
- f. preserve the setting of Castle Hill and proposals which detrimentally impact on the setting of Castle Hill will not be permitted.

13 Historic environment

Policy justification

- 13.3** Local distinctiveness is defined by the particular positive features of a locality that contribute to its special character and sense of place and distinguish one local area from another. Kirklees has a rich and diverse historic environment that, together with the character of the landscape, creates its local distinctiveness.
- 13.4** The contribution of the historic environment to local distinctiveness is evident in the survival of its heritage assets. According to national planning policy a heritage asset is a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Park and Gardens, Registered Battlefields or Conservation Areas designated under the relevant legislation) and non-designated assets identified by the local planning authority (including local listing).
- 13.5** The basic test for a building or area to be considered a heritage asset is that it must have special historic or architectural interest or significance. Development proposals affecting heritage assets will have a greater likelihood of being accepted when applicants have taken account of the significance of the designated heritage asset affected and incorporated the appropriate level of importance of conserving the asset into any development proposal. Understanding the extent of the fabric that holds the historic interest is also important because this can, among other things, lead to a better understanding of how adaptable the asset may be and therefore improve the prospects for long term conservation.
- 13.6** The designated heritage assets in Kirklees include over 3,000 listing entries (incorporating around 4,500 buildings), 59 conservation areas, 22 scheduled ancient monuments, 5 registered historic parks and gardens and 1 registered battlefield. Of all Yorkshire districts Kirklees has the highest number of designated heritage assets. In addition, Kirklees has many non-designated heritage assets which make a positive contribution to local distinctiveness.
- 13.7** The general character of the towns and villages of Kirklees is typified by stone built properties closely following the hillside contours, with industrial and residential areas traditionally located close together and looking out onto the surrounding countryside.
- 13.8** The open areas surrounding towns and villages, most prominent in parts of the Holme, Colne and Dearne Valleys, portray a largely rural landscape containing remnants of the ancient past, significant historic farm buildings and traditional weavers' cottages. Many towns and villages contain regionally important archaeological evidence of their medieval origins and development. The district is also notable for the survival of important high status post-medieval houses.
- 13.9** Much of the distinctiveness of Kirklees' historic environment is steeped in the development of the textile industry. This is directly evident in surviving weavers' cottages, some dating back to the 17th century, and mill complexes, both large and small, which developed in the late 18th and 19th centuries. Industrial activity also gave rise to associated projects such as mill workers' housing and, in urban centres, commercial buildings. The increase in population that accompanied industrialisation throughout the 19th century resulted in many other significant buildings, such as civic buildings, educational establishments and places of worship. These elements helped to create distinctive urban landscapes, with the Victorian townscapes of Huddersfield and Dewsbury being particularly important examples.
- 13.10** In contrast to urban industrial areas, some parts of Kirklees are characterised by attractive, well-treed suburbs with large houses in substantial gardens. Examples include Upper Batley and North West Huddersfield.

- 13.11** The character of Kirklees is affected by both small and large scale development. Development pressures are likely to be greater in the future due to the need to utilise space within existing urban areas. Some of the distinctiveness of historic settlements has already been compromised by development that does not respect local materials, form, density or scale. The significance of individual heritage assets is also at risk. Although a number of traditional mill buildings have been successfully converted into new uses, such as apartments and offices, others have been demolished. Historic farm buildings, particularly the Pennine aisled barns, are under threat from changing agricultural practices and increasing pressure from development. The legacy of historic chapels and churches – particularly those related to the growth of non-conformist denominations during the late 18th and 19th centuries – is threatened by decay, redundancy and under-use.
- 13.12** The requirement to adapt to climate change is also likely to increase development pressures. However, this needs to be considered in the context of the positive role that the historic built environment makes to climate change in terms of re-use of existing fabric, minimising waste and the inherently sustainable credentials of traditional building materials. The creative adaptation of heritage assets can dramatically reduce the whole-life energy costs and waste impacts that would result from demolition and replacement, even where the proposed development would in itself be of an acceptable standard in terms of energy performance. The adaptation of heritage assets need not be more expensive or difficult than replacement. It is quite possible that the recycling of existing buildings at a site may cut the overall financial cost of development and even save time. Where the ongoing energy performance of a building is unsatisfactory, there will almost always be some scope for suitable adaptations to be made without harm to the asset's significance. This will involve careful consideration of the most appropriate options for insulation, energy use and energy generation. Support will be given to home owners and developers to find solutions that minimise or avoid harm to an asset's significance while delivering improved energy performance or generation. This policy should be read in conjunction with the Renewable and Low Carbon Energy policy included in this draft Local Plan.
- 13.13** Some historic assets are less sensitive to change than others and can be altered without damaging their significance. Alterations and extensions to historic buildings should in the main make use of traditional materials and craftsmanship. However, in some cases, where there is less significance, modern innovative design should not be disregarded.
- 13.14** In addition to the positive cultural and environmental contributions identified above, the historic environment plays an important role in the wider economic and social regeneration of Kirklees. Heritage assets provide a focus for schemes and projects that help to attract economic investment and trigger wider regeneration, as witnessed in a number of successful mill building conversions throughout the district. Further, in providing distinctive local features and a tangible link to the past, the historic environment is central to local identity and social cohesion and enhances quality of life.
- 13.15** Change needs to be managed on the basis of a clear understanding of the significance of heritage assets and their wider context. Developers will be expected to demonstrate that they understand and have given due consideration to heritage significance when formulating proposals. The council will make available through its partners the Historic Environment Record. This provides detailed evidence of the heritage assets of the district and will be supplemented by further historic landscape characterisation studies being undertaken by Historic England and the West Yorkshire Archaeology Advisory Service.

Castle Hill

- 13.16** Castle Hill is a special place that plays an important role in the identity of Kirklees. It is a place that is valued by the local population and for many people is an iconic symbol of the area. The continuity of its use as a place for settlement and recreation from probably at least the Late Neolithic period through to the present day has given it an almost unique standing not only in Kirklees but in the whole of the north of England.

13 Historic environment

13.17 Castle Hill is one of the most distinctive and prominent landscape features in the region. It is visible from a wide area and is a familiar and valued landmark. Victoria Tower, which lies on the south-western end of the hill top, accentuates this dramatic location and has become a key feature of the area's skyline. Castle Hill is a well-used recreational facility that serves Kirklees, Almondbury and Huddersfield in particular. The visual connections between the site and the rural and urban areas around it are a fundamental aspect of its setting.

Delivery and implementation

13.18 The Council has a range of responsibilities and statutory powers to positively manage the historic environment. In order to safeguard and maximise the gain from heritage assets, the Council will seek to use these measures appropriately and responsibly for the public benefit in order to conserve and enhance the historic environment.

13.19 Monitoring and reviewing the status and condition of important heritage assets will be an important activity, particularly where there are known development pressures and/or they are assets being at risk.

13.20 The council will continue to produce appraisals and management plans for its conservation areas and will consider the publication of conservation management plans for key historic buildings to ensure that their significance is conserved and enhanced. Detailed design and conservation policies will be produced to guide the use and protection of heritage assets and local distinctiveness if appropriate.

Links with strategic objectives

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 75

Do nothing - would not meet requirements of NPPF.

Option 76

To include criteria within the design policy. However, it is considered the the provision of a separate policy provides greater clarity on how the council will meet its statutory requirements with regard to heritage assets and provides clear guidance on the policy approach to applications affecting Castle Hill.

Supporting evidence

- Conservation Area Appraisals
- Castle Hill Conservation Management Plan, March 2006
- Castle Hill Setting Study

14 Minerals

- 14.1** National Planning Policy Framework (NPPF) states that minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation.
- 14.2** The two principal minerals which are currently extracted in the district are sandstone which is primarily used in the construction of buildings and for paving, and clay and shale used for pipe manufacture. However, there are limited reserves of sand and gravel in the River Calder valley, where one operational sand and gravel quarry is located. Parts of the district are also underlain by significant coal reserves although none are being worked at present.
- 14.3** The draft Local Plan will indicate specific areas for potential future mineral working allocations based principally on information provided by the local quarrying industry relating to its requirement for minerals over the plan period. Safeguarding areas will be based on the British Geological Survey mineral resources information. The release of allocated sites will be linked to a demonstrated need for the mineral and, in general, permission will only be granted when an operator's remaining permitted reserves are approaching exhaustion. In exceptional circumstances when it can be demonstrated that there is a need for more than one source of mineral to be worked at the same time to accommodate specific production requirements the council will consider granting an operator more than one permission.
- 14.4** The council has produced a Minerals Needs Assessment as evidence to support the spatial strategy and policy framework.

Mineral Resources in Kirklees

Sand and Gravel

- 14.5** NPPF indicates that Mineral Planning Authorities (MPAs) should plan for a steady and adequate supply of aggregates. There are only limited sand and gravel reserves in the district. However, Kirklees can make a significant contribution to West Yorkshire's requirements via the supply of crushed aggregates produced by the sandstone quarries in the region. The council will ensure that Kirklees continues to make a contribution by maintaining a permitted reserve of planning permissions for sandstone extraction which will lead to a proportion of aggregate production. A Local Aggregates Assessment (LAA) has been prepared for the West Yorkshire area by the five associated Mineral Planning Authorities (MPA) which examines the levels of aggregates provision and demand within the region.
- 14.6** Restoration of sand and gravel quarries in the Calder Valley is expected to provide valuable recreational facilities on restoration and may form part of larger scale projects to regenerate the area.

Sandstone

- 14.7** There are several blockstone quarries in the district based on the Millstone Grit or Coal Measures strata. The blockstone produced in the western side of the district represents some of the highest quality building stone in the UK and is used for facing civic buildings and major private sector developments throughout the UK and therefore satisfies a national need. The stone combines resistance to weathering with an attractive colour and appearance. This stone is vital to the success of local building projects and to enable construction projects in conservation areas and on listed buildings to be completed. The Coal Measures sandstones which are found in the eastern side of the district are generally used in flagstone production and are also of a high quality and are used for paving throughout the UK. A feature common to all blockstone production in this area is the difficulty encountered in predicting the presence of the high quality reserves and for this reason it is often

14 Minerals

necessary for the MPA to be flexible in allocating sites. In exceptional circumstances it may be necessary to grant an operator permission for more than one site at any one time if it is felt that variability in supply could affect production.

- 14.8** The quality of the stone in this area is such that it also satisfies a national market. Sandstone quarries in the area provide a significant quantity of crushed rock which contributes to the supply of aggregates to the West Yorkshire region. It is important that allocations are made and sites safeguarded to ensure the continuity of supply of aggregates.

Clay and Shale

- 14.9** Extensive economically important reserves of clay and shale are located in the Coal Measures strata on the eastern side of the district, and they provide raw material for two of the Country's leading manufacturers of clay pipes which are located in the adjacent Barnsley local authority area.. Several clay and shale quarries are located in the south east of the district. A feature of clay pipe production is that the different types of clay are blended together and therefore it is necessary for a single operator to have several sources of the raw material at any one time. Satisfactory restoration of clay and shale workings is often proving to be possible without the need for backfill with waste material although these sites would provide suitable void space for landfill if required.

Coal

- 14.10** There are extensive economically viable coal reserves underlying the eastern side of Kirklees extending as far as the eastern outskirts of Huddersfield. It is likely however that any future interest in the extraction of this coal will be in the form of proposals for opencast extraction and will be located near to the boundaries with Wakefield and Leeds Districts. There are currently no operational coal workings within the district although coal measures are occasionally extracted within the district's sandstone quarries.
- 14.11** National planning guidance does not support the opening of new opencast coal sites unless they meet strict criteria regarding environmental impact or provide overwhelming community benefits. The Coal Authority and the British Geological Society have identified areas where surface coal exists and where coal has been identified by prospecting and all these areas which fall within the Green Belt will be safeguarded.

14.1 Mineral extraction

Policy DLP 37

Proposals for mineral extraction

Proposals for mineral extraction will be considered having regard to:

- the impact on the environment including water resources and the best and the most versatile agricultural land;
- the impact on residential amenity, highway safety and local heritage assets;
- the impact on human health;
- any cumulative effects arising from multiple impacts from individual sites and/or a number of sites in a locality.

Proposals to explore for, or extract minerals, including from former waste deposits will be permitted provided that they will not:

- cause unacceptable detriment to landscape or local visual amenity during or subsequent to extraction;

- b. be materially detrimental to interests of nature conservation, cultural heritage, geological or archaeological importance;
- c. cause nuisance or materially significant disturbance to local residents as a consequence of the generation of dust, noise or vibration by site operations or associated transport;
- d. prejudice highway safety through the volume or nature of vehicle movements generated;
- e. result in pollution of water resources or soils or the interruption of land drainage;
- f. cause materially significant permanent change to local rights of way networks; or
- g. result in permanent loss of best and most versatile agricultural land.

Proposals to extract minerals should be accompanied by sufficient information to demonstrate that such unacceptable impacts would not occur, or could be satisfactorily controlled, and to demonstrate the presence of the mineral.

In the case of mineral extraction from restored waste sites additional consideration will be given as to whether the material to be extracted can be considered a substitute for natural aggregates or a suitable cover material for landfill sites, and whether an alternative unrestored source of the material is available locally.

The council, in conjunction with the other West Yorkshire councils, will seek to maintain a landbank of permitted reserves of aggregates, and also seek to maintain its contribution to meeting its share of the aggregates demand in the region on the advice of the Yorkshire and Humberside Regional Aggregates Working party, unless exceptional circumstances prevail.

Policy justification

- 14.12** The principle minerals worked in Kirklees are sandstone, clay/shale and sand and gravel. Coal has historically been mined in the district and extensive shallow reserves remain although there are now no operational sites.
- 14.13** Aggregates, which include crushed stone, play an important part in the construction industry and are therefore essential to the economic growth of the district. Section 13 of the NPPF requires that Mineral Planning Authorities (MPAs) make provision for the maintenance of landbanks of at least 7 years for sand and gravel and 10 years for crushed rock. Whilst sand and gravel reserves in the district are relatively scarce, crushed rock is produced as by-product at a number of sites and contributes significantly towards the needs of West Yorkshire and the wider region.
- 14.14** Minerals sites employ a wide range of mechanical machinery to extract, process and transport the minerals including excavators, heavy vehicles, screens and crushers. Mineral extraction also involves the excavation of significant areas of land, the siting of associated buildings and the storage of spoil, restoration material and worked mineral.
- 14.15** As a consequence, mineral extraction can result in noise, dust, vibration, heavy vehicle movements, changes to ground and surface water regimes, injury to visual amenity and the setting of heritage assets and damage to landscape character and local ecological systems. In addition the subsequent beneficial use of the site can be prejudiced. It is therefore essential that in order to assess proposals for mineral extraction sufficient information is provided so that the likely impacts associated with the development and any proposed mitigation can be fully considered.

Delivery and implementation

- 14.16** This policy will be delivered by minerals operators assisted by the council and other West Yorkshire councils.

14 Minerals

Links with strategic objectives

- m. Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure.
- n. Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 77

Do nothing. This wouldn't be in compliance with the National Planning Policy Framework (NPPF). NPPF requires local planning authorities with adequate resources of aggregates to make an appropriate contribution to national as well as local supply, while making due allowance for the need to control any environmental damage to an acceptable level. Without a policy the council would not be able to demonstrate an appropriate contribution is being made to the needs of West Yorkshire and the wider region and would also fail to address the need to control any environmental damage caused by minerals operations.

The planning authority is also required to make provision for non-aggregate minerals where there is demand, particularly where the mineral meets a local and national need. Without a policy the council would not have positively responded to this identified need.

Supporting evidence

- Kirklees Minerals Needs Assessment
- British Geological Survey mapping
- Operators information on specific sites

14.2 Site restoration and aftercare

Policy DLP 38

Site restoration and aftercare

Mineral working will be permitted only where the council is satisfied that the site can be restored and managed to a high standard, the proposed restoration is sympathetic to the character and setting of the wider area and is capable of sustaining an appropriate after-use. Restoration proposals for mineral workings should be designed to:

- a. clearly indicate how the site will be restored and managed, before, during and after working;
- b. ensure that restoration is completed at the earliest opportunity including the use of progressive restoration techniques where appropriate;
- c. ensure that restoration and aftercare is appropriate with regard to the characteristics of the site's surroundings;
- d. demonstrate that adequate financial provision has been made to fulfil the proposed restoration and aftercare requirements; and
- e. include, where appropriate, provision for the extended management of a site beyond any aftercare period required by planning condition.

Mineral working will be permitted only where the proposed site restoration delivers benefits such as enhancement of biodiversity interests, improved public access and the provision of climate change mitigation. Restoration proposals should therefore include:

- a. measures to assist or achieve priority habitat or species targets and/or biodiversity Action Plan targets;
- b. where appropriate, measures to protect and/or improve geodiversity and provide educational opportunities to visit such sites;
- c. provision for increased flood storage capacity for sites which fall within high flood risk areas;
- d. where appropriate, opportunities to provide for local amenity uses, including appropriate sport and recreational uses; and
- e. measures to restore land back to agriculture for sites involving the best and most versatile agricultural land.

Policy justification

14.17 Without proper management from all parties involved, mineral extraction has the potential to permanently damage the environment. It is therefore important that land which has been used for mineral extraction is appropriately restored and that restoration takes place as soon as possible once mineral extraction has been completed.

14.18 The impact on the landscape resulting from mineral extraction can be mitigated by progressive restoration, with sections of the site worked and restored before the next area is worked out.

14.19 Site restoration should seek to contribute to and enhance the local environment achieving where possible appropriate high levels of community and environmental benefits, which will in turn benefit the economy. Restoration should therefore be designed around the particular characteristics of the site and its surroundings and should avoid the permanent loss of the best and most versatile agricultural land.

14.20 It is essential that once a site is restored, a suitable regime is in place to secure the planned aftercare of the site over a specified period to ensure the restored site is adequately managed and maintained.

Delivery and implementation

14.21 This policy will be delivered by minerals operators.

Links with strategic objectives

- Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure.
- Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 78

Do nothing. No restoration and aftercare policy would require reliance on the relevant paragraph of the National Planning Policy Framework (NPPF). However, the policy as worded expands upon NPPF and provides greater clarity to both the applicant and the planning authority. Providing such clarity will help ensure that local character and council strategies are taken account of when securing appropriate restoration schemes.

- Kirklees Minerals Needs Assessment
- British Geological Survey mapping
- Operators information on specific sites

14.3 Minerals safeguarding

Policy DLP 39

Minerals safeguarding

Surface development will only be permitted within a Mineral Safeguarded Area where it has been demonstrated that:

- a. the mineral concerned is proven to be of no economic value as a result of the undertaking of a Mineral Resource Assessment; or
- b. the development will not inhibit mineral extraction if required in the future; or
- c. there is an overriding need for the development; or
- d. the mineral can be extracted prior to the development taking place.

Surface development will only be permitted within 250 metres of a clay and shale or sand and gravel Mineral Safeguarded Area or within 500 metres of a sandstone or coal Mineral Safeguarded Area where it has been demonstrated that:

- a. the mineral concerned is proven to be of no economic value as a result of the undertaking of a Mineral Resource Assessment; or
- b. the development will not inhibit mineral extraction if required in the future; or
- c. there is an overriding need for the development; or
- d. the mineral can be extracted prior to the development taking place.

This policy will not apply to the following classes of surface development as they are unlikely to lead to the long term sterilisation of mineral resources:

- a. extension to existing buildings within their curtilages;
- b. infilling development except for proposals within 250 metres of an existing planning permission for mineral extraction;
- c. minor development (such as walls, gates and access);
- d. temporary uses of sites for periods of less than 5 years;
- e. amendments to previously approved developments;
- f. applications for Listed Building Consent;
- g. reserved matters.

Policy justification

14.22 Mineral resources are finite and their extraction can only take place where the minerals naturally occur. Consequently it is important to protect known mineral reserves from permanent development which may sterilise such resources. Section 13 of the National Planning Policy Framework (NPPF) requires that Mineral Planning Authorities identify key mineral deposits within their area of control as Mineral Safeguarded Areas (MSAs). It is important to note that this designation does not set aside land solely for mineral development or imply minerals development will be granted and does not preclude non-mineral development. This designation is designed to alert non-mineral developers and planners to the presence of a mineral and so protect a potentially valuable resource. However, it is considered that minor development or temporary uses are unlikely to present a significant problem with regard to the sterilisation of mineral resources and in certain circumstances, if permanent non-mineral development is proposed, it may be considered appropriate to allow such development subject to the extraction of a mineral resource prior to the non-mineral development commencing.

14.23 Minerals are not just at risk from sterilisation by development immediately above the resource. Sensitive development such as schools and housing will have an impact some distance from the boundary of an MSA. It is therefore considered prudent to create development buffer zones around MSAs to prevent indirect sterilisation occurring.

14.24 British Geological Survey guidance advises that safeguarding areas should only extend into urban areas where the council considers the resource to be of particular value. Given the widespread occurrence of sandstone, clay and shale and coal within the green belt in the district and the environmental implications of extraction within built-up areas, the council has concluded that these safeguarding areas should not apply outside the green belt. However, in the case of sand and gravel, which is very limited in occurrence, it is considered appropriate to extend safeguarding to all areas identified on the British Geological Survey.

14.25 The areas within the district where known mineral resources are located and should therefore be safeguarded have been identified on the Minerals Safeguarding Plan.

Delivery and implementation

14.26 This policy will be delivered by minerals operators.

Links with strategic objectives

- m. Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure.
- n. Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 79

Do nothing. No minerals safeguarding policy would prevent the local planning authority from ensuring viable mineral resources are not needlessly sterilised by non-mineral development. Such an approach contravenes the National Planning Policy Framework (NPPF) and would therefore be an unsound position to take.

Option 80

Remove the need for buffers. Such an approach could lead to non-mineral development occurring in locations that sterilise the nearby mineral resource. For example, incompatible development could take place within close proximity of the mineral resource which could have otherwise been successfully worked in the absence of any sensitive neighbouring uses.

Option 81

Safeguard the entire mineral resource, irrespective of mineral type. This approach would help ensure a significant resource is not needlessly sterilised, however, this would also include safeguarding within the urban area and international designations. Given the nature of urban areas the majority of minerals will have already been sterilised and, where it is not, the method of extraction for certain minerals would not be compatible with other surrounding land uses.

14 Minerals

Safeguarding within international designations would provide no additional benefit as minerals operations and non-mineral development are likely to be inappropriate in these locations.

Supporting evidence

- Kirklees Minerals Needs Assessment
- British Geological Survey mapping
- Operators information on specific sites

14.4 Protecting existing and planned minerals infrastructure

Policy DLP 40

Protecting existing and planned minerals infrastructure

The following sites have been identified as either providing or potentially providing facilities associated with the transport, storage, handling and processing of minerals within the district and should therefore be safeguarded from development which would otherwise result in the loss of such facilities:

- Former coal / aggregates depot and associated rail spur off Bretton Street, Dewsbury
- Concrete batching plant off Lees Hall Road, Thornhill Lees, Dewsbury
- Rolled products plant (Asphalt) at Newlay Concrete, Calder Road, Ravensthorpe
- Cement depot and associated rail spur off Bretton Street, Savile Town, Dewsbury
- Coal wharf for the former Thornhill Power Station adjacent to the Calder and Hebble Navigation
- Concrete batching plant off Barr Street, Huddersfield
- Former railway sidings off Alder Street, Hillhouse, Huddersfield
- Concrete products plant at Longley C R & Co Ltd, Ravensthorpe Road, Ravensthorpe

Policy justification

14.27 It is important to recognise that minerals development often relies on infrastructure to process and distribute the final product which falls outside the immediate area of extraction. For example sand and gravel is often used locally in the bulk manufacture of concrete and concrete products on sites which are remote from the quarry where the mineral is produced. To this end current National Planning Policy requires that all existing, planned and potential rail heads, wharfage and associated storage, handling and processing facilities (including concrete batching, the manufacture of coated products and other concrete products and the manufacture of secondary aggregates) are safeguarded. This Policy therefore identifies those sites in Kirklees that either perform, or have the potential to perform, a significant role in the efficient process and distribution of minerals products.

Delivery and implementation

14.28 This policy will be delivered by minerals operators.

Links with strategic objectives

- m. Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure.
- n. Facilitate the sustainable use and management of minerals and waste.

Alternative considered

Option 82

Do nothing. This would prevent a proactive approach towards the safeguarding of minerals infrastructure which is integral to the efficient production, storage and movement of minerals products serving the local, regional and national economy. Without a safeguarding policy it would also prevent the reuse of existing facilities in delivering more sustainable modes of transport for the movement of minerals products.

The omission of a safeguarding policy would also prevent the opportunity to prevent sensitive or inappropriate development that would conflict with the use of sites identified for that purpose.

A no policy approach is also not in compliance with national policy which states, 'Local Authorities should safeguard existing, planned and potential storage, handling and transport sites'.

Supporting evidence

- Kirklees Minerals Needs Assessment
- British Geological Survey mapping
- Operators information on specific sites

14.5 Alternative development on protected minerals infrastructure sites

Policy DLP 41

Alternative development on protected minerals infrastructure sites

Development on protected minerals infrastructure sites will be acceptable if it can be demonstrated:

- that its use as a mineral infrastructure site is no longer economically viable, or there is already adequate provision meeting the need elsewhere; or
- the new development will result in the provision of alternative facilities of equal or better quality; or
- there is an overriding need for the development; or
- the development will be of a temporary nature that would not preclude the site being brought back into use for mineral infrastructure purposes.

Policy justification

14.29 The Policy on "Protecting existing and planned minerals infrastructure" provides a list of mineral infrastructure facilities which are afforded protection by the draft Local Plan, in order to ensure that minerals development can rely on existing infrastructure to process and distribute final mineral products. Whilst it is important to protect these sites, it is acknowledged that such sites may not be financially viable without significant investment and an alternative use may be acceptable in some circumstances. This policy therefore provides a flexible approach to development on such sites providing a set of criteria to be considered when proposals come forward on these sites.

Delivery and implementation

14.30 This policy will be delivered by minerals operators.

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Links with strategic objectives

- m. Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure.
- n. Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 83

Do nothing. This approach would not provide the flexibility and allow for the reuse of redundant sites that are no longer economically viable to bring back into use for their intended purpose.

Supporting evidence

- Kirklees Minerals Needs Assessment
- British Geological Survey mapping
- Operators information on specific sites

14.6 Proposals for exploration and appraisal of hydrocarbons

Policy DLP 42

Proposals for exploration and appraisal of hydrocarbons

Proposals for exploration and appraisal of onshore oil and gas will be permitted where they meet all of the following criteria:

- a. well sites and associated facilities are located in the least sensitive areas from which the target reservoir can be accessed;
- b. any adverse impacts can be avoided or mitigated to the satisfaction of the Mineral Planning Authority, with safeguards to protect environmental and amenity interests put in place as necessary;
- c. it can be demonstrated that there would be no adverse impact on the underlying integrity of the geological structure;
- d. an indication of the extent of the reservoir and the extent of the area of search within the reservoir is provided;
- e. exploration and appraisal operations are for an agreed, temporary length of time; and
- f. well sites and associated facilities are restored at the earliest practicable opportunity if oil and gas is not found in economically viable volumes, or they are developed within an agreed time frame.

Policy justification

14.31 There are three phases in oil and gas development: exploration, appraisal and production. Exploration encompasses a range of activities including geological mapping, geophysical/seismic investigations and potentially the drilling and investigation of wells and boreholes to assess prospective sites in more detail. Should hydrocarbons be found, additional appraisal wells will be necessary to investigate the characteristics of the reservoir and to delineate the extent of the accumulation. This may be possible from the same site, or it may be necessary to attempt to define the extent of the find by

drilling further wells at other suitable sites in the area. The production phase refers to the extraction of the oil and gas. There are usually a number of well sites accompanied by a gathering station, which separates, purifies and treats the raw material.

14.32 National policy on land-based exploration, appraisal, development and extraction of oil and gas resources, and on gas storage, is contained within the National Planning Policy Framework. It states that mineral planning authorities should clearly distinguish between the three phases of onshore oil and gas development, including unconventional hydrocarbons, and should address constraints on production and processing within licensed areas. Additionally, mineral planning authorities should encourage underground gas and carbon storage and associated infrastructure where the local geology indicates its feasibility.

Delivery and implementation

14.33 This policy will be delivered by minerals operators assisted by the council.

Links with strategic objectives

- m. Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure.
- n. Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 84

Include a series of separate policies on different hydrocarbons rather than a single policy. It is considered that this would lead to a duplication of criteria.

Option 85

Incorporate the different phases of development such as exploration and appraisal with the policy on the production of hydrocarbons and include proposals for the production of hydrocarbons into a single policy. It is considered that there are different considerations for the initial stages and that the inclusion of two policies adds clarity to the plan.

Supporting evidence

- Kirklees Minerals Needs Assessment
- British Geological Survey mapping
- Operators information on specific sites

14.7 Proposals for production of hydrocarbons

Policy DLP 43

Proposals for production of hydrocarbons

Proposals for the production of hydrocarbons will be considered against the following criteria:

1. Exploration and appraisal operations are for an agreed, temporary length of time.

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2. Extraction, processing, dispatch and transport facilities are sited, designed and operated to minimise environmental and amenity impacts and provide proportionate environmental enhancements.
3. Any adverse impacts, both individual and cumulative can be avoided or mitigated to the satisfaction of the Mineral Planning Authority.
4. Existing facilities are used for the development of any additional fields discovered unless the applicant satisfies the Mineral Planning Authority that this would not be feasible and any adverse impacts can be mitigated.
5. Where a proposal uses existing production facilities, the integrity of the existing infrastructure can be demonstrated, having regard to local environmental factors.
6. Developments for hydrocarbon production will be required to use pipelines. Where it can be demonstrated that this is not feasible, economically and/or environmentally, rail or road transport will be considered. Where road transportation is the only feasible option, it should be demonstrated that this would not give rise to unacceptable impacts on the environment or highway safety.
7. The well site and all associated facilities are restored at the earliest practicable opportunity following the final cessation of hydrocarbon production.

Policy justification

14.34 If economic concentrations of hydrocarbons are found, the operator may seek to develop the field commercially. Small fields may be exploited using the existing exploration and appraisal wells where oil/gas can be stored on site, with tankers transporting the hydrocarbon off site. However, larger fields may require additional wellhead sites linked by pipelines.

14.35 Directional drilling, whereby a number of wells are drilled from a single location, may be used to minimise the number of sites required to exploit the field. Directional drilling is considered preferable to the creation of additional well sites. Above ground facilities including, potentially, a gathering station to provide a central facility to prepare the hydrocarbons for export, transport links, pipelines and offices may be required. Impacts similar to industrial development may be experienced, with pollution prevention being a potential long-term issue.

14.36 As there is likely to be some flexibility as to the location of extraction and processing facilities, they should be located to minimise adverse effects on landscape, nature conservation interests, residential amenity, historic environment and best and most versatile agricultural land.

14.37 Consideration will need to be given to the use of tree screens and appropriately managed areas around well sites or facilities in order to reduce visual impact. Additionally, where areas are sensitive ecologically, opportunities for habitat management should be explored.

Delivery and implementation

14.38 This policy will be delivered by minerals operators.

Links with strategic objectives

- m. Support the growth and diversification of the economy to increase skill levels and employment opportunities, including the provision of a high quality communication infrastructure.
- n. Facilitate the sustainable use and management of minerals and waste.

Alternatives considered**Option 86**

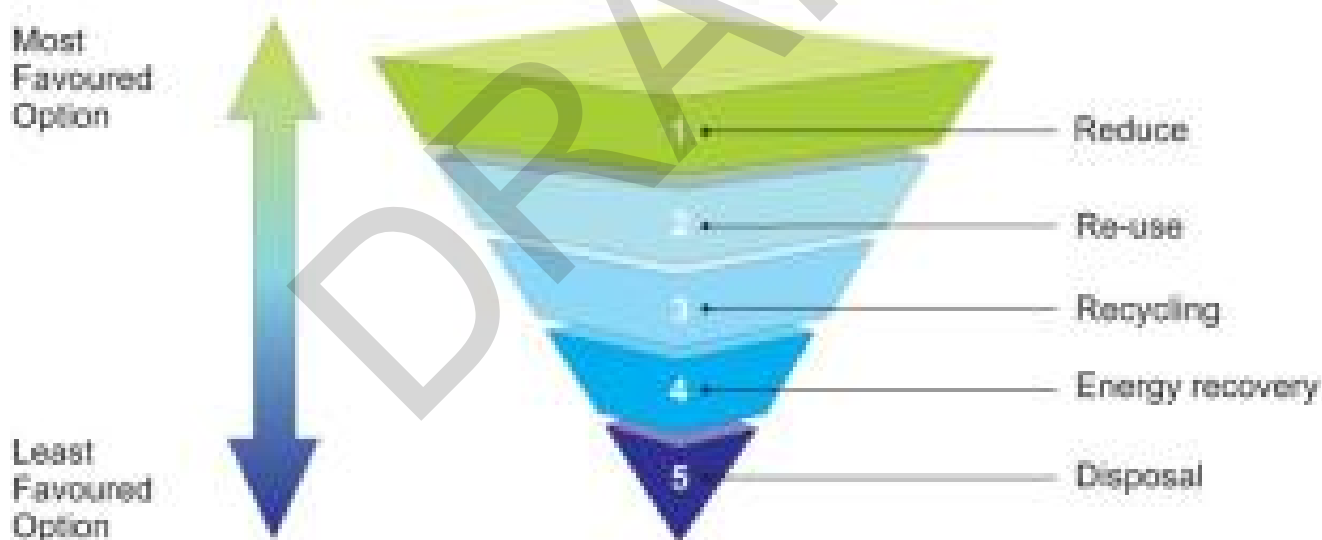
Incorporate the different phases of development such as exploration and appraisal within the policy on proposals for exploration and appraisal of hydrocarbons, and include this into a single policy. It is considered that there are different considerations for the initial stages and that the inclusion of two policies adds clarity to the plan.

Supporting evidence

- Kirklees Minerals Needs Assessment
- British Geological Survey mapping
- Operators information on specific sites

15 Waste

- 15.1** As a society, the UK is consuming natural resources at an unsustainable rate. National government considers waste reduction and the use of waste as a resource fundamental to the protection of human health and the environment. UK households, commerce and industry generate about 100 million tonnes of waste each year. Much of this continues to end up in landfill where the biodegradable part releases methane (a potent greenhouse gas) and a potential source of energy which is currently quite often wasted. At the same time that potentially useful wastes are landfilled rather than reclaimed, valuable energy is used in extracting and processing new raw materials.
- 15.2** Over consumption and the uncontrolled release of greenhouse gasses from traditional waste disposal methods are inextricably linked to climate change. In order to adapt to, and mitigate against, climate change impacts we must decrease consumption, and manage waste more sustainably.
- 15.3** The UK must reduce waste by limiting packaging and making products using fewer natural resources. We must break the link between economic growth and waste growth. Future products should contain higher levels of recycled or reclaimed materials and be made from components capable of being re-used or recycled at the end of their useful life. Once waste has been reduced through recycling and re-use, energy should be recovered from the remaining wastes where possible. This should mean that only a small amount of residual material will need to go to landfill.
- 15.4** In the National Planning Policy for Waste central government sets out its commitment to the aims for sustainable waste management which are summarised in the ‘waste hierarchy’:



Picture 4 Waste hierarchy

- 15.5** The council strongly supports the guiding principles of the hierarchy, and will, through the local plan, implement planning policies to facilitate the consequential infrastructure requirements. To this end, the local plan will make provision for the management of the following types of waste:
- **Commercial and industrial Waste (C&I)** - Waste arising from premises used wholly or mainly for trade, industry or industrial processes.
 - **Local Authority Collected Waste** – waste which is collected by the council from households and businesses
 - **Hazardous Waste** – Wastes which are defined by the Hazardous Waste Regulations 2005

- **Construction Demolition and Excavation Waste (CD&E)** – Waste produced from the construction, repair, maintenance and demolition of buildings and structures and consisting mainly of associated rubble and soils
- **Agricultural Waste** – Waste used in the course of the use of land for agriculture and produced in the course of farming
- **Low Level Non-Nuclear Radioactive Wastes** – Wastes typically produced in small quantities by hospitals, academic and medical research facilities.
- **Waste Water** – Wastes derived from sewage treatment works and sludge treatment plants

15.6 In order to inform the council on the requirements of Kirklees with regard to the management of waste within the district over the plan period, a comprehensive Waste Needs Assessment (WNA) has been produced. This examines in detail the current quantities of waste generated and managed in the Kirklees district, the projected growth of waste to be managed over the plan period and the associated future capacity requirements.

15.7 The WNA provides a robust evidence base which has been used to develop a number of policies designed to address the waste management needs of the district during the plan period.

15.1 Waste management hierarchy

Policy DLP 44

Waste management hierarchy

The council will encourage and support the minimisation of waste production, and the re-use and recovery of waste materials including, for example, recycling, composting and Energy from Waste recovery.

Proposals for facilities to manage waste within the district will be considered based upon the following principles:

- seeking to move the management of all waste streams up the waste hierarchy of prevention, re-use, recycling, recovery, disposal;
- promoting the opportunities for on-site management of waste where it arises;
- promoting the use of waste as a resource, particularly encouraging co-location of developments that can use each other's waste materials;
- working towards achieving the objectives and targets for recycling/recovery for waste as set out in the Waste Framework Directive;
- supporting opportunities to locate complementary facilities, such as waste disposal points and treatment facilities, in close proximity to each other.

Policy justification

15.8 Waste minimisation is at the heart of the national waste agenda and is therefore placed at the top of the waste hierarchy. This results from recognition that the way waste has been dealt with in the past, which was primarily by disposing of it in landfill, is not sustainable and that waste can, through recycling and re-use, actually provide a valuable resource. The recycling of materials such as metals and oil based products like plastics from waste is particularly useful as the primary resources for the production

15 Waste

of such materials are diminishing due to their historic over exploitation. This more sustainable approach to waste management will not only lead to a reduction in the use of natural resources but will also help to reduce the scale of greenhouse gas emissions to the atmosphere.

15.9 The key to achieving a sustainable approach is to manage waste in more resourceful ways. It is therefore considered that the correct approach would be, wherever possible, to:

- seek opportunities to reduce the generation of waste materials within the district;
- encourage the provision of facilities to enable the maximum re-use, recycling and composting of waste with the aim of minimising the amount of waste going to energy recovery and landfill;
- develop integrated waste management solutions for the collection transfer and treatment of wastes;
- locate facilities close to the source of waste and the co-location of complementary processing activities;
- encourage the provision of a range of waste management processes which provide flexibility for different technologies; and
- seek to reduce the need for landfill capacity whilst recognising a continuing diminishing need.

Delivery and implementation

15.10 This policy will be implemented by waste operators and the council.

Links to strategic objectives

- Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 87

Do nothing. This approach would not reflect the waste hierarchy set out in the Waste Management Plan for England.

Supporting evidence

- National Planning Policy for Waste 2014
- Kirklees Waste Needs Assessment 2015

15.2 New waste management facilities

Policy DLP 45

New waste management facilities

Proposals for waste management facilities should be located in sustainable locations, appropriate to the proposed waste management use and its operational characteristics, where potentially adverse impacts on people, biodiversity and the environment can be avoided or adequately mitigated. Proposals should have regard to the following sequential priorities, unless the use of an appropriate alternative site can be justified:

- a. sites specifically allocated for waste management purposes;
- b. employment sites where co-location with existing waste management processes is possible without detriment to residential amenity;

- c. employment sites suitable for Use Classes B2 and B8;
- d. sustainable locations within vacant previously developed land.

Proposals for waste management facilities should demonstrate that the following potential impacts have been fully considered and satisfactorily addressed so as to make them acceptable to the council:

- a. duration of the development;
- b. the layout and design of the site and any associated buildings;
- c. influence on visual amenity;
- d. the treatment of boundary features and new screening as appropriate;
- e. environment and amenity issues such as noise, dust, litter, odour, vermin and gas emissions;
- f. protection of controlled waters;
- g. drainage and use of sustainable drainage;
- h. effects on the natural and historic environment;
- i. restoration and aftercare where appropriate;
- j. measures to prevent dirt and debris being carried onto the public highway;
- k. the adequacy of the highway network and the safety of access and egress arrangements;
- l. routing and the frequency of vehicle movements;
- m. hours of operation;
- n. the protection of public rights of way;
- o. fairly and reasonably related community benefits.

Policy justification

15.11 New waste management facilities have the potential to cause significant nuisance as a result of the way that such sites are operated. Consequently, in line with National Planning Policy on waste management, it is considered that such operations are best located within or in close proximity to industrial areas. Such areas are generally remote from residential properties and close to waste generation sources and so reduce the need to transport waste over significant distances.

15.12 Although siting waste management facilities within or in close proximity to industrial areas will reduce their impact on the surrounding area, before allowing any proposals for all forms of waste management development the council will require that applicants demonstrate that they have fully considered the likely impacts associated with the development and any measures which could satisfactorily mitigate those impacts.

Delivery and implementation

15.13 This policy will be implemented by waste operators and the council.

Links to strategic objectives

- Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 88

Do nothing - National planning policy for waste aims to help achieve sustainable waste management by securing adequate provision of new waste management facilities of the right type, in the right place and at the right time. Under the national planning policy approach, waste planning authorities should

identify in their local waste plans sites and areas suitable for new or enhanced facilities for the waste management needs of their area. To not include a policy would be contrary to national policy. The inclusion of policy criteria also provides clarity to developers on the requirements for sites.

Supporting evidence

- National Planning Policy for Waste 2014
- Kirklees Waste Needs Assessment 2015

15.3 Safeguarding waste management sites and infrastructure

Policy DLP 46

Safeguarding waste management facilities

Existing waste management facilities and land surrounding these facilities as identified on the Policies Map will be protected unless it can be demonstrated that there is no longer a need for the facility or where capacity can be met elsewhere in the district.

Proposals for development in the vicinity of an existing or planned waste management facility will be required to demonstrate that the proposed development does not prevent, hinder or unreasonably restrict the operation of the waste development.

Policy justification

15.14 There is already an established network of publicly and privately operated waste management facilities in the district providing a significant amount of capacity for handling waste. These sites are considered to be critical in continuing to meet the long-term waste management needs of Kirklees.

15.15 Whilst existing sites have planning permission they may be under pressure to be replaced by other forms of (non-waste) development. It is also important that existing and potential waste uses for the sites are not hindered by encroachment of development near to existing sites which could cause conflict with the existing waste use.

15.16 It is therefore essential that existing waste management facilities and associated infrastructure in the district are safeguarded.

Delivery and implementation

15.17 This policy will be implemented by waste operators and the council.

Links to strategic objectives

- Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 89

To not allow any other development to take place on these sites other than employment. This would not allow land to come forward and make best use of it, if it was proven that it was no longer required to support waste management. The safeguarding of sites ensures that the council can meet its long term waste management requirements.

Option 90

Do nothing. This would not allow the council to safeguard land in order to work towards meeting its waste targets/requirements and to ensure that the right type of treatment facilities are identified early in the local plan process.

Supporting evidence

- National Planning Policy for Waste 2014
- Kirklees Waste Needs Assessment 2015

15.4 Waste disposal

Policy DLP 47

Waste disposal

Sites for the disposal of waste will only be permitted where it meets a need which cannot be met by treatment higher in the waste hierarchy.

If it can be demonstrated that there is a proven need for additional landfill capacity because all other options are not suitable or feasible, this will be provided at existing or former quarry sites shown on the policies map.

If all these quarry sites are unavailable, land raising using inert materials only, may be considered provided it can be demonstrated that this would not divert material away from the restoration of any quarry void.

Policy justification

15.18 By managing waste in more sustainable ways such as re-use and recycling, it is considered that the amount of waste disposed of to landfill will be reduced over the plan period. Having said this there will continue to be a requirement to dispose of waste in this way, albeit at reduced rates.

15.19 Whilst there is remaining capacity to dispose of waste in existing permitted landfill sites within the district, it is considered that additional provision is likely to be necessary. It is considered that this could be met through the use of operational or former quarry sites or at existing operational landfill sites within West Yorkshire.

15 Waste

Delivery and Implementation

15.20 This policy will be implemented by waste operators and the council.

Links to strategic objectives

- Facilitate the sustainable use and management of minerals and waste.

Alternatives considered

Option 91

To have a policy which does not allow for landfill. While the waste hierarchy places landfill at the bottom of the hierarchy, where there is evidence to suggest that there is no alternative to landfill, then national policy allows for consideration of landfill. To prevent landfill would therefore, be contrary to national policy.

Supporting evidence

- National Planning Policy for Waste 2014
- Kirklees Waste Needs Assessment 2015

16 Health and supporting communities

- 16.1** National Planning Policy Framework section 8 recognises the importance of promoting healthy communities and the role the Local Plan can play in creating healthy, inclusive communities.
- 16.2** There are many factors which contribute to creating healthy communities. The Kirklees Joint Health and Well-being Strategy sets out two issues 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. These goals are bound together and are also recognised in the Kirklees Economy Strategy. A successful economy that offers good jobs and provides income for all of our communities makes a huge contribution to prosperity, health and well-being of all age groups. Likewise, confident, healthy, resilient people are able to secure a job and are more productive in the workplace.
- 16.3** Additionally, people need to be able to access a choice of facilities and activities to suit their needs which enable them to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution. The provision of a broad range of services also makes a contribution to the character of the area and place shaping, promoting a sense of well-being which in turn can be a major contributory factor to their state of health.
- 16.4** The draft Local Plan contributes to supporting communities and promotes health through its spatial strategy and policies. These include policies relating to the location of new development, sustainable development, infrastructure, provision of new homes (range of size, tenure and affordability) and jobs, town centres, sustainable travel (promoting walking and cycling) and energy efficiency. These policies demonstrate that improved health outcomes are integral to the local plan and meeting its vision and objectives.

16.1 Healthy, active and safe lifestyles

Policy DLP 48

Healthy, active and safe lifestyles

The council will, with its partners, create an environment which supports healthy, active and safe communities and reduces inequality.

Healthy, active and safe lifestyles will be enabled by:

- a. facilitating access to a range of high quality, well maintained and accessible open spaces and play, sports, leisure and cultural facilities;
- b. increasing access to green spaces and green infrastructure to promote health and mental well-being;
- c. the protection and improvement of the stock of playing pitches;
- d. supporting initiatives which enable or improve access to healthy food. For example, land for local food growing or allotments;
- e. increasing opportunities for walking, cycling and encouraging more sustainable travel choices;
- f. supporting energy efficient design and location of development;
- g. ensuring that the current air quality in the district is monitored and maintained and, where required, appropriate mitigation measures included as part of new development proposals;
- h. creating high-quality and inclusive environments incorporating active design and the creation of safe and accessible environments which minimise and mitigate against potential harm from risks such as pollution and other environmental hazards;
- i. encouraging the co-location of facilities so that different types of open space and facilities for sport and recreation can be located next to each other and in close proximity to other community facilities for education and health;

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- j. working with partners to manage the location of hot food take-aways particularly in areas of poor health;
- k. encouraging initiatives to promote energy efficiency within homes; and
- l. supporting appropriate initiatives which address poor health indicators and anti-social behaviour in the district.

Health Impact Assessments will be carried out for all proposals that are likely to have a significant impact on the health and well-being of the local communities, or particular groups within it, in order to identify measures to maximise the health benefits of the development and avoid any potential adverse impacts.

Policy justification

- 16.5** The importance of health and well-being is recognised in the council's Economic Strategy and Health and Well-being Strategy. The local plan has a key role to play in implementing these strategies and can help people to lead healthier, active and safe lifestyles in many ways. The local plan spatial strategy has considered health and well-being as part of site allocations and designations to ensure that health and well-being is not compromised as a result of new development.
- 16.6** The availability of a variety of high quality and accessible open spaces and play, sports and leisure and cultural facilities is vital to enabling opportunities for personal and community improved health and well-being. Maintenance of these areas to a high standard applies to both existing and new provision.
- 16.7** Opportunities for increased emphasis on walking and cycling not only provides opportunities for physical activity but has the added benefit of contributing to improved air quality. The council will ensure that the standard of air quality in the district is monitored and maintained, and where possible, improved with no decline in standards being deemed acceptable as a result of new development.
- 16.8** Some centres within Kirklees including smaller scale local centres, or parts of larger scale centres, can experience a high proportion of certain food and drink uses or licensed entertainment uses, which can detract from a centre or part of a centre's ability to provide other main town centre uses, or be welcoming in the evening for all. In particular the high concentration of hot food takeaways (Class A5) across some centres or parts of centres in the district has led to increased levels of environmental health, odour and litter issues, and has reduced the diversity of services provided in those centres. Such uses can be a contributing factor to obesity and wider health issues for Kirklees residents including risks of developed chronic heart disease and type 2 diabetes.
- 16.9** As a result of an ageing population there are likely to be increasing problems resulting in ill-health from poorly insulated and damp properties which are expensive to heat. Supporting schemes which address these issues will help to mitigate some of the health impacts of an ageing population.
- 16.10** Where proposals for development are likely to have a significant impact on the health and well-being of the local population or particular groups within it, a Health Impact Assessment (HIA) will be required. The HIA should measure the potential health impacts of a proposal on the wider population and allows any necessary mitigation measures to be identified and can help to identify the potentially cumulatively significant effect a proposal could have on health infrastructure and/or the demand for health care services.

Delivery and implementation

- 16.11** This policy will be delivered through development management process, council policies, procedures and plans.

Links with strategic objectives

16.12 The purpose of the planning system is to contribute to the achievement of sustainable development. Development will be expected to make a positive contribution towards the economic, social and environmental objectives of the local plan. The policy therefore, has links to strategic objectives 1 – 10.

Alternatives considered

Option 92

Do nothing or incorporate criteria within the design policy. While the National Planning Policy Framework paragraph 69 is supportive of promoting healthy communities, it does not bring together health outcomes from other plan areas. It is considered that the policy provides a clear framework for ensuring the consideration of healthy communities is an integral part of decision making in keeping with the Kirklees Health and Well-being Strategy.

Supporting evidence

- Kirklees Joint Health and Well-being Strategy
- Kirklees Economic Strategy
- Kirklees Open Space Demand Assessment
- Open Space Audit
- Playing Pitch Strategy
- Built Leisure and Sport Facilities Strategy
- Kirklees Air Quality Action Plan 2008

16.2 Sustaining community facilities and services

Policy DLP 49

Community facilities and services

Community facilities should be provided in accessible locations where there is a choice of travel options. This will normally be town, district, local or neighbourhood 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

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- 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:

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

Policy justification

16.13 NPPF promotes the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship as part of planning for prosperity. For the local plan, community facilities and services are also considered to include uses associated with statutory undertakers, emergency services, indoor recreation serving a local catchment area (especially dual use) and welfare.

16.14 New housing, employment and other development brings with it additional requirements for community facilities and provides the opportunity to consider facilities from the outset as part of the comprehensive masterplanning of such sites.

16.15 Provision and ease of access to health and community facilities have positive impacts on wellbeing and healthcare. Such facilities need to be accessible to all sections of the community, including those without a car, the disabled or others with social, economic or physical characteristics limiting their mobility. Where possible services will be co-located so as to enable multi purpose trips, reduce the need to travel and for the convenience of the user. Additionally the service providers through co-location will be able to share spaces and services and to reduce capital and revenue costs.

Delivery and implementation

16.16 The policy will be delivered through the development management process.

Links with strategic objectives

- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure.
- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.

Alternatives considered

Option 93

Do nothing and rely on national policy. It is considered that the NPPF does not provide sufficient guidance for the appropriate consideration of proposals involving the loss of community facilities.

Option 94

Provide more stringent or less stringent criteria for the protection of community facilities. It is considered that the policy as drafted provides the right balance as it seeks to support sustainable development and the health aspects of the plan through the provision of accessible services while allowing the loss of community facilities which are proven to be no longer viable, feasible or practicable to retain.

Supporting evidence

- Infrastructure Delivery Plan

16.3 Educational and health care needs

Policy DLP 50

Educational and health care needs

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.

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

- a. the scale and location is appropriate for the catchment;
- b. 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;
- c. there is a need for a new healthcare facility, particularly in relation to the spatial development strategy.

Policy justification

16.17 National Planning Policy Framework recognises the importance of ensuring that there is a sufficient choice of school places available to meet the needs of existing and new communities, and that councils should give great weight to the need to create, expand or alter schools; and work with schools promoters to identify and resolve key planning issues before applications are submitted.

16.18 The council's Securing Sufficient School Places Strategy 2013- 2016 (SSSPS) provides the framework within which decisions relating to the supply and demand for school places are made. The plan includes a range of planning data which informs actions to ensure appropriate school provision over

16 Health and supporting communities

the next five years. A key objective for the council through the SSSPS, is to provide sufficient school capacity to ensure local school places are available to local children within local schools' admission policies.

16.19 It is anticipated that, to meet the effects of proposed developments there may be a requirement for more school places in different parts of the district. Where housing developments or the cumulative impact of a number of housing developments in an area gives rise to the need for extensions, refurbishment and/or remodelling to provide additional capacity, the council will look to the landowner/developer or a consortium of landowners/developers to fund the cost of providing the additional capacity at existing schools or a new school at the appropriate time, including the cost of acquiring additional land if necessary.

16.20 Alternatively anyone can set up a free school. A free school (an all-ability state-funded school) could be set up by a wide range of proposers, including charities, universities, businesses, educational groups, teachers and groups of parents. It is important to have a policy on education within the local plan in order to demonstrate the current situation within the district and to help plan for future requirements.

16.21 It is essential that the planning process supports the provision of good local health care facilities of the right type and in the right locations. Clinical Commissioning Groups (CCGs) are statutory bodies representing groups of GPs responsible for designing local health services. The council will work in partnership with the CCGs to plan for future provision and assess development proposals.

16.22 There has been a considerable change in the way health care facilities are delivered, with an ongoing shift away from hospital settings to community based settings, delivering services as close to home as possible. Co-locating services may provide benefits including a focal point for the community, promotion of healthy lifestyles as part of an integrated health and community care approach, better links with other services and opening up new possibilities for communities including increased building/site usage and increased accessibility.

Delivery and implementation

16.23 The policy will be delivered through the development management process, council policies and plans.

Links with strategic objectives

- Support the growth and diversification of the economy, to increase skill levels and employment opportunities including the provision of a high quality communication infrastructure.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.

Alternatives considered

Option 95

Do nothing - while the National planning Policy Framework is generally supportive of education and health provision, it does not bring together education and health outcomes from other plan areas. It is considered that the policy provides a clear framework for ensuring the consideration of education and health care infrastructure as an integral part of decision making in keeping with the Kirklees Health and Well-being Strategy.

Supporting evidence

- Securing Sufficient School Places Strategy 2013- 2016;
- Kirklees Health and Well-being Strategy

16.4 Protection and improvement of local air quality

Policy DLP 51

Protection and improvement of local air quality

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.

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 measures that protect the new receptors from unacceptable levels of air pollution. Where sustainable measures cannot be introduced which prevent receptors from being exposed to unsafe levels of air pollution, development will not be permitted.

All development will be carried out in accordance with the most relevant and up to date strategies, guidance, legal requirements and action plans.

Policy justification

16.24 Poor air quality is a significant public health issue. The burden of particulate air pollution in the UK was estimated to be equivalent to nearly 29,000 deaths per year in 2008. It has been estimated that removing all fine particulate air pollution would have a bigger impact on life expectancy in England and Wales than eliminating passive smoking or road traffic accidents. The economic cost from the impacts of air pollution in the UK is estimated at £9 -19 billion every year.

16.25 A variety of air pollutants can effect human health and the environment. In most areas of Europe, these pollutants are principally the products of combustion from space heating, power generation or from motor vehicle traffic. Generally if you are young and in a good state of health, moderate air pollution levels are unlikely to have any serious short term effects. However, elevated levels and/or long term exposure to air pollution can lead to more serious symptoms and conditions affecting human health. This mainly affects the respiratory systems, but can also lead to more serious conditions such as heart disease and cancer. It also causes damage to plants and animals, affecting biodiversity and crop yields.

16.26 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland sets out UK air quality standards and objectives for reducing levels of health-threatening pollutants, mainly in the form of gases such as carbon monoxide, lead, nitrogen dioxide, sulphur dioxide and fine dust particles.

16.27 The five local authorities in West Yorkshire have been working towards a single Low Emission Strategy for West Yorkshire. The strategy looks at a number of areas such as buses, taxis, procurement, freight operations and it has produced a planning guidance document. This document aims to achieve consistency across West Yorkshire when responding to planning consultations in relation to air quality.

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It looks to promote sustainable development by introducing the concept of developers monetising the damage caused from their developments to local air quality and to spend the equivalent sums on mitigation measures to improve air quality, thus making the development more sustainable.

16.28 Part IV of the Environment Act 1995 requires local authorities to review and assess air quality in their area. If any standards are being exceeded or are unlikely to be met by the required date, then that area should be designated an Air Quality Management Area (AQMA) and the local authority must draw up and implement an action plan aimed at reducing levels of the pollutant. In many areas, traffic is likely to be the main contributor to excessive levels of pollution.

16.29 Measures to improve air quality will focus on reducing the impacts of road traffic supported by the transport policies which encourage sustainable travel and to manage transport demand. Air quality will continue to be monitored and the council will pursue further action where it is needed.

16.30 Kirklees has an Air Quality Strategy and has reviewed its air quality and to date has declared two AQMAs, where the levels of pollution are considered to be too high to allow new development unless improvements can be secured. Action plans have been implemented, for the two AQMAs in Bradley Road/Leeds Road, Huddersfield and Scout Hill, Dewsbury.

16.31 Eight further Areas of Concern have also been identified, where monitoring of levels on nitrogen dioxide appear to indicate that the annual average for nitrogen dioxide may be exceeded. These areas are as follows:

- Huddersfield Town Centre
- Birchencliffe
- Birkenshaw
- Edgerton
- Liversedge
- Outlane
- Thornton Lodge
- Eastborough

16.32 All of these areas of concern appear to potentially have elevated levels of nitrogen dioxide from road traffic. Detailed assessments of these areas are currently being carried out. These assessments could lead to the introduction of further AQMAs.

Delivery and implementation

16.33 The policy will be delivered through the development management process with the assistance of Kirklees Environmental Health (Pollution & Noise Control). In most cases it will be the responsibility of the developer and or landowner for the implementation of mitigation measures, using information from relevant and up to date assessments.

Links with strategic objectives

- Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, commercial traffic, and to cycling and walking.
- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 96

Have no policy and rely on guidance in national policy. This is not a reasonable alternative as national policy states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution. This can only be achieved through appropriate site assessments and investigations, which are delivered through this policy.

Option 97

Have a policy that is combined with the general Protection and Improvement of Environmental Quality policy. This would be less prescriptive and not deal with Air Quality Management Areas or Areas of Concern. This would not be in line with national policy, as the NPPF states that planning policies should take into account Air Quality Management Areas and the cumulative impacts on air quality from individual sites.

Supporting Evidence

- West Yorkshire Low Emissions Strategy, Air Quality & Emissions Technical Planning Guidance
- Environment Act 1995
- The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, July 2007, DEFRA
- Kirklees Local Air Quality Strategy 2007
- Kirklees Updating and Screening Assessment 2015
- Kirklees Air Quality Action Plan 2008
- Kirklees Guidance on Noise, Odour and Air Quality Control for Residential Development in the Town Centres February 2013
- EU Ambient Air Quality and Cleaner Air for Europe Directive 2008/50/EC

16.5 Protection and improvement of environmental quality

Policy DLP 52

Protection and improvement of environmental quality

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 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.

16 Health and supporting communities

Policy justification

- 16.34** Any consideration of the quality of land and potential impacts arising from development, possibly leading to an impact on health, is capable of being a material planning consideration. Noise, light and other forms of pollution are a matter of concern in parts of Kirklees. Plans are in place on each of these aspects to secure improvements in the quality of the environment.
- 16.35** The Noise Action Plan for West Yorkshire, which identifies the number of residents in West Yorkshire exposed to elevated levels of noise from various noise sources including roads and railways, has been developed in response to the EU Environmental Noise Directive (END) and has identified priority locations based on noise mapping. These locations are areas of the district that are predicted to be exposed to unacceptable transport noise. Further Action Plans are required to manage the harmful effects of noise in these locations. Quiet Areas have also been introduced by the END, these will be identified as areas of existing tranquillity unaffected by noise and developments within or adjacent to designated Quiet Areas will be required to incorporate measures which will ensure that tranquillity is safeguarded.
- 16.36** Kirklees Council has developed Noise Design Criteria to aid developers in determining what is an acceptable acoustic environment. The Noise Design Criteria are currently under review given the advice in the Noise Policy Statement for England.
- 16.37** The main sources of odour are waste-handling and treatment developments, wastewater treatment works, some industrial processes, rural activities, kitchen extraction units and boilers. Consideration must be given to whether or not a proposed development will be a suitable use of land. Development should be guided to the most appropriate locations, significant sources of odour should be separated from odour-sensitive users of the surrounding land. Where this is not possible, mitigation measures may be able to make a proposed development acceptable from a land-use perspective. New proposals for such developments will require an odour impact assessment to be submitted.
- 16.38** Artificial lighting is used for a number of reasons, including work, recreation, security, safety, advertising, display, and to create a pleasant atmosphere where people gather socially. It is important to ensure that it does not become a nuisance to others. Obtrusive light (light pollution) can present serious physiological and ecological problems. Light 'spilling over' onto other property can cause annoyance, distraction and discomfort and may cause driving problems by glaring into drivers' eyes or competing with signs and other traffic signals.
- 16.39** Existing sources of noise, vibration, light, dust, odour, soil, shadow flicker, chemical or other forms of pollution can have an adverse impact on the environment and sensitive developments will need to be controlled to ensure that they do not expose new receptors to levels detrimental to healthy living or safety concerns. This policy aims to help to create and maintain quality environments that are clean, safe, and healthy and proposals which have a potential to cause pollution, when functioning and during construction, will need to be fully assessed and appropriate mitigation secured.
- 16.40** The precautionary principle will be adopted where there are threats of serious or irreversible damage. This will apply where there is insufficient confidence in the assessment of risk and there is good reason to believe that harmful effects may occur.
- 16.41** It is recognised that residential development in town centres can pose particular difficulties for developers in terms of pollution issues and the council has produced a guidance note to help developers.

Delivery and implementation

16.42 The policy will be delivered through the development management process with the assistance of Kirklees Environmental Health (Pollution & Noise Control). In most cases it will be the responsibility of the developer and or landowner for the implementation of mitigation measures, using information from relevant and up to date assessments.

Links with strategic objectives

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 98

Have no policy and rely on guidance in national policy. This is not a reasonable alternative as national policy states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil or noise pollution. This can only be achieved through appropriate site assessments and investigations, which are delivered through this policy.

Option 99

Have a policy that is less prescriptive in terms of remediation and mitigation measures, offering a broad strategy approach for dealing with all types of pollutants. This would not be in line with national policy, as the NPPF states that planning policy should prevent new development from contributing to or being affected by unacceptable levels of soil, light or noise pollution.

Supporting evidence

- EU Environmental Noise Directive 2002/49/EC
- Noise Policy Statement for England, March 2010, DEFRA
- Kirklees Noise Design Advice May 2007
- Kirklees Guidance on Noise, Odour and Air Quality Control for Residential Development in the Town Centres February 2013
- Noise Action Plan: Agglomeration West Yorkshire Urban Area. Environmental Noise (England) Regulations 2006, as amended, January 2014
- Kirklees Environmental Services The Licensing Act 2003. A Guide for Applicants on Public Nuisance and Public Safety February 2005
- Odour Guidance for Local Authorities March 2010 DEFRA
- Guidance on the assessment of odour for planning May 2014 IAQM
- Guidance Notes for the Reduction of Obtrusive Light 2011 ILP

16.6 Contaminated and unstable land

Policy DLP 53

Contaminated and unstable land

Development on land that is unstable, currently contaminated or suspected of being contaminated due to its previous history or geology, or that will potentially become contaminated as a result of the development, will require the submission of an appropriate contamination assessment and/or land instability risk assessment.

For developments identified as being at risk of instability, or where there is evidence of contamination, measures should be incorporated to remediate the land and/or incorporate other measures to ensure that the contamination/instability does not have the potential to cause harm to people or the environment. Such developments which cannot incorporate suitable and sustainable mitigation measures which protect the well-being of residents or protect the environment will not be permitted.

Policy justification

- 16.43** Contaminated land is used in general terms to describe land polluted by heavy metals, oils and tars, chemical substances, gases, asbestos and radioactive substances. These could cause significant harm to people or protected species and pollution of surface or groundwater. Contaminated land is usually caused by past uses such as former factories, mines, steelworks, refineries and landfill.
- 16.44** The presence of contamination can affect or restrict the use of land but development can address the problem for the benefit of the wider community and bring the land back into beneficial use. Land instability can also be a concern and when new development is proposed it is necessary to ensure that new buildings and their surroundings are safe for future users.
- 16.45** Contaminated land in Kirklees is largely a consequence of its industrial history, including past mining activity, but it can also arise from natural geology as well as from human activities. Similarly, instability may have various causes but the main concerns relate to past mining activity and there are extensive areas of recorded mining activity where coal mining related hazards will be present. Whilst most past mining is benign in nature potential public safety and stability problems can be triggered and uncovered by development activities.
- 16.46** In April 2000, Part 2a of the Environmental Protection Act 1990 came into force introducing a new regime for the regulation of contaminated land in England. The main purpose of Part 2a is to provide a system for the identification of land that is posing unacceptable risks to health or the environment, and for securing remediation where unacceptable risks cannot be controlled by other means. It imposes a duty on local authorities to identify and record on a register the location of contaminated land within their area. The methodology behind this set out in the Kirklees Contaminated Land Strategy. In assessing whether land contamination or stability is an issue to be taken into account when a planning application is submitted, the council will have regard to a range of information sources including its database of potentially contaminated sites, information provided by developers and third parties, and the advice of Coal Authority.
- 16.47** The planning and development management system will remain a key mechanism for managing land contamination as part of the wider process of land redevelopment and regeneration. In the case of development where the use would be particularly vulnerable to contamination (such as new homes with gardens and schools) evidence will always be required to establish whether there is any concern about contamination which will need to be addressed and where appropriate remediation measures will be required to prevent damage to health or the environment.

16.48 Primarily responsibility for remediation of contaminated land lies with those responsible for the contamination. However, in many cases, contamination is likely to have occurred many years ago and it may not be possible for the persons who caused the contamination to be found. It is also possible that contamination may have been caused by a number of uses of land over time and it may be impossible to trace those responsible. In these circumstances, the current owner or occupier of the land may be held liable.

Delivery and implementation

16.49 The policy will be delivered through the development management process with the assistance of Kirklees Environmental Health (Pollution & Noise Control). In most cases it will be the responsibility of the current land owner or occupier for remediation of contaminated land using information from a relevant and up to date Contamination Assessment.

Links with strategic objectives

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 100

Have no policy and rely on guidance in national policy. This is not a reasonable alternative as national policy states that the planning system should contribute to and enhance the natural and local environment by producing policies to ensure that the site is suitable for use, including remediation and mitigation of contaminated and unstable land. This can only be achieved through appropriate site assessments and investigations, which are delivered through this policy.

Option 101

Have a policy that is less prescriptive in terms of remediation and mitigation measures, offering a broad strategy approach for dealing with contaminated land. This would not be in line with national policy, as the NPPF states that the planning system should allow for remediation and mitigation of contaminated and unstable land.

Supporting evidence

- Environmental Protection Act 1990
- Development on Land Affected by Contamination, Technical Guidance for Developers, Landowners and Consultants, January 2014, Yorkshire and Humberside Pollution Advisory Council
- Kirklees Contaminated Land Strategy 2006
- Environmental Protection Act 1990: Part 2a. Contaminated Land Statutory Guidance April 2012 DEFRA
- EU Water Framework Directive 2000/60/EC

16.7 Sport and Physical Activity

Policy DLP 54

Sport and physical activity

The council will seek to protect, enhance and support new outdoor and indoor sport and leisure facilities where appropriate, encouraging everyone in Kirklees to be as physically active as possible and promoting a healthier lifestyle for all.

Sport and leisure facilities will be protected where they are needed to meet current and future demands. The loss of sport and leisure facilities will only be allowed where:-

- a. an assessment clearly shows that the site is no longer required to meet identified need for open space, sport, or recreation use; or
- b. equivalent or better replacement facilities are provided to compensate for those lost as a result of the development and these are within an easily accessible location for existing and potential new users; or
- c. the proposal is for an alternative sport, leisure or open space use that is needed to help address identified deficiencies and clearly outweighs the loss of the existing facility.

Any proposed loss of community sports facilities should be supported by a detailed needs assessment report.

The enhancement of outdoor sports facilities through improving the quality and management of sites as identified in the Playing Pitch strategy will be supported.

The creation of new outdoor sport facilities will be supported which help address deficiencies in playing pitches identified in the Playing Pitch Strategy particularly proposals which help meet the significant shortfalls in football.

Support will be given to proposals which expand and enhance the range of indoor leisure facilities on offer in the district, provided this does not conflict with other local plan policies. Where these facilities are included within the definition of town centre uses, such as health and fitness facilities and sports centres, the local plan town centres policy will apply including the sequential test.

Support will be given to proposals that enable community use of school facilities, particularly where these help meet sport and leisure needs of the local community as identified in the Built Leisure and Sports Facility Strategy and the Playing Pitch Strategy. The renewal or redevelopment of secondary school sites will be encouraged to make provision for community use and where possible secured through the planning process.

Policy justification

16.50 Good quality outdoor and indoor sport and leisure facilities provide important opportunities for everyone in Kirklees to access and enjoy the benefits of being as physically active as possible. Encouraging healthy lifestyles and increasing participation in sport and physical activity active leads to significant gains in physical and mental health well-being.

16.51 The need for indoor sports facilities in Kirklees has been assessed in the Built Leisure and Sports Facility Strategy, looking at the supply and demand of sports halls, swimming pools, health and fitness facilities together with specialist facility provision, including gymnastics, dance, squash, indoor bowls and indoor tennis, athletics, cycling, golf, combat sport and snow and ice sports.

- 16.52** Kirklees has a reasonable supply of indoor sports and leisure facilities. Sports halls, swimming pools and health and fitness are at the levels expected to meet current demand. Additional water space may be required to meet increased demand from population growth and new housing, and its location may be influenced by these factors and possibly considered alongside other projects such as new school build/development. Demand for gymnastics in the area is high and there is a substantial level of unmet demand - It has been identified that additional specialist gymnastics facilities may assist in meeting demand, and further investigation is needed to establish exactly what is causing this unmet demand and whether this could be improved through development of a standalone facility, a change of existing facility use or part of other facility developments. There are currently no snow or ice sport facilities available within Kirklees with residents accessing these type of facilities in adjoining authorities. The population of Kirklees should be able to support the development of new specialist snow and ice facilities providing the opportunity for residents to experience snow sports.
- 16.53** The need for playing pitches and outdoor sports provision in Kirklees has been assessed in the Playing Pitch Strategy, looking at the local supply and demand for football, rugby, cricket and hockey pitches, artificial grass pitches and provision for tennis and crown green bowling.
- 16.54** There are significant shortfalls in provision for football to accommodate current demand on both adult and youth pitches across Kirklees. A significant shortfall of 3G pitches has been identified and new artificial grass pitches are required to reduce this shortfall, strategically located in line with the FA's move towards a hub model approach. Significant shortfalls have also been identified in cricket provision. In terms of rugby league, need for additional match sessions has been identified on senior pitches to accommodate overlap and future demand
- 16.55** Sport and leisure facilities must be protected where they are needed to meet current and future demand to encourage everyone to be physically active and benefit from a healthy lifestyle. The loss of these facilities will not be permitted unless the site has been assessed as being surplus to requirements and is not required to meet an identified deficiency in an alternative sport, leisure or open space use. Proposals that include replacement sport and leisure facilities will be allowed where equivalent or better compensatory provision can be provided in a location that is easily accessible to existing and potential new users.
- 16.56** Alternative sport and leisure facilities will be permitted where there is a need, particularly where these help to meet/address identified deficiencies.
- 16.57** A key finding of both the Built Sports & Leisure Facilities Strategy and the Playing Pitch Strategy is the potential role of educational sites in provision of facilities and pitches. It is recognised that any school redevelopments or new builds should, if at all possible, be accompanied by community use agreements, opening up the facilities for community use. There is potential opportunity to increase the use of school facilities to help meet local community needs.

Delivery and implementation

- 16.58** The policy will be delivered through the development management process, council policies and plans. The delivery of new and enhanced facilities will be provided by a wide range of public and private sector agencies, community groups and voluntary bodies.

Links with strategic objectives

- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.

16 Health and supporting communities

Alternatives considered

Option 102

An alternative would be to have no policy and rely on national planning policy for the protection of indoor and outdoor sport and recreation facilities. However, the policy provides additional detail relating to local evidence. It sets out local circumstances including specific support for the development of new and enhanced facilities to address deficiencies identified in local strategies and community use of school facilities.

Option 103

An alternative would be to protect all indoor and outdoor sports facilities without exceptions for development. However, this would not reflect individual site circumstances and would be inconsistent with national planning policy.

Supporting evidence

- Kirklees Joint Health & Well-Being Strategy (2014-2020)
- Everybody Active - Kirklees Physical Activity & Sports Strategy (2015-2020)
- Kirklees Playing Pitch Strategy (2015)
- Kirklees Built Leisure & Sports Facilities Strategic Framework (2015)
- Kirklees Open Space Study (2015)

17 Green belt and open space

- 17.1** The green belt and network of open spaces within and around the towns and villages of Kirklees make a significant contribution to the character and attractiveness of the district and people's quality of life.
- 17.2** The National Planning Policy Framework (NPPF) recognises the importance of the green belt, the fundamental aim of which is to prevent urban sprawl by keeping land permanently open. The essential characteristics of the green belt are its openness and permanence. Kirklees has an extensive area of land designated as green belt, representing about 70% of the total land in the district (excluding the Peak District National Park). Within the green belt there is a presumption against development which would be harmful to the purposes of including land within it. National planning policy sets out exceptions where development may not be inappropriate in the green belt.
- 17.3** The NPPF also recognises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Within the urban areas of Kirklees many open spaces, both public and private, provide opportunities for sport and recreation to encourage physical activity and a healthy lifestyle. These urban green spaces also perform an important function by providing visual breaks in built up areas, contributing to the local character and attractiveness of towns and villages and providing important wildlife habitats. Green spaces of particular importance to local communities have been identified for special protection as local green space.
- 17.4** The policies in the plan seek to protect the green belt from inappropriate development and give protection to urban and local green spaces. The council will protect opportunities that support a healthy lifestyle by retaining and enhancing sport and recreation facilities and preventing the loss of open space and green belt where this would be harmful to visual amenity and the character of an area.

17.1 Green belt

17.1.1 Development in the green belt

Policy DLP 55

Development in the green belt

The extent of the Kirklees green belt boundary is set out on the policies map. Inappropriate development in the green belt will not be approved except in very special circumstances in accordance with national policy.

Proposals for development within the green belt should in all instances;

- a. retain its character and openness;
- b. be designed to take into account and seek to enhance the landscape character of the area and be of a high quality of design and materials appropriate to its green belt setting;
- c. result in a good standard of amenity for new and existing users;
- d. retain and where possible enhance visual amenity and biodiversity;
- e. retain and where possible improve existing opportunities for outdoor recreation and access; and
- f. where possible result in the improvement of damaged or derelict land.

17 Green belt and open space

Policy justification

- 17.5** National planning guidance places great emphasis on the role and purpose of the green belt and states that the countryside it protects should be recognised for its intrinsic character and value. This is one of the core principles underpinning the green belt policies in the local plan. Any proposal for development in the green belt should have regard to these core planning principles.
- 17.6** Areas in Kirklees to which green belt policies apply were first defined in the 1960s. The West Yorkshire Structure Plan, approved in 1980, confirmed the general area of the green belt in the district and subsequent local plans identified detailed boundaries. These boundaries were largely carried through into the Kirklees Unitary Development Plan which was adopted in 1999. A detailed review of the green belt boundary has been carried out to support the designation of land as green belt in the draft Local Plan.
- 17.7** The National Planning Policy Framework (NPPF) states that great importance is attached to green belts, the fundamental aim of which is to prevent urban sprawl by keeping land permanently open. Green Belts are said to serve five purposes:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 17.8** Within the green belt there is therefore a presumption against development which would be harmful to the purposes of including land within it. The NPPF states that local planning authorities should plan positively to enhance the beneficial use of the green belt, such as looking at opportunities to provide access, to provide opportunities for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity or to improve damaged and derelict land. In addition, the NPPF sets out those types of development which may not be inappropriate in the green belt, such as buildings for agriculture and forestry and other uses of land that maintain openness, or small scale development that supports existing uses. Inappropriate development is by definition harmful to the green belt and should not be approved unless very special circumstances exist that would outweigh the harm so caused.
- 17.9** It is important that development which is appropriate, or where very special circumstances exist, is not harmful to the visual amenity of the green belt and the draft Local Plan sets out the issues that need to be addressed when any proposal for development in the green belt is being considered. These include the use of high quality materials, a design that is sensitive to its green belt setting, consideration of the amenity of neighbours and in all cases that any impact on openness is kept to a minimum.
- 17.10** Green belt policies are designed to ensure that development that is appropriate, as well as development that is inappropriate but for which there are very special circumstances that justify its acceptance, results in minimal harm to the purposes of including land in the green belt.

Delivery and implementation

- 17.11** This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 104

There could be no policy, thereby relying on the relevant paragraph of the National Planning Policy Framework (NPPF). However, the policy brings together the overarching criteria that should be applied when considering any development in the green belt, including development which may not be subject to other policies.

Supporting evidence

- National Planning Policy Framework (NPPF) 2012

17.1.2 Buildings for agriculture and forestry

Policy DLP 56

Buildings for agriculture and forestry

Proposals for new buildings for agriculture and forestry will normally be acceptable, provided that;

- a. the building is genuinely required for the purposes of agriculture or forestry;
- b. the building can be sited in close association with other existing agricultural buildings, subject to the operational requirements of the holding it is intended to serve. Isolated new buildings will only be accepted exceptionally where there are clear and demonstrable reasons for an isolated location;
- c. there will be no detriment to the amenity of nearby residents by reason of noise or odour or any other reason; and
- d. the resultant development is of a standard of design and materials appropriate to its green belt setting.

Policy justification

17.12 It must be noted that a new dwelling associated with an agricultural or forestry holding is not deemed to be a building for the purposes of agriculture or forestry. Proposals for such dwellings will be considered under the terms of the agricultural and forestry workers policy.

17.13 By far the biggest land use in the green belt is agriculture, and like any other business agricultural holdings will occasionally require new buildings. The construction of buildings for agriculture and forestry is not inappropriate in the green belt and new buildings to support such enterprises will be supported, provided that they are genuinely required in connection with an agricultural or forestry enterprise and that the need can be demonstrated. This will depend on the extent and type of the holding in question and will be unlikely to apply to hobby farms, usually defined as those where the enterprise is not the applicant's main, principal or full time occupation or business. It is also unlikely to apply to a building solely for the purpose of providing security for agricultural implements. In order to minimise impact on the countryside, new agricultural buildings should be located within or close to an existing group of buildings, subject to a consideration of the proper functioning of the enterprise

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they are intended to serve. Development on isolated sites will only be acceptable if there are demonstrable operational reasons for the choice of location and there is no detrimental effect on the landscape.

17.14 When proposals for new agricultural buildings are received the local planning authority will scrutinise the history of the holding to ascertain whether any agricultural or other suitable building has recently been severed from the holding or converted to another use, including those converted to another use under permitted development rights. This may indicate that a genuine agricultural need cannot be demonstrated.

17.15 Wherever possible and in accordance with core planning principles the reuse of existing buildings will be preferable to the erection of new ones.

Delivery and implementation

17.16 This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Support the growth and diversification of the economy, including the provision of a high quality communication infrastructure.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 105

There could be no policy, thereby relying on the relevant paragraph of the National Planning Policy Framework (NPPF) when all such proposals are considered. However, the NPPF gives no guidance on the circumstances under which such buildings are considered to be appropriate or how such buildings should be designed or sited so as to minimise impact on the green belt. The policy therefore adds clarity to the text in the NPPF.

Option 106

The policy could be more specific, for example by setting minimum distances between the new building and existing buildings in other uses. However, this could be too restrictive and may not allow the proper consideration of individual proposals on their own merits.

Supporting evidence

- National Planning Policy Framework (NPPF) 2012

17.1.3 Agricultural workers' dwellings

Policy DLP 57

Agricultural and forestry workers' dwellings

1. Proposals for new dwellings associated with agriculture or forestry will normally be acceptable where;
 - a. there is both an essential and permanent need for the new dwelling based on the functional requirements of the enterprise it is intended to serve;
 - b. the new dwelling is suitably located for the purpose for which it is intended;
 - c. there is no other suitable accommodation available in nearby settlements, no available existing dwelling on the holding and no suitable existing building on the holding available for conversion to residential use that would meet the demonstrated need;
 - d. it can be clearly shown that residential accommodation is required to establish an agricultural or forestry business in the green belt.
2. Where there would be no other justification for such accommodation, consideration will be given only to the grant of planning permission for the siting of a mobile home or other suitable form of temporary accommodation for a maximum of three years. If at the end of this period viability cannot be demonstrated the temporary accommodation would be expected to be removed and the site restored, unless there is clear evidence that a permanent need will be established within a period to be agreed with the local authority;
3. A satisfactory mechanism will be put in place to secure the long term control of the dwelling by the business and of any other dwelling that meets the need of the business. Occupancy of the dwelling in question (and of any other dwelling that meets the need of the business) will be restricted to persons solely, mainly or last working in agriculture or in forestry.
4. Any proposals for a new dwelling deemed disproportionate in scale to the enterprise it is intended to serve or inappropriately sited or designed in terms of impact, including the treatment of land around it, will not be acceptable. Consideration will be given to the removal of permitted development rights for the extension of any dwelling so approved where it is felt that extension could risk rendering the dwelling disproportionate to the holding and so unlikely to remain available for future occupation by an agricultural worker.
5. In all cases the history of the enterprise will be scrutinised and where fragmentation has occurred to sever land from agricultural dwellings or from buildings that could have been converted to residential use a new dwelling will not normally be permitted.
6. Proposals for new dwellings for other workers who deem it necessary to be located at or near their place of work will be considered on a case by case basis, and will be subject to the relevant criteria in this policy.

Policy justification

17.17 National planning guidance states that new homes should be sustainably located and this will normally be within existing towns and villages. The construction of new dwellings in the green belt constitutes inappropriate development and requires very special circumstances to be shown before they can be permitted. Very special circumstances may exist if a new dwelling is required for those engaged in agriculture or forestry where there is both an essential and permanent need for a worker to be housed

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at their place of work. The need for a new dwelling in the green belt for a worker engaged in any other type of enterprise will be judged on a case by case basis. Any such dwelling should be proportionate to the holding or other enterprise it is intended to serve, not the personal preference of the occupier. For this reason consideration may be given to the removal of permitted development rights for the extension of dwellings so approved to ensure that the dwelling remains proportionate and available to the agricultural holding in the long term.

17.18 To demonstrate that the need is essential applications for new dwellings in the green belt should show that a new dwelling is required on the grounds of animal welfare or agricultural/forestry processes, where attendance is needed at short notice, at all times of the day or night and where failure to attend could lead to serious loss of crops or livestock. The location of the dwelling must be suitable for this purpose.

17.19 To demonstrate that the need is permanent, applications for new dwellings in the green belt should show that the worker is required on a full time basis, the enterprise is sound enough to support a permanent need both now and as far as can reasonably be seen ahead and that the dwelling will remain available while ever the need remains.

17.20 Where a new dwelling is being proposed to support a new agricultural or forestry enterprise, or where immediate viability cannot be established but there is a clear functional need, only a temporary planning permission will be granted initially so as to allow the enterprise to be developed or viability to be established. Temporary permission will normally be for a period of three years. Permission for a temporary dwelling should not be approved where a permanent dwelling would not be acceptable. If by the end of the initial three year period the viability of the enterprise cannot be demonstrated temporary permission will not normally be renewed nor will permission be granted for a permanent dwelling. If however, there is clear evidence that a permanent need is being established at the site the local planning authority may exceptionally agree an appropriate extension. If the need cannot be demonstrated then the local planning authority would require the building to be removed as it would be unlikely that a need would be established without repeated renewals.

17.21 It is reasonable to put in place mechanisms to ensure that both the proposed dwelling and any existing dwellings within the holding are retained for use by the enterprise. This will prevent further demand for dwellings in the green belt either because an existing dwelling has ceased to be available or because separate businesses have been created each with a need for residential accommodation. This will be achieved by the use of occupancy conditions. Agricultural occupancy conditions will only be removed where it can be clearly demonstrated that the need for which the dwelling was approved no longer exists.

Delivery and implementation

17.22 This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 107

There could be no policy, thereby relying on the relevant paragraph of the National Planning Policy Framework (NPPF) when all such proposals are considered. However, the NPPF gives no guidance on the circumstances under which such buildings are considered to be appropriate, how dwellings can be retained for use by an agricultural or forestry worker in the long term or how such buildings should be designed or sited so as to minimise impact on the green belt. The policy therefore adds clarity to the text in the NPPF.

Option 108

The policy could be more specific, for example by specifying a maximum size for new dwellings for workers in agriculture or forestry. However, this could be too restrictive and may not allow the proper consideration of individual proposals on their own merits.

Supporting evidence

- National Planning Policy Framework (NPPF) 2012

17.1.4 Facilities for outdoor sport, outdoor recreation and cemeteries

Policy DLP 58

Facilities for outdoor sport, outdoor recreation and cemeteries

In the green belt proposals for new buildings or structures associated with outdoor sport, outdoor recreation or cemeteries will normally be acceptable provided that;

- a. the scale of the building is no more than is genuinely required for the proper functioning of the enterprise or the use of the land to which it is associated;
- b. the building is unobtrusively located and designed so as not to introduce a prominent urban element into a countryside location, including the impact of any new or improved access and car parking areas;
- c. there is no detrimental effect on landscape quality, residential amenity or highway safety;
- d. in the case of all-weather riding arenas or other facilities for the exercising of horses, the degree of engineering operation required and the resultant re-grading of land, including any earth mounding and retaining structures, does not result in incongruous or discordant landform out of character with its setting that cannot be mitigated through the use of appropriate hard and soft landscape techniques.

Policy justification

17.23 There are many existing sport and recreation facilities in the green belt, including stables, football pitches, golf courses, cricket grounds etc. The green belt in Kirklees also contains a number of cemeteries. For their continued proper functioning the need for new associated buildings occasionally

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arises. As the principal objective of green belt policy is to maintain an open character it follows that any new building, as well as the treatment of associated outside space, including for access and car parking should be no more than is genuinely required to enable that use to be carried on. Even then the consequent impact on the green belt may render a proposal unacceptable. In accordance with core planning principles it will be preferable if an existing building can be converted to provide the accommodation required. Any development, including any new access, car parking areas, floodlighting or additional curtilage, should be unobtrusive and will not be acceptable where it would create a significant and essentially urban element in the landscape to the detriment of its green belt setting. Consideration will be given as to whether the new facility proposed would lead to the expansion of the existing use to the extent that it would become unacceptable in its location because the noise and other disturbance it would generate, both on site and on the road network leading to the site, would be harmful to the amenity of local residents or people visiting the area for recreation. In these cases permission should not be forthcoming.

17.24 As a consequence of changes to agricultural practises and a decline in agriculture generally, the fragmentation of former agricultural holdings often results in individual land parcels being used for the keeping and grazing of horses, where a need for new stabling, including associated buildings for the storage of feed and tack, can arise. Usually the proposal will be for ready-made stables and these are generally acceptable where they are of timber construction and can be appropriately and unobtrusively sited. The use of more permanent materials should be resisted as this can result in a proliferation of permanent structures to the detriment of the open character of the landscape should the use as a stable cease. Stables should where possible be sited where access already exists, as the impact of any new access will be taken into account in assessing impact. In all cases the local authority will ensure that regard has been made of latest guidelines on the welfare of horses to ensure that the scale of the proposal is proportionate to the amount of land associated with it. Proposals deemed excessive will not be acceptable.

17.25 Facilities for the exercising of horses, (usually referred to as maneges), riding arenas, training facilities and horse walkers may be acceptable in the green belt as they are associated with an open land use, provided that they can be unobtrusively located and designed and do not detrimentally impact on residential amenity, highway safety and landscape quality. They are structures that require a large, flat surface and in many cases this cannot be achieved without a significant degree of engineering involving the realignment of slopes and erection of retaining structures. This can have a significant impact on the character and appearance of the local landscape and any proposal that would result in a detrimental impact will not be acceptable. Where the degree of engineering and impact can be accepted, it will be expected to be mitigated through the use of appropriate hard and soft landscaping. This will include consideration of the type of surfacing and boundary treatment proposed which should be appropriate to the character of the surrounding landscape. Floodlighting at maneges will not be accepted as this is deemed to have an undesirable urbanising effect and can lead to unacceptable light pollution in the countryside.

Delivery and implementation

17.26 This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 109

There could be no policy, thereby relying on the relevant paragraph of the National Planning Policy Framework (NPPF) when all such proposals are considered. However, the NPPF gives no guidance on the circumstances under which such buildings or structures are considered to be appropriate or how such buildings or structures should be designed or sited so as to minimise impact on the green belt. The policy therefore adds clarity to the text in the NPPF.

Option 110

The policy could be more specific, for example by setting maximum sizes of allowable buildings. However, this could be too restrictive and may not allow the proper consideration of the individual proposals on their own merits.

Supporting evidence

- National Planning Policy Framework (NPPF) 2012

17.1.5 The extension alteration or replacement of existing buildings

Policy DLP 59

The extension, alteration or replacement of existing buildings

Proposals for the extension, alteration or replacement of buildings in the green belt will normally be acceptable provided that:

- a. in the case of extensions the host building remains the dominant element both in terms of size and overall appearance. The cumulative impact of previous extensions and of other associated buildings will be taken into account. Proposals to extend buildings which have already been extended should have regard to the scale and character of the original part of the building;
- b. in the case of replacement buildings, the new building must be in the same use as and not be materially larger than the building it is replacing;
- c. the proposal does not result in a greater impact on openness in terms of the treatment of outdoor areas, including hard standings, curtilages and enclosures and means of access; and
- d. the design and materials used should be sensitive to the character of the green belt setting.

Policy justification

17.27 If building extensions are to be accepted in the green belt it is essential that they should neither prejudice the open character of the green belt nor be disproportionate in relation to the host building. This will avoid detriment to the established character of the area. This consideration will be especially relevant when an extension is proposed to a building which has already been extended.

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17.28 Disproportionate additions will be deemed to be those where the host building is no longer the dominant element and this will not be judged solely on whether the extension is visible from public vantage points, such as roads or footpaths. Just because an extension is not visible from a public vantage point does not make it acceptable as any built form impacts on openness. Assessment will also include consideration of the presence of outbuildings and other curtilage buildings where the cumulative effect of those buildings, the proposed extension and any previous extensions would render the host building subservient in appearance. In the case of buildings that have already been extended the host building should be taken to mean the original building.

17.29 While the essential characteristic of the green belt is its openness it follows that no harm to openness should be caused if a building that is already there is altered or replaced, provided that the new or altered building does not have a greater impact on openness than the one it is replacing.

Delivery and implementation

17.30 This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Provide new homes which meet the needs of the community offering a range of size, tenure and affordability, with good access to employment, shops and services.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 111

There could be no policy, thereby relying on the relevant paragraph of the National Planning Policy Framework (NPPF) when all such proposals are considered. However, the NPPF gives no guidance on the circumstances under which such development is considered to be appropriate or how the development should be designed or sited so as to minimise impact on the green belt. The policy therefore adds clarity to the text in the NPPF.

Option 112

The policy could be more specific, for example by setting maximum additional volumes beyond which extensions or replacement buildings are deemed excessive. However, this could be too restrictive and may not allow the proper consideration of the individual proposals on their own merits.

Supporting evidence

- National Planning Policy Framework (NPPF) 2012

17.1.6 Garden extensions

Policy DLP 60

Garden extensions

Proposals to change the use of land in the green belt to a domestic garden will not normally be permitted. Where it can be shown that very special circumstances exist that would warrant allowing the proposal, consideration will need to be given to the following;

- a. the degree, location and orientation of the enclosure, which should cause least harm to the openness of the green belt; and that
- b. the means of enclosure is appropriate to its setting and is of a high quality of materials and design.

Permitted development rights for structures such as garages, sheds, greenhouses or other ancillary or incidental buildings or structures may be removed if it is considered that they would subsequently result in an unacceptable intrusion of urban character into their green belt setting.

Policy justification

17.31 The change of use of land in the green belt is always inappropriate and will not be acceptable unless very special circumstances exist that outweigh the harm to the green belt by reason of inappropriateness. As one of the principal purposes of the green belt is to maintain openness it follows that the enclosure of land inside a garden will have a detrimental impact and is therefore harmful to the purposes of including land within the green belt. Where it can be demonstrated that there are very special circumstances that would warrant allowing such a change the harm so caused should be kept to a minimum in all cases. Proposals should therefore have regard to whether the garden could result in a degree of infilling or rounding off, and be so designed as to cause least intrusion into any open countryside.

17.32 Consideration may be given to removing permitted development rights for curtilage or ancillary buildings from land so enclosed, where it is felt that their impact would result in an unacceptable degree of harm to openness or where the potential for domestic or other paraphernalia would introduce an essentially urban character into an agricultural or open landscape.

Delivery and implementation

17.33 This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 113

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The National Planning Policy Framework (NPPF) is silent on the issue of the change of use of land in the green belt. All such proposals are therefore inappropriate and require very special circumstances to be demonstrated before they can be permitted. The policy gives guidance on the criteria that would still need to be considered should any proposal for the change of use of land to a garden be justified.

Supporting evidence

- National Planning Policy Framework (NPPF) 2012

17.1.7 Infilling and redevelopment of brownfield sites

Policy DLP 61

Infilling and redevelopment of brownfield sites

Proposals for infilling within existing brownfield sites or for their partial or complete redevelopment will normally be acceptable, provided that:

- a. in the case of infilling, the gap is small and is located between existing built form on a brownfield site;
- b. in the case of partial or complete redevelopment the extent of the existing footprint is not exceeded, unless the resulting development would bring about significant and demonstrable environmental or other improvements;
- c. any new building or structure does not materially exceed the height of the existing built development, unless there are demonstrable operations requirements for such a building; and
- d. the development does not result in any detrimental cumulative impact on the openness of the green belt.

The council recognises that the redevelopment of land at Storthes Hall as identified on the Policies Map may be acceptable provided that the impact on the openness of the green belt is minimised and that the harm is outweighed by the beneficial re-use of this extensive brownfield site.

In those cases where the site is proposed to be redeveloped for a new use the design and materials should have regard to the relevant design policies in this plan, to ensure that the resultant development does not materially detract from its green belt setting.

Policy justification

17.34 As the green belt is very extensive it inevitably includes sites that have a legacy of, or are currently occupied by an industrial use or are otherwise deemed to be previously developed. Where these sites are already covered by buildings it should be possible to add new buildings without impacting on openness provided that the gap they are to occupy is small and they can be accommodated within the existing curtilage. Alternatively, the redevelopment of the site, either in the same use or for a new use, may be acceptable provided that the redevelopment is designed so as not to have any more impact on the openness of the green belt than the existing built form. Assessment of these proposals will also include any intensification of local roads. Extension to the existing curtilage will not be permitted unless it can be clearly shown that this would result in significant environmental improvements, such as the reclamation of derelict or contaminated land. Where this is proposed these areas should be designed to remain largely open.

17.35 Within the site delineated on the Policies Map as 'Land at Storthes Hall', the council will encourage redevelopment proposals that are supported by a master plan in order that the proper planning of the site as a whole can be considered. Special attention will need to be paid within the master plan

to the impact on openness. This is because the original hospital buildings on the southern half of the site were demolished around 15 years ago and that part of the site is now cleared of all buildings. In these circumstances it is inevitable that any redevelopment scheme will impact on openness. The council will take into account the history of permission for redevelopment and the footprint of the original buildings when considering whether the harm caused to openness is outweighed by the beneficial reuse of the site. Where impact is minimised and the scheme has sufficient merit the council will consider that the very special circumstances required to justify inappropriate development have been demonstrated.

17.36 Infilling for the purposes of this policy is defined as development in a small gap between existing buildings on a brownfield site. Such infilling should not result in a greater impact on the open nature of the green belt and should not lead to a material increase in the developed proportion of a site.

17.37 National planning guidance states that new dwellings may not be inappropriate in the green belt where they constitute infilling within existing villages. There are a number of smaller settlements in Kirklees which are overwashed by the green belt. However, none of these settlements are deemed to constitute villages for the purposes of paragraph 89 of the National Planning Policy Framework as they are not sustainable locations for new dwellings. Consequently, new dwellings in the green belt will not be permitted unless very special circumstances exist that would justify allowing the proposal contrary to green belt policy.

Delivery and implementation

17.38 This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 114

There could be no policy, thereby relying on the relevant paragraph of the National Planning Policy Framework (NPPF) when all such proposals are considered. However, the NPPF gives no guidance on the circumstances under which such development is considered to be appropriate or how the development should be designed or sited so as to minimise impact on the green belt. The policy therefore adds clarity to the text in the NPPF.

Option 115

The policy could be more specific, for example by setting maximum percentages for new built form on existing sites. However, this could be too restrictive and may not allow the proper consideration of the individual proposals on their own merits.

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Option 116

There could be a policy that identifies specific villages where infill development may not be inappropriate. However, this would imply that those villages were sustainable locations to accommodate new development and may not allow the proper consideration of individual proposals on their own merits. Additionally, identified local needs for homes and jobs could still be met in smaller settlements subject to policies on the location of development and compliance with national green belt policy.

Supporting evidence

- National Planning Policy Framework (NPPF) 2012

17.1.8 The re-use and conversion of buildings

Policy DLP 62

The re-use and conversion of buildings

Proposals for the conversion or re-use of buildings in the green belt will normally be acceptable where;

- a. the building to be re-used or converted is of a permanent and substantial construction;
- b. the resultant scheme does not introduce incongruous domestic or urban characteristics into the landscape, including through the treatment of outside areas such as means of access and car parking, curtilages and other enclosures and ancillary or curtilage buildings;
- c. the design and materials to be used, including boundary and surface treatments are of a high quality and appropriate to their setting and the activity can be accommodated without detriment to landscape quality, residential amenity or highway safety.

Policy justification

17.39 The conversion or re-use of existing buildings in the green belt in preference to the construction of new ones is one of the core principles underpinning planning as this encourages the recycling of existing resources. It follows that if a building is already there re-using it either for the same use or for a new use should not have a detrimental impact on the openness of the green belt. Proposals which intensify use or extend an existing footprint to the extent that openness is compromised will not normally be permitted. The conversion of buildings of a temporary nature will not normally be permitted as this would lead to a permanent structure of inappropriate design or appearance in the green belt. The conversion of isolated buildings will be carefully considered having regard to the impact of any new use, including access arrangements. Any proposal that would lead to a significant and detrimental impact on openness and tranquillity, including through the intensification of use of access roads and other outside space, will not normally be permitted.

17.40 Where the local planning authority considers that a sensitive design is necessary to protect the character of the building and its surroundings or to avoid adverse impact on visual amenity, permitted development rights may be removed when planning permission is granted. This is to ensure that subsequent alterations to the building, including the treatment of areas for access and hardstanding or the erection of ancillary or curtilage buildings will be subject to planning control.

Delivery and implementation

17.41 This policy will be delivered by developers, but will be assisted by the council through any advice given at pre-application stage and through all other relevant stages of the application process.

Links with strategic objectives

- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.
- Promote the use of brownfield land to meet development needs and support the regeneration of areas.

Alternatives considered

Option 117

There could be no policy, thereby relying on the relevant paragraph of the National Planning Policy Framework (NPPF) when all such proposals are considered. However, the NPPF gives no guidance on the circumstances under which such development is considered to be appropriate or how the development should be designed or sited so as to minimise impact on the green belt. The policy therefore adds clarity to the text in the NPPF.

Option 118

The policy could be more specific, for example by specifying which designs of buildings or which types of materials are considered to be permanent or substantial. However, this could be too restrictive and may not allow the proper consideration of individual proposals on their own merits.

Supporting evidence

- National Planning Policy Framework (NPPF) 2012

17.2 Urban green space

Policy DLP 63

Urban green space

Proposals will not be permitted within Urban green space identified on the Policies Map, except where the proposed development:-

- a. demonstrates an assessment showing the open space is clearly no longer required to meet local needs for open space, sport or recreational facilities; or
- b. provides equivalent or better replacement open space, sport or recreation facilities in size, quality and accessibility within an easily accessible location for existing and potential new users; or
- c. is for an alternative open space, sport or recreation use that is needed to help address identified deficiencies and clearly outweighs the loss of the existing green space; or

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- d. relates to the continuation or enhancement of the main use of the site and maintains the quality and function of the green space; or
- e. results in a substantial community benefit that clearly outweighs the harm resulting from the loss of the existing green space.

The protection set out in this policy also applies to other smaller valuable green spaces not identified on the Policies Map.

Policy justification

- 17.42** Green spaces close to where people live provide opportunities for sport, recreation and play providing enjoyment, encouraging healthy lifestyles and benefiting mental well-being. They are also an essential component of the quality and local character of areas, providing visual amenity and wildlife value.
- 17.43** Everybody Active - Kirklees Physical Activity & Sports Strategy (2015-2020) aims to encourage everyone to be active whether it be through work, playing sport, travel or leisure. Being more active leads to significant gains in physical and mental health, builds vibrant, stronger communities and can make an economic contribution through improving skills and attracting inward investment.
- 17.44** The shared aim of the Kirklees Joint Health and Well-being Strategy (2014-2020) is to combine 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. Open spaces that encourage physical activity and support positive emotional well-being are a key factor in delivering this aim for Kirklees.
- 17.45** In Kirklees, green spaces of identifiable value within the towns and villages, which are above 0.4 hectares in size, are identified as urban green space and shown on the Policies Map. This includes sites in public and private ownership and includes parks, recreation grounds, school grounds with playing fields, allotments, woodlands, public and private playing fields, other outdoor sports facilities, such as bowling greens and tennis courts, children's play areas, amenity green space, cemeteries and churchyards.
- 17.46** There are other smaller green spaces of less than 0.4 hectares that are not identified on the Policies Map but are included in the council's Open Space Study. These smaller sites which are of value as green space will be afforded the same level of protection as urban green space shown on the Policies Map.
- 17.47** In order to safeguard urban green space and avoid further open space deficiencies, it is important that existing areas of open space are retained and protected from development. Development proposals that would result in the loss of valuable green space will not be permitted. National planning guidance is clear that existing open space, sports and recreational buildings and land should not be built on unless development proposals meet the exceptions set out in NPPF. Exceptions may be made where an assessment shows the green space to be clearly surplus to requirements. Assessments of the supply and demand for open space, sport and recreation facilities across Kirklees have been undertaken as part of the council's up-dated Open Space Study, Open Space Demand Assessment, Playing Pitch Strategy and Built Leisure and Sport Facilities Framework. These studies identify existing and future deficiencies in terms of the quantity and quality of provision.
- 17.48** Development of urban green space and smaller valuable green spaces may also be permitted where replacement equivalent or better provision can be created to serve the same community. The new open space must be as easily accessible for existing and potential new users and at least equivalent in type, quantity and quality to that of the green space being replaced.

17.49 Development proposals that provide alternative open space, sport or recreational facilities on green spaces could be also supported, particularly where they can help meet identified shortfalls in provision in the area. The council will therefore need to consider how the site currently meets the district wide open space standards for quantity, quality and accessibility. In all cases, the need for alternative provision should clearly outweigh the loss of the existing green space.

17.50 Proposals involving the continuation or enhancement of an existing open space use may be allowed, for example in connection with existing educational, sport, recreational or community uses, provided the function and quality of the green space is maintained. Examples could include additional classrooms, sports pavilions, changing facilities and equipped children's play areas.

17.51 In exceptional circumstances, planning permission may be granted within urban green space or smaller valuable green spaces where it can be shown that the proposed development would result in a substantial and specific benefit to the local community that clearly outweighs the loss of the existing green space.

Delivery and implementation

17.52 The policy will be delivered through development management processes. Significant quantity and quality changes to open space provision in the district will be included in the council's Annual Monitoring Report.

Links with strategic objectives

- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 119

No policy – National policy is clear in terms of the approach that should be taken towards protecting open space, sport and recreation facilities. This policy provides for the protection of these sites that are important within the towns and villages across Kirklees and sets out local exceptions where development may be permitted. The policy sets out local circumstances that would apply and is specific about application of the policy to smaller sites not shown on the Policies Map.

Supporting evidence

- Kirklees Joint Health & Well-being Strategy (2014-2020)
- Everybody Active - Kirklees Physical Activity & Sports Strategy (2015-2020)
- Kirklees Open Space Study (2015)
- Kirklees Open Space Demand Assessment (2015)
- Kirklees Playing Pitch Strategy (2015)
- Kirklees Built Leisure and Sports Facilities Strategic Framework (2015)

17 Green belt and open space

17.3 Local Green Space

Policy DLP 64

Local green space

The council will give special protection to sites designated as Local Green Space that are important to the local community and shown on the Policies Map.

Inappropriate development within a designated Local Green Space will not be permitted other than in very special circumstances, except:-

- a. new buildings for appropriate facilities for outdoor sport, outdoor recreation and cemeteries, provided they do not conflict with the purpose of the Local Green Space;
- b. the extension or alteration of a building provided that it does not result in disproportionate addition over and above the size of the original building;
- c. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.

Policy justification

17.53 National planning policy allows the designation of Local Green Spaces. These are green areas that are of particular importance to local communities and which they wish to see have special protection against development.

17.54 National policy is clear that Local Green Space designation is not appropriate for most green areas or open space. Local Green Space is reasonably close to the community it serves, is demonstrably special to the local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife. They are local in character and not an extensive tract of land.

17.55 The Local Green Spaces in Kirklees are shown on the Policies Map and have been put forward by the local community.

17.56 Special protection is given to Local Green Space. Inappropriate development is harmful to Local Green Space and will not be allowed other than in very special circumstances. The exceptions to development are set out in paragraphs 89 and 90 of the NPPF and include the provision of appropriate facilities for outdoor sport and recreation and appropriate extensions, alterations or replacement of existing buildings.

Delivery and implementation

17.57 The policy will be delivered through development management. Designation of Local Green Spaces can also occur through Neighbourhood Plans.

Links with strategic objectives

- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

Alternatives considered

Option 120

No policy – this is not a reasonable alternative as national policy is clear in terms of the approach councils should take towards providing special protection for Local Green Space.

Supporting evidence

- Kirklees Early Engagement feedback

17.4 New open space

Policy DLP 65

New open space

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 existing open space provision in the area assessed in accordance with the council's district wide open space standards. This 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 sufficient to meet local needs, new open space should be provided on-site for amenity purposes and achieve a well-designed scheme. New provision should complement existing facilities in the vicinity and enhance the natural landscape/environment.

In areas where existing open space provision is not sufficient to meet local needs, the expansion or improvement of existing open space provision in the area will be sought where appropriate to accommodate the needs of the development. 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.

The co-location of open space, sport and recreation facilities will be encouraged.

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.

17 Green belt and open space

Policy justification

- 17.58** The provision of high quality open spaces, such as parks, recreation grounds, amenity green space, public and private playing fields, play areas for children and young people, nature areas, woodlands, allotments and opportunities for local food growing, is important to ensure that the appropriate amount and type of facilities are available in the right places to enable sport and recreational needs to be met as locally as possible and to contribute to the health and well-being of communities.
- 17.59** National policy requires that planning policies be based on robust and up-to-date assessments of the needs for open space and opportunities for new provision. In accordance with this requirement, the council has undertaken an up-dated Open Space Study to assess the supply and demand for open spaces across Kirklees. This includes an audit of the quantity, quality and accessibility of existing open spaces in the district and sets local open space standards against which to assess the adequacy of the existing supply. An Open Space Demand Assessment has also been carried out to identify the views and expectations of local residents, communities and key stakeholders about the provision of open spaces.
- 17.60** The overall provision of open space in Kirklees is generally good but the distribution of sites is not evenly spread throughout the district with some areas having gaps and significant shortfalls in the quantity, quality and accessibility of some types of open space.
- 17.61** New or improved open spaces will be required to meet increased demand from population growth and new housing development and to help address existing open space deficiencies. The council will therefore seek additional provision through development proposals.
- 17.62** In determining the nature of open space required, the council will consider the needs arising from the proposed development based on the use and type of housing proposed. Different types of housing proposals will generate different open space needs, for example, family housing will be expected to make provision for children and young people. Whereas, for single bedroom dwellings, sheltered housing and student accommodation the provision of amenity greenspace is likely to be more appropriate.
- 17.63** The required new open space will also be determined by taking into account the adequacy of existing provision as identified in the Open Space Study and assessed against the local standards for open space provision. In areas identified as having sufficient open space provision, new public open space should be provided on-site for amenity purposes and to achieve a well-designed scheme. In areas identified as being deficient in open space provision, the expansion or improvement of existing provision in the area will be sought where appropriate to accommodate the needs of the development. The co-location of open space, sport and recreation facilities will be encouraged so that a range of different types of facilities can be located next to each other.

Type of	Quantity	Quality	Accessibility
Open Space	Minimum hectares per 1,000 population	Site Assessment Rating	Minimum walk time or distance for residents in towns or villages
Parks & Recreation Grounds	0.8	High	15 minutes/720 metres 30 minutes travel time of a major park
Natural/ Semi- Natural	2.0	High	15 minutes/720 metres 2km of a 20ha site

Type of Open Space	Quantity Minimum hectares per 1,000 population	Quality Site Assessment Rating	Accessibility Minimum walk time or distance for residents in towns or villages
Amenity Greenspace	0.3	High	10 minutes/480 metres
Allotments	0.5 ha per 1,000 households	High	15 minutes/720 metres
Provision for Children & Young People	No standard	N/A	15 mins walk/720 metres for children's provision and 2km for youth facilities

Table 7 District wide open space provision standards

17.64 Detailed guidance about how the policy will be applied will be set out in an Open Space Supplementary Planning Document.

17.65 Budget cuts for local authorities are posing significant pressures on the council's ability to improve and maintain new open spaces. The council are therefore looking at delivering new open space differently through a better, sustainable and community led approach to the way public open spaces are managed and maintained within Kirklees. The vision is for local people to do more for themselves and to take ownership and maintain public open spaces on new residential developments, for example through social enterprises. Development proposals which encourage the management and maintenance of new open spaces and community assets in collaboration with the communities and local residents they serve will be supported.

Delivery and implementation

17.66 The policy will be delivered through development management. The district wide open space provision standards will be monitored through the council's Annual Monitoring Report.

Links with strategic objectives

- Tackle inequality and give all residents the opportunity of a healthy lifestyle, free from crime and to achieve their potential in work and education.
- Protect and improve green infrastructure so that residents have access to good quality open spaces, sport and recreation opportunities, and for wildlife to flourish.
- Protect and enhance the characteristics of the built, natural and historic environment, and local distinctiveness which contribute to the character of Kirklees.

17 Green belt and open space

Alternatives considered

Option 121

No policy - This is not a reasonable alternative to put forward as the policy provides guidance about the provision of new open space in relation to meet the needs of the development and local needs for open provision.

Option 122

An alternative option would be to continue the approach set out in Kirklees Unitary Development Plan policy H18, requiring housing proposals on sites of 0.4 ha or above to provide public open space provision at a minimum of 30 sq metres per dwelling. However, this does not require all housing developments to provide open space and does not allow individual circumstances to be taken into account.

Supporting evidence

- Kirklees Joint Health & Well-being Strategy (2014-2020)
- Everybody Active - Kirklees Physical Activity & Sports Strategy (2015-2020)
- Kirklees Open Space Study (2015)
- Kirklees Open Space Demand Assessment (2015)
- Kirklees Playing Pitch Strategy (2015)
- Kirklees Built Leisure and Sports Facilities Strategy (2015)

18 Monitoring and implementation

18.1 Monitoring is essential to establish what is happening now and to understand what may happen in the future. It ensures that there is a continuous process to review how effective the local plan is in delivering its spatial strategy and policies and in meeting sustainable development objectives outlined in national planning policy and the local plan sustainability appraisal assessment.

18.2 The purpose of the Local Plan monitoring framework is to:

- assess the performance of the plan in delivering the spatial vision and objectives;
- establish whether policies have unintended consequences;
- identify a need for additional policies or supplementary planning documents; and
- establish whether targets are being achieved; and establish whether assumptions and objectives behind policies are still relevant;
- demonstrate the plan is deliverable in the plan period.

18.3 The outcome of the monitoring may result in:

- a review or partial review of the Local Plan;
- priorities for the preparation of Supplementary Planning Documents or other supporting evidence/documents;
- direct investment to bring forward infrastructure or plan allocations which have not come forward due to changes in circumstances. Where appropriate, the council will work collaboratively with developers and stake holders to find a solution or it may be able to use its influence and powers to assist in the delivery.

18.4 The Local Plan monitoring indicators/targets are outlined in Appendix 2 Monitoring framework. This section sets out the council's approach to defining the indicators and targets.

18.5 In developing the monitoring framework, each policy was assessed to identify:

- appropriate indicators/targets;
- links to sustainability appraisal indicators;
- evidence and data sources;
- existing or new monitoring requirements; and
- the responsibility for monitoring and commitment to future monitoring.

18.6 Indicators have been identified through work with Leeds City Region authorities. In March 2014, Leeds City Region Heads of Planning (21st March 2014) reached agreement on key planning indicators across Leeds City Region to enable monitoring of strategic planning issues and to assess progress against the Strategic Economic Plan and Local Enterprise Partnership Plan Priorities. These indicators are already monitored by all (or the majority) of Leeds City Region authorities and also allows comparison between authorities.

18.7 The indicators relate to the following thematic areas:

- waste and minerals;
- energy;
- housing;
- employment;
- appeals;
- traveller communities; and
- environment.

18 Monitoring and implementation

- 18.8** The council produces an Annual Monitoring Plan. This document includes a number of indicators and targets which originated from national guidance. There is some overlap with the indicators identified by the Leeds City Region. The remaining indicators and targets have been included within the Local Plan monitoring framework.
- 18.9** In order to monitor the effectiveness of policies and specific impacts on Kirklees, a range of Kirklees indicators have been identified.
- 18.10** Sustainability appraisal and strategic environmental assessment requirements identify a need to consider significant effects of policies. These are outlined in the Kirklees Sustainability Appraisal. The monitoring framework identifies how the Local Plan policies will deliver the Local Plan objectives and the sustainability appraisal objectives.
- 18.11** The council has ensured the monitoring framework is Specific, Measurable, Achievable and Realistic and where appropriate, Time bound (SMART) in order that the Local Plan Strategy will meet the National Planning policies test of soundness. Some of the policies will relate to more than just one indicator there by a more comprehensive snap shot may be achieved. One indicator may have a multiple of uses and therefore refer to more than just one policy.
- 18.12** Monitoring data will be drawn from a whole range of sources. These sources will include national, regional and locally published sources, surveys carried out by the council.
- 18.13** The Local Plan policies will be delivered through a number of mechanisms, including but not exclusive to:
- development management, through consideration of planning applications;
 - policy planning, through the preparation of more detailed or supporting guidance such as Area Actions Plans or Supplementary Planning Documents;
 - partnership working with duty to co-operate bodies, developers, infrastructure providers;
 - funding mechanisms including the Community Infrastructure Levy and other funding mechanisms;
 - preparation of neighbourhood development plans;
 - regular updating of the evidence base to support the Local Plan, as required.

Glossary

Active travel

Alternative modes of transport to the private car such as walking and cycling.

Adoption

The final confirmation of a development plan or status by a local planning authority.

Affordable housing

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.

Aggregates

Sand, gravel, crushed rock and other bulk materials used by the construction industry.

Air Quality Management Area

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Allocation

Land identified in a development plan as being acceptable in principle for development for a specific land use.

Annual Monitoring Report (AMR)

Assesses the implementation of the Local Development Scheme and the extent to which policies in the Local Development Documents are being successfully implemented.

Appropriate assessment

Undertaken as part of a Habitats Regulations Assessment to establish the impacts a Local Development Document will have on a range of European designated sites.

Area Action Plan (AAP)

A type of Development Plan Document which focuses upon a specific location or an area subject to conservation or significant change (for example major regeneration).

B Class uses

The B1 use class comprises a) offices (other than banks, building societies, estate agents, employment agencies and similar businesses where services are provided principally to members of the public b) research and development and c) light industry; B2 use class covers general industry and B8 use class covers storage and distribution.

Biodiversity

A measure of the number and range of species and their relative abundance in a community.

Biodiversity Action Plan (BAP)

An internationally recognised program addressing threatened species and habitats and is designed to protect and restore biological systems.

Brownfield land (previously- developed land)

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Climate change adaptation

Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities. Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions

Community Infrastructure Levy (CIL)

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Comparison shopping

The purchase of items not obtained on a frequent basis where the shopper compares the price and quality before a purchase is made, e.g. clothes, fashion, gift merchandise, electrical goods, and furniture. Generally high street shopping.

Conservation Area

An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas Act) 1990. There is a statutory duty to preserve or enhance the character, appearance, or setting of these areas.

Conservation character area appraisal

An appraisal of the characteristics and features that are important to the character of a particular Conservation Area.

Convenience shopping

Broadly defined as food shopping, drinks, tobacco, newspapers, magazines and confectionery, purchased regularly for relatively immediate consumption. Generally supermarket shopping.

Contaminated land

Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.

Density (Housing)

The number of dwellings per net residential area, normally measured by dwelling per hectare.

Density (Job)

The number of jobs in relation to the working age population.

Developer contribution

Financial and physical contributions necessary and directly related to the needs of a development for infrastructure and community facilities. They are usually secured by the use of a planning obligation.

Development

This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

Development plan

This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

Environmental Impact Assessment (EIA)

A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment. Flood Risk Assessment

Equality Impact Assessment (EqIA)

The Equality Act 2010 requires local authorities to have a public duty to have regard to eliminating unlawful discrimination, promoting equality of opportunity and promoting good relations between different groups.

Flood risk assessment

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Geodiversity

The range of rocks, minerals, fossils, soils and landforms.

Greenfield land/site

An undeveloped site, especially one being evaluated and considered for commercial development or exploitation.

Green belt

A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt are to:

- check the restricted sprawl of large built up areas;
- prevent neighbouring towns from merging;
- safeguard the countryside from encroachment;
- preserve the setting and special character of historic towns;
- assist urban regeneration by encouraging the recycling and other urban land.

Green infrastructure

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Gypsies and travellers

For the purposes of planning policy “gypsies and travellers” means:

Glossary

Persons of nomadic habit of life whatever their race or origin, including such persons who on the grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

In determining whether persons are “gypsies and travellers” for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters.

- whether they previously led a nomadic habit of life
- the reasons for ceasing their nomadic habit of life
- whether there is an intention of living a nomadic habit in the future, and if so, how soon and in what circumstances.

Habitat

The natural home of an animal or plant often designated as an area of nature conservation interest.

Habitats Regulation Assessment

The European Habitats Directive (92/43/EC) requires ‘appropriate assessment’ of plans and projects that are, either alone or in combination with other plans and projects, likely to have a significant impact on national and international designated sites.

Heritage assets

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Infrastructure

The basic physical and organisational structures and facilities (e.g. buildings, roads, and power supplies) necessary for development to take place.

Infrastructure Delivery Plan

This will set out the current planned and required infrastructure, when it will come forward, who will be leading on each aspect and funding responsibilities.

Landscape character assessment

A background study that identifies the features or combinations of elements that contribute to the character of the landscape. LCA's can make a contribution to planning policies and the allocation of land for development.

Local Enterprise Partnership (LEP)

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local geological site

Defined area identified and selected locally for its geological value.

Local green space

Green areas which are particularly important to local communities requiring special protection.

Local Nature Partnership

A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local wildlife site

Defined area identified and selected locally for its nature conservation value.

Main town centre uses

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).

Masterplan

A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.

Mineral safeguarding area

An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Neighbourhood Plan

A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Open space

All open space of public value, which offer important opportunities for sport and recreation and can act as a visual amenity.

Previously developed land (brownfield land)

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary shopping area

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Primary and secondary frontages

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater op

Renewable and low carbon energy

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Special Protection Areas

Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Strategic Environmental Assessment

A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Sustainable transport modes

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Transport assessment

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport statement

A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Travel plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Travelling showpeople

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes gypsies and travellers.

Wildlife corridor

Areas of habitat connecting wildlife populations.

Windfall sites

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendix 1 Replaced Unitary Development Policies

- 1.1** The Town and Country Planning (Local Planning) (England) Regulations 2012 state that where a local plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.
- 1.2** The following table sets out the Kirklees Unitary Development Plan (UDP) saved policies proposed to be superseded by the draft Local Plan.

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
D1	Loss of valuable land	DLP53 Urban greenspace
D2	Land without notation	DLP25 Design
D3	Urban Greenspace	DLP53 Urban greenspace
D4	Change of use or redevelopment	DLP53 Urban greenspace
D5	Provisional open land	DLP5 Safeguarded land
D6	Green corridors	DLP32 Strategic green infrastructure
D7	Green corridor gaps	DLP32 Strategic green infrastructure
D10	Outdoor sport and recreation in the green belt	DLP58 Facilities for outdoor sport, outdoor recreation and cemeteries
D11	Extension of buildings in the green belt	DLP59 The extension, alteration or replacement of existing buildings in the green belt
D12A	Removal of permitted development rights in the green belt	Deleted
D13	Infill in green belt settlements	DLP61 Infilling and redevelopment of brownfield sites
D15	Storthes Hall University site	DLP61 Infilling and redevelopment of brownfield sites
NE3	Sites of Scientific Interest	DLP31 Biodiversity and geodiversity
NE4	Sites of Wildlife Significance	DLP31 Biodiversity and geodiversity
NE5	Wildlife corridors	DLP31 Biodiversity and geodiversity
NE6	Water and wetlands	DLP31 Biodiversity and geodiversity
NE8A	The Peak District National Park	DLP33 Landscape
NE9	Development proposals affecting trees	DLP34 Trees
BE1	Quality of design	DLP25 Design
BE2	Design	DLP25 Design

Appendix 1 Replaced Unitary Development Policies

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
BE5	New development in conservation areas	DLP36 Historic environment
BE6	Impact on infill on conservation area	DLP36 Historic environment
BE9	Archaeological value of class 1 or 11 sites	DLP36 Historic environment
BE10	Archaeological value of class 1, 11 or 111	DLP36 Historic environment
BE11	Building materials	DLP25 Design
BE12	Space about buildings	DLP25 Design
BE13	Extensions to buildings	DLP25 Design
BE14	Extensions to terraced, semi-detached or closely spaced detached dwellings	DLP25 Design
BE15	Dormer extensions	DLP25 Design
BE16	Shopfronts	DLP26 Advertisements and shopfronts
BE17	New shopfronts in conservation areas or on listed buildings	DLP26 Advertisements and shopfronts
BE18	Security shutters for shop windows in town centres	DLP26 Advertisements and shopfronts
BE20	Access for disabled people	DLP25 Design
BE21	Access to open space by disabled people	DLP25 Design
BE22	Parking facilities for people with disabilities	DLP22 Parking
BE23	Crime prevention measures	DLP25 Design
EP3	Development affecting washland	DLP28 Flood risk
EP3A	Culverting and canalisation	DLP28 Flood risk
EP4	Noise sensitive locations	DLP50 Protection and improvement of environmental quality
EP6	Development and noise	DLP50 Protection and improvement of environmental quality
EP7	Small turbines	DLP27 Renewable and low carbon energy
EP8	Medium and large turbines	DLP27 Renewable and low carbon energy
EP8A	Safeguarding wind turbines	DLP27 Renewable and low carbon energy
EP10	Energy efficient site development	DLP27 Renewable and low carbon energy
EP11	Ecological landscaping	Deleted

Appendix 1 Replaced Unitary Development Policies

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
EP12	Overhead power lines	Deleted
EP30	Construction sites	Deleted
M1	Mineral extraction and restoration measures	DLP37 Mineral extraction DLP38 Site restoration and aftercare
M1A	Aggregate supply	DLP37 Mineral extraction
M2	Locations for mineral extraction	DLP37 Mineral extraction
M3	Mineral extraction	DLP37 Mineral extraction
M4	Mineral extraction from former waste deposits	DLP37 Mineral extraction
M5	Safeguarded mineral reserves	DLP39 Mineral safeguarding
WD1	Waste storage, transfer, treatment, recycling and final disposal	DLP47 New waste management facilities
WD4	Use of agricultural land for waste disposal	Deleted on the basis that no requirement identified in Minerals Needs Assessment
WD5	Disposal of waste to landfill	DLP45 Waste disposal
WD6	Waste transfer, treatment and/or reduction sites	DLP47 New waste management facilities
WD7	Use of land for the receipt, storage, treatment, incineration and recovery of materials and transfer of waste	DLP47 New waste management facilities
T1	Transport strategy	DLP19 Strategic transport infrastructure DLP20 Sustainable travel and demand management DLP23 Core road and bus networks DLP24 Core walking and cycling
T2	Priorities for transport improvements	DLP19 Strategic transport infrastructure
T6	The strategic highways network	DLP19 Strategic transport infrastructure
T10	Highway and accessibility considerations in new development	DLP25 Design DLP23 Highways and access
T13	Park ride	DLP22 Parking

Appendix 1 Replaced Unitary Development Policies

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
T14	Pedestrian improvements	DLP23 Highways and access DLP27 Design
T15	Pedestrian improvements in Huddersfield, Batley and Holmfirth	DLP24 Core walking and cycling
T16	Pedestrian routes and new developments	DLP4 Masterplanning large site DLP21 Highways and access DLP24 Core walking and cycling network DLP25 Design
T17	Cyclists	DLP4 Masterplanning large sites DLP21 Highways and access
T18	Strategic routes for pedestrians and cyclists	DLP24 Core walking and cycling network
T19	Off-street parking	DLP22 Parking
T20	Town centre car parking	DLP22 Parking
T23	Re-use of disused railways for transport purposes	DLP24 Core walking and cycling network
T24	Proposals for the enhancement of railway stations	DLP19 Strategic transport infrastructure
T25	Use of waterway network for freight movement	Deleted
DL2	Priorities for the reclamation of derelict land	DLP6 Efficient and effective use of land and buildings
DL3	Derelict land reclamation sites	DLP6 Efficient and effective use of land and buildings
DL4	Improvement and re-use of neglected land	DLP6 Efficient and effective use of land and buildings
B1	Employment strategy	DLP2 Location of new development
B2	Land for business and industry	DLP8 Safeguarding employment land and premises
B3	Buffer zones allocated for industry	DLP4 Masterplanning large sites DLP27 Design

Appendix 1 Replaced Unitary Development Policies

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
B4	Change of use of premises and sites with established use, or last used for business and industry	DLP8 Safeguarding employment land and premises DLP21 Highways and access DLP25 Design
B5	Extensions to business premises	DLP25 Design
B6	Conversion of buildings and redevelopment in older industrial areas for B1	DLP8 Safeguarding employment land and premises
B11	Use of dwelling as a base for private hire vehicle	DLP21 Highways and access DLP25 Design
B12	Use of residential premises for childminding	DLP21 Highways and access DLP25 Design
B14	Major hotels and conference facilities	DLP13 Town centre uses
H1	Housing strategy	DLP2 Location of new development
H2	Housing regeneration areas	Deleted
H4	Conversion of residential property to other uses	DLP21 Highways and access DLP25 Design DLP49 Community facilities and services
H6	Sites for new housing	DLP2 Location of new development
H8	Conversion to residential use	DLP21 Highways and access DLP25 Design
H9	Living over the shop	DLP15 Residential in town centres DLP21 Highways and access DLP25 Design
H10	The provision of affordable housing	DLP11 Affordability and mix of housing
H11	Affordable housing as an exception to policies of restraint	DLP11 Affordability and mix of housing

Appendix 1 Replaced Unitary Development Policies

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
H12	Arrangements for securing affordability	DLP11 Affordability and mix of housing
H15	Houses for multiple occupation	DLP21 Highways and access DLP25 Design
H16	Residential homes for the elderly	DLP11 Affordability and mix of Housing
H18	Provision of open space for new housing	DLP65 New open space
C1	Community facilities	DLP49 Community facilities and services
C2	Special community needs	DLP15 Residential in town centres DLP21 Highways and access DLP49 Community facilities and services
C3	Sites for new school facilities	DLP50 Educational and health care needs
C10	Associated outdoor play areas for day nurseries	DLP25 Design
C12	Childcare for visitors to facilities	Deleted
C13	Provision for public toilets	Deleted
S1	Shopping and service strategy	DLP13 Town centre uses DLP17 Huddersfield town centre DLP18 Dewsbury town centre
S4	Large new stores	DLP13 Town centre uses
S7	Retail sales to the public from builders merchants	Deleted
S8A	Mill or factory premises	DLP13 Town centre uses DLP21 Highways and access DLP25 Design
S8B	Farm shops	DLP10 Supporting the rural economy DLP13 Town centre uses DLP21 Highways and access DLP25 Design

Appendix 1 Replaced Unitary Development Policies

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
S11	Service uses	DLP14 Shopping frontages
S14	Hot food takeaways	DLP16 Food and drink uses and the evening economy DLP48 Healthy, active and safe lifestyles
S15	Taxi booking offices	DLP21 Highways and access DLP25 Design
R1	Recreation facilities	DLP48 Healthy, active and safe lifestyles DLP55 Sport and physical activity
R4	Sports stadia	DLP21 Highways and access DLP22 Parking DLP25 Design
R6	Public open space	DLP54 Sport and physical activity DLP56 Urban green space DLP65 New open space
R7A	Private playing fields	DLP54 Sport and physical activity DLP56 Urban green space
R9	Allotments	DLP48 Healthy, active and safe lifestyles
R13	Rights of way and public access areas	DLP32 Strategic green infrastructure
R15	Golf courses	DLP21 Highways and access DLP25 Design DLP33 Landscape DLP54 Sport and physical activity
R16	Golf driving ranges	DLP21 Highways and access DLP25 Design DLP33 Landscape

Appendix 1 Replaced Unitary Development Policies

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
		DLP54 Sport and physical activity
R18	Canals and rivers	DLP24 Core walking and cycling network DLP25 Design DLP31 Biodiversity and Geodiversity
R20	Tunnel end, Marsden	Deleted
R21	Castle Hill, Huddersfield	DLP36 Historic Environment
TC1	Role of Huddersfield Town Centre	DLP17 Huddersfield Town Centre
TC3	Pedestrian arcades and yards	DLP17 Huddersfield Town Centre
TC8	Class B1 Business uses	Deleted
TC10	Conversion of residential to B1	DLP17 Huddersfield Town Centre DLP21 Highways and Access DLP25 Design
TC12	Industry and warehousing	DLP8 Safeguarding employment land and premises DLP17 Huddersfield Town Centre
TC17	Larchfield Mills Footbridge	Deleted
TC18	Huddersfield Narrow Canal and Riverside	DLP17 Huddersfield Town Centre
TC22	Scale and massing of new development	DLP25 Design
TC24	Pedestrian links between the town centre and Chapel Hill and Aspley Basin	DLP17 Huddersfield Town Centre
TC27	Huddersfield Technical College and Greenhead College	Deleted
TC32	Pedestrian links	DLP17 Huddersfield Town Centre DLP21 Highways and access

Appendix 1 Replaced Unitary Development Policies

UDP Policy no	Kirklees Unitary Development Plan Policy Title	Draft Local Plan Replacement Policy
TC33	Servicing	DLP21 Highways and access DLP25 Design
TC35	Car parking – Fitzwilliam Street	Deleted
TC37	Opportunity sites	Deleted

Table 8

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Appendix 2 Monitoring framework

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP1a	Presumption in favour of sustainable development	Council, developers, house builders, RSLs, local businesses, inward investors	All	All	Covered by other indicators in the monitoring framework	No specific target
DLP2a	Location of new development	Council, developers, house builders, RSLs, local businesses, inward investors	All	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 16, 19	Proportion of residential, employment and mixed use development within urban areas and/or on housing, employment and mixed use allocations	100%
DLP2b	Location of new development	Council, developers, house builders, RSLs, local businesses, inward investors	All	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 16, 19	Proportion of retail, leisure, office, cultural and tourism floorspace in defined centres and/or mixed use allocations	100%
DLP2c	Location of new development	Council, developers, house builders, RSLs, local businesses, inward investors	All	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 16, 19	Percentage of new and converted dwellings and employment floorspace on previously developed land	No specific target
DLP2d	Location of new development	Council, developers, house builders, RSLs, local businesses, inward investors	All	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 16, 19	Monitoring of PEAs	No loss of area of PEAs
DLP2e	Location of new development	Council, developers, house builders, RSLs, local businesses, inward investors	All	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 16, 19	Refusals on PDL	No specific target
DLP3a	Providing infrastructure	Council, developers, infrastructure providers	All	1, 2, 3, 4, 6, 8, 9, 10, 17, 18, 19	Amount of S106/CIL monies received and spent	S106/CIL will be monitored annually
DLP3b	Providing infrastructure	Council, developers, infrastructure providers	All	1, 2, 3, 4, 6, 8, 9, 10, 17, 18, 19	Progress of the infrastructure items as prioritised within the Infrastructure Delivery Plan	Delivery of prioritised items within agreed timeframes
DLP4a	Masterplanning large sites	Council, developers	All	1, 6, 9, 10, 11	Number of master plans received.	No specific target
DLP5a	Safeguarded land (Land to be safeguarded for potential future development)	Council	8, 9		Percentage of development on safeguarded land	No loss of safeguarded land contrary to policy

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP6a	Efficient and effective use of land and buildings	Council, developers	1, 3, 7, 8, 9	2, 11, 18, 19	Percentage of housing completions on sites below relevant density thresholds	0 (Zero)
DLP6b	Efficient and effective use of land and buildings	Council, developers	1, 3, 7, 8, 9	2, 11, 18, 19	Density of new housing completions (Less than 30 dwellings per hectare)	0 (Zero)
DLP6c	Efficient and effective use of land and buildings	Council, developers	1, 3, 7, 8, 9	2, 11, 18, 19	Density of new housing completions (30 dwellings or greater per hectare)	No specific target
DLP7a	Place shaping	Council, developers, house builders, RSLs, local businesses, inward investors	3, 4, 5, 6, 7, 8, 10	6, 8, 12	Percentage of planning appeals against refusals dismissed by Secretary of State	100%
DLP8a	Employment strategy	Council, developers, house builders, RSLs, local businesses, inward investors	2, 3, 4, 7	1, 2, 10	Total amount of additional employment floor space – by type (B1, B2, B8)	No specific target
DLP8b	Employment strategy	Council, developers, house builders, RSLs, local businesses, inward investors	2, 3, 4, 7	1, 2, 10	Total amount of additional floor space on previously developed land by type	No specific target
DLP8c	Employment strategy	Council, developers, house builders, RSLs, local businesses, inward investors	2, 3, 4, 7	1, 2, 10	Take up of employment land	No specific target
DLP8d	Employment strategy	Council, developers, house builders, RSLs, local businesses, inward investors	2, 3, 4, 7	1, 2, 10	Amount of potential employment land available - by type - remaining allocations (without planning permission)	No specific target
DLP8e	Employment strategy	Council, developers, house builders, RSLs, local businesses, inward investors	2, 3, 4, 7	1, 2, 10	Amount of potential employment land available - by type - Total with Planning permission.	No specific target
DLP9a	Safeguarding employment land and premises	Council, developers, house builders, RSLs, local businesses, inward investors	5, 9	1, 2	Loss of employment land	No loss of area of PEAs
DLP10a	Supporting skilled communities	Council, developers, education establishments	1, 5	1, 2, 3	Increased educational attainment levels	No specific target. Report year on year change.

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP11a	Supporting the rural economy	Council, developers	1, 8	1, 2, 6	Monitoring of new visitor attractions: amount of floorspace gained and lost	No specific target
DLP11b	Supporting the rural economy	Council, developers	1, 8	1, 2, 6	No of visitor accommodation approved	No specific target
DLP11c	Supporting the rural economy	Council, developers	1, 8	1, 2, 6	No of caravan and camping applications approved	No specific target
DLP12a	Housing Strategy	Council, developers, house builders, RSLs	4	9, 10	Net additional dwellings	Housing trajectory will set the target
DLP12b	Housing Strategy	Council, developers, house builders, RSLs	4	9, 10	New and converted dwellings on previously developed land	No specific target
DLP12c	Housing Strategy	Council, developers, house builders, RSLs	4	9, 10	Gross completions by windfall and allocations	No specific target
DLP12d	Housing Strategy	Council, developers, house builders, RSLs	4	9, 10	Demonstration of a five year supply of deliverable housing capacity	The council to demonstrate a five year supply of deliverable housing land
DLP13a	Affordability and Mix of Housing	Council, developers, house builders, RSLs	4	9	Gross affordable housing completions split by affordable rent, social rented and intermediate	No specific target
DLP13b	Affordability and Mix of Housing	Council, developers, house builders, RSLs	4	9	Housing completions by property type (detached, semi-detached, flats etc) and number of bedrooms	
DLP14a	Accommodation for travellers	Council	4, 5	9	Net additional pitches (gypsy and traveller and travelling showpeople)	Provision of 12 gypsy and traveller residential pitches, 8 transit pitches and 4 travelling showpeople plots
DLP14b	Accommodation for travellers	Council	4, 5	9	Number of permitted pitches/schemes	To meet local plan requirement

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP14c	Accommodation for travellers	Council	4, 5	9	Demonstration of a five year supply of deliverable Gypsy and Traveller and Travelling Showpeople capacity	The council to demonstrate a five year supply of Gypsy and Traveller and Travelling Showpeople land
DLP15a	Town Centre Uses	Council, developers, house builders, RSLs, local businesses, inward investors	1, 2, 3, 5, 8, 9	1, 2, 6	Amount of completed retail, office and leisure developments in town centres	No specific target
DLP15b	Town Centre Uses	Council, developers, house builders, RSLs, local businesses, inward investors	1, 2, 3, 5, 8, 9	1, 2, 6	Number of retail proposals permitted outside of the defined primary shopping areas in hierarchy of centres	No specific target
DLP15c	Town Centre Uses	Council, developers, house builders, RSLs, local businesses, inward investors	1, 2, 3, 5, 8, 9	1, 2, 6	Retail floorspace within sub-regional, large town centres, small towns and district centres (convenience, comparison, vacant, under refurbishment)	No specific target
DLP16a	Shopping Frontages	Council, developers, house builders, RSLs, local businesses, inward investors	1, 2, 5, 8, 9	6	Percentage of Class A1 retail frontage in primary and secondary frontages (principal and town centres)	A1 to remain predominant use
DLP17a	Residential in Town Centres Policy	Council, developers, house builders, RSLs, local businesses, inward investors	1, 2, 4, 5, 8, 9	6, 9, 12	Number of net additional residential units	No specific target
DLP18a	Food and Drink Uses and the Evening Economy	Council, developers, house builders, RSLs, local businesses, inward investors	1, 2, 5, 8	4, 6	Floor space approved for A5 uses.	No specific target
DLP19a	Huddersfield Town Centre	Council, developers, house builders, RSLs, local businesses, inward investors	1, 2, 3, 4, 5, 8, 9	1, 2, 6, 9, 12	Percentage of Class A1 retail frontage in primary and secondary frontages (Huddersfield)	No specific target
DLP20a	Dewsbury Town Centre	Council, developers, house builders, RSLs, local businesses, inward investors	1, 2, 3, 4, 5, 8, 9	1, 2, 6, 9, 12	Percentage of Class A1 retail frontage in primary and secondary frontages (Dewsbury)	No specific target

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP21a	Strategic Transport Infrastructure	Council, Combined Authority, Highways England, Bus Operators	3	1, 2, 6, 8, 19	Number of road casualties.	Decrease in number of road casualties.
DLP21b	Strategic Transport Infrastructure	Council, Combined Authority, Highways England, Bus Operators	3	1, 2, 6, 8, 19	Satisfaction with all transport modes	Improvement in satisfaction levels.
DLP21c	Strategic Transport Infrastructure	Council, Combined Authority, Highways England, Bus Operators	3	1, 2, 6, 8, 19	Car journey time reliability	Improvement in journey times during peak periods
DLP21d	Strategic Transport Infrastructure	Council, Combined Authority, Highways England, Bus Operators	3	1, 2, 6, 8, 19	Bus journey time	Improvement in journey times during peak periods
DLP21e	Strategic Transport Infrastructure	Council, Combined Authority, Highways England, Bus Operators	3	1, 2, 6, 8, 19	Air quality	Improvements in air quality on core routes.
DLP22a	Sustainable Travel and Demand Management	Council, Combined Authority, Developers, Metro, Network Rail	3, 4, 6, 7, 8	1, 2, 10, 15, 19	Bus and rail patronage	Increase in bus and rail passengers.
DLP22b	Sustainable Travel and Demand Management	Council, Combined Authority, Developers, Metro, Network Rail	3, 4, 6, 7, 8	1, 2, 10, 15, 19	Public transport access to local services	Increase in the proportion of Kirklees residents that are within 30 minutes of a LCR Transport Strategy local centre.
DLP22c	Sustainable Travel and Demand Management	Council, Combined Authority, Developers, Metro, Network Rail	3, 4, 6, 7, 8	1, 2, 10, 15, 19	Low carbon trips	Increase in the proportion of low carbon trips crossing main district centres.
DLP22d	Sustainable Travel and Demand Management	Council, Combined Authority, Developers, Metro, Network Rail	3, 4, 6, 7, 8	1, 2, 10, 15, 19	Number of planning permissions where travel plans secured.	100% of qualifying schemes to provide travel plans.
DLP23a	Highways and Access	Council, Developers	3, 5, 6, 7	1, 10	Number of road casualties.	Decrease in number of road casualties.
DLP24a	Parking	Council, Developers	2, 3		Numbers of long stay and short stay town centre parking spaces and data on charges.	No specific target

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP24b	Parking	Council, Developers	2, 3		Number of private car parks and parking spaces approved compared with Council provision	No specific target
DLP24c	Parking	Council, Developers	2, 3		Number of parking spaces designated for use by disabled people.	No specific target
DLP25a	Core Road and Bus Networks	Council, Developers, Dept of Transport, Highways England, Network Rail, Combined Authority, Rail and Bus operators		1, 5, 8, 10, 19	Car journey time reliability	Improvement in journey times during peak periods
DLP25b	Core Road and Bus Networks	Council, Developers, Dept of Transport, Highways England, Network Rail, Combined Authority, Rail and Bus operators		1, 5, 8, 10, 19	Bus journey time	Improvement in journey times during peak periods
DLP25c	Core Road and Bus Networks	Council, Developers, Dept of Transport, Highways England, Network Rail, Combined Authority, Rail and Bus operators		1, 5, 8, 10, 19	Air quality	Improvements in air quality on core routes.
DLP25d	Core Road and Bus Networks	Council, Developers, Dept of Transport, Highways England, Network Rail, Combined Authority, Rail and Bus operators		1, 5, 8, 10, 19	Number of road casualties.	Decrease in number of road casualties.
DLP26a	Core Walking and Cycling Network	Council, Developers, Dept of Transport, Highways England, Network Rail, Combined Authority, Rail and Bus operators	3, 5, 6, 7	4, 5, 8, 10, 15, 19	Increase in investment in core walking and cycle routes via s.106 or CIL.	No specific target
DLP27a	Design	Council, Developers	3, 4, 5, 6, 7	7, 12, 13	Number of planning permissions granted contrary to policy	0 (Zero)
DLP28a	Advertisements and Shop Fronts	Council, Developers	8	12, 13	Number of planning permissions granted contrary to policy	0 (Zero)

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP29a	Renewable and Low Carbon Energy	Council, Developers	7	5, 12, 13, 15, 19	The amount of renewable energy generation by installed capacity and type	No specific target
DLP30a	Flood risk	Council, Developers	6, 7, 8	16	Number of planning permissions granted contrary to sustained objection of the Environment Agency on water quality or flood risk grounds	Target that no permissions should be granted contrary to EA sustained objections
DLP31a	Drainage	Council, Developers, Environment Agency	6, 7, 8	15, 16	Number of planning permissions granted contrary to sustained objection of the Environment Agency on water quality or flood risk grounds	Target that no permissions should be granted contrary to EA sustained objections
DLP32a	Management of Water bodies	Council, Developers	6, 7, 8	15, 16	All proposals involving a water body to have an approved future management plan including Section 106 agreement where appropriate	No specific target
DLP33a	Biodiversity & Geodiversity	developers	6, 8	8, 14, 19	Total area of bio/geodiversity	No specific target
DLP34a	Strategic Green Infrastructure	council, developers, parish and town councils, Natural England, community groups	3, 5, 6, 8	4, 8, 14, 19	Net amount (hectares) of new strategic green infrastructure	No specific target
DLP35a	Landscape	Council, Developers	6, 8	8, 12	Number of planning permissions granted contrary to policy	0 (Zero)
DLP36a	Trees	Council, developers	6, 8	8, 14, 19	Number of planning permissions granted contrary to policy	0 (Zero)
DLP37a	Conserving and enhancing the water environment	Council, Developers, Environment Agency	6, 7, 8	14, 15, 16	Number of planning permissions granted contrary to sustained objection of the Environment Agency on water quality or flood risk grounds	Target that no permissions should be granted contrary to EA sustained objections
DLP38a	Historic Environment	Council, Developers, Historic England	8	12, 13	No of applications approved contrary to advice from relevant statutory bodies	0 (Zero)

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP38b	Historic Environment	Council, Developers, Historic England	8	12, 13	No of designated heritage assets considered at risk	No specific target
DLP39a	Proposals for mineral extraction	Council, Developers, Mineral Operators	5, 6, 10	1,15	The amount of mineral subject to permitted reserves	No specific target
DLP39b	Proposals for mineral extraction	Council, Developers, Mineral Operators	5, 6, 10	1,15	The amount of mineral extraction per annum by operator	landbank of 7 years for sand and gravel; 10 years for crushed rock
DLP39c	Proposals for mineral extraction	Council, Developers, Mineral Operators	5, 6, 10	1,15	The amount of aggregate production per annum	No specific target
DLP40a	Site restoration and aftercare	Council, Developers, Mineral Operators	6, 7, 8, 10	8, 12	Number of sites successfully restored	100%
DLP40b	Site restoration and aftercare	Council, Developers, Mineral Operators	6, 7, 8, 10	8, 12	The percentage of planning permissions granted for the extraction of minerals which allow for the use of inter waste in their restoration	100%
DLP41a	Minerals safeguarding	Council, Developers, Mineral Operators	10		Permissions granted for non-mineral development in an MSA contrary to policy	0 (Zero)
DLP41b	Minerals safeguarding	Council, Developers, Mineral Operators	10		Number of planning permissions where the mineral has been successfully extracted prior to development	No specific target
DLP42a	Protecting existing and planned minerals infrastructure	Council, Developers, Mineral Operators	10		Permissions granted for non-mineral uses on a safeguarded minerals infrastructure site	0 (Zero)
DLP43a	Alternative Development on protected minerals infrastructure site	Council, Developers, Mineral Operators	10		Permissions granted for non-mineral uses on a safeguarded minerals infrastructure site	0 (Zero)
DLP44a	Proposals for exploration and appraisal of hydrocarbons	Council, Developers, Mineral Operators	8, 10		Number of planning permissions granted for exploration and appraisal of hydrocarbons	No specific target

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP45a	Proposals for production of hydrocarbons	Council, Developers, Mineral Operators	8, 10		Number of planning permissions granted for production of hydrocarbons	No specific target
DLP46a	Waste management hierarchy	Council, Developers, Waste Operators	7, 10	7, 19	Amount and percentage of municipal waste arising, and managed by management type	Waste is being brought up the waste hierarchy. LACW is working towards 40% recycling rate
DLP47a	New waste management facilities	Council, Developers, Waste Operators	8, 10	5, 7	Number of planning permissions granted for new waste management facilities	Sufficient capacity is provided to meet Kirklees waste arisings (not self-sufficient)
DLP48a	Safeguarding waste management facilities	Council, Developers, Waste Operators	10	7	Amount of waste management facilities lost to other uses	0 (Zero)
DLP49a	Waste disposal	Council, Developers, Waste Operators	7?, 10	7	Residual household waste per household	No specific target
DLP49b	Waste disposal	Council, Developers, Waste Operators	7?, 10	7	Percentage of household waste sent for reuse, recycling and composting	40%
DLP49c	Waste disposal	Council, Developers, Waste Operators	7?, 10	7	Percentage of municipal waste landfilled	20%
DLP51a	Healthy, active and safe lifestyles	Council, developers, Clinical Commissioning Groups, Health and Wellbeing Board	All	8	Covered by other indicators in the monitoring framework	
DLP52a	Community facilities and services	Council, developers	1, 4, 5	7	Amount of new and loss of community facilities (sqm)	No loss of community facilities unless in accordance with the policy. Report year on year change
DLP52b	Community facilities and services	Council, developers	1, 4, 5	7	Assets of community value registrations	No specific target. Report year on year change.
DLP53a	Educational and health care needs	Council, developers, education and health care providers	4, 5	3, 4	New education and/or training facilities and health care facilities permitted (sqm)	No specific target. Report year on year change.

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP54a	Protection and improvement of Local Air Quality	Council, regulatory agencies, developers	3, 5, 8, 9	4, 19	Number of planning applications refused for air quality reasons	No specific target
DLP55a	Protection and Improvement of Environmental Quality	Council, regulatory agencies, developers	8, 9	4, 5, 19	Number of planning permissions incorporating noise mitigation measures	No specific target
DLP55b	Protection and Improvement of Environmental Quality	Council, regulatory agencies, developers	8, 9	4, 5, 19	Number of planning applications refused for noise reasons	No specific target
DLP56a	Contaminated and Unstable Land	Council, regulatory agencies, developers	8, 9		Number of planning permissions subject to contaminated land investigation and remediation	No specific target
DLP56b	Contaminated and Unstable Land	Council, regulatory agencies, developers	8, 9		Number of potentially contaminated land sites remediated through the planning process	No specific target
DLP56c	Contaminated and Unstable Land	Council, regulatory agencies, developers	8, 9		Number of applications refused for contaminated land reasons	No specific target
DLP56d	Contaminated and Unstable Land	Council, regulatory agencies, developers	8, 9		Number of applications refused for contaminated land reasons	No specific target
DLP57a	Sport and Physical Activity	council, developers, parish and town councils, Sport England, Natural England, community groups	5, 6	4, 8	Net amount (hectares) of new and lost playing pitches per year and playing pitches protected through the refusal of planning permission	
DLP58a	Urban Green Space	council, developers, parish and town councils, Sport England, Natural England, community groups	5, 6, 8	4, 8, 14	Net amount (hectares) of urban greenspace lost to development per year and protected through the refusal of planning permission	No overall loss of urban green space to development
DLP58b	Urban Green Space	council, developers, parish and town councils, Sport England, Natural England, community groups	5, 6, 8	4, 8, 14	Sites with Green Flag status	No specific target

Appendix 2 Monitoring framework

ID	Policy	Delivery agencies	Link to Local Plan Objective	Link to Sustainability appraisal	Indicator name	Target
DLP59a	Local Green Space	community groups, council, developers, parish and town councils, Sport England, Natural England	5, 6, 8	4, 8, 14	Net increase in local green space	No specific target
DLP60a	Development in the green belt	Council and developers	6, 8, 9	12	Number of planning permissions granted for development in the Green belt	No specific target
DLP68a	New Open Space	council, developers, parish and town councils, Sport England, Natural England, community groups	5, 6, 8		Net loss of any open space or recreation spaces	No specific target
DLP68b	New Open Space	council, developers, parish and town councils, Sport England, Natural England, community groups	5, 6, 8		Area of new open space delivered through development	No specific target

Picture 5

Sustainability Appraisal Objectives	SEA Directive Topic(s)
1: Increase the number and range of employment opportunities available for local people, and ensure that they are accessible.	Population
2. Achieve an economy better capable of growth through increasing investment, innovation and Entrepreneurship.	Population
3. Ensure education facilities are available to all.	Population
4. Improve the health of local people and ensure that they can access the health and social care they need.	Population Human health
5. Protect local amenity including avoiding noise and light pollution.	Population Human health
6. Retain and enhance access to local services and facilities.	Population
7. Make our communities safer by reducing crime, anti-social behaviour and the fear of crime.	Population

Sustainability Appraisal Objectives	SEA Directive Topic(s)
8. Protect and enhance existing and support the provision of new recreation facilities and areas of open space and encourage their usage.	Population
9. Ensure all people are able to live in a decent home which meets their needs.	Population
10. Secure an effective and safe transport network which encourages people to make use of sustainable and active modes of transport.	Air
11. Secure the efficient and prudent use of land.	Soil
12. Protect and enhance the character of Kirklees and the quality of the landscape and townscape.	Landscape
13. Conserve and enhance the historic environment, heritage assets and their settings.	Cultural heritage including architectural and archaeological heritage Material assets
14. Maximise opportunities to protect and enhance biodiversity and geodiversity.	Biodiversity Flora Fauna
15. Reduce air, water and soil pollution.	Soil Water Air
16. Prevent inappropriate new development in flood risk areas and ensure development does not contribute to increased flood risk for existing property and people.	Material assets
17. Increase prevention, re-use, recovery and recycling of waste close to source.	Material assets
18. Increase efficiency in water, energy and raw material use.	Water Material assets
19. Reduce the contribution that the district makes to climate change.	Climatic factors

Table 9

Appendix 3 Housing Delivery and Phasing Table

a) Sources / Allowances considered for Local Plan housing phasing

Sources / Allowance		Total allowance (within the plan period)	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Post Plan Period
Net completions		1036	1036																		
Current Planning Permissions (Detailed in latest SHLAA)		6350		2374	1177	412	357	280	517	242	180	170	160	227	227	99	67	60	28		
Windfall Allowance		4500									450	450	450	450	450	450	450	450	450	450	
Allowance for Losses and Demolitions		1530		-90	-90	-90	-90	-90	-90	-90	-90	-90	-90	-90	-90	-90	-90	-90	-90	-90	
Local Plan Housing Allocations (see Section B)		19933		399	288	999	2280	2417	1790	1517	1969	1361	1087	781	691	1527	1036	786	595	420	2145

b) Phasing Schedule for Local Plan Housing Options

WARD	Site number	Address	Remaining dwelling capacity at 31/03/14	Development Area (ha)	Land Type	Build rate	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Post Plan Period
1	H1679	Land north of Fenay Lane, Almondbury, Huddersfield	234	7.83	G	50																			
1	H31	Land to the north west of Woodsome Drive, Fenay Bridge, Huddersfield	68	2.27	G	30						15	30	23											
1	H32	Land south of Woodsome Drive, Fenay Bridge, Huddersfield	99	3.30	G	30							7	30	30	30	2								
1	H344	Land to the south east of Heritage Park, Lepton, Huddersfield	108	3.63	G	50									50	50	8								
1	H455	Land to the south east of Heritage Park, Lepton, Huddersfield	123	4.12	G	50											42	50	31						
1	H551	Land south of Holme Avenue, Dalton, Huddersfield	19	0.65	G	30														19					
1	H616	Land west of Fenay Bridge Road, Lepton, Huddersfield	28	0.94	G	30						15	13												
1	H659	Beldon Brook Green, Lepton, Huddersfield	173	6.05	G	50													19	50	50	50	4		
1	H684	Land west of Oak Tree Road, Fenay Bridge, Huddersfield	105	3.53	PG	30														30	30	30	15		
1	H754	Land north west of Forest Road, Almondbury, Huddersfield	19	0.65	G	30									19										
1	H755	Land north west of Bank End Lane, Dalton, Huddersfield	37	1.25	G	30					30	7													
2	H1647	Land north of Flint Street, Fartown, Huddersfield	34	1.15	B	30														30	4				
2	H1656	Land south of St Thomas Gardens, Bradley, Huddersfield	15	0.54	PG	30						15													
2	H1657	Land north of Deighton Road, Deighton, Huddersfield	83	5.90	PG	30					15	30	30	8											
2	H1747	Land north of Bradley Road, Bradley, Huddersfield	1974	65.82	G	120					120	120	120	120	120	120	120	120	120	120	120	120	120	120	294
2	H351	Land north of Bradley Road, Bradley, Huddersfield	362	12.07	G	50									50	50	50	50	50	50	50	12			
2	H519	Land north and west of Genshill Avenue, Filly, Huddersfield	279	9.32	G	50						25	50	50	50	50	4								
2	H734	Land to the east of Netheroyd Hill Road, Cowcliffe, Huddersfield	58	2.00	G	30																			
2	H756	Land to the east of Cherry Nook Road, Deighton, Huddersfield	18	0.64	G	30									18										
2	H809	Land north of Ash Brow Road, Brackenhill, Huddersfield	139	3.29	G	30				30	30	30	19												
2	H87	Land west of Lower Quarry Road, Bradley, Huddersfield	26	0.87	G	30						15	11												
3	H161	Former Soothill Cricket Club Soothill Lane, Batley	43		G	30					30	13													
3	H1938	Wards Hill, Batley	16	0.55	B	30					16														
3	H323	Lady Anne Business Park Lady Ann Road, Soothill, Batley	83	2.78	G	50														17	50	16			
3	H622	52 Upper Batley Low Lane, Batley	28	0.95	G	30									28										
3	H758	Land off Soothill Lane, Lower Soothill, Batley	458	14.48	G	50						25	50	50	50	50	50	50	50	33					
3	MX1905	Land east of Leeds Road, Chidswell, Dewsbury	1535	76.21	G	120						120	120	120	120	120	120	120	120	120	120	120	95		
4	H124	Squirrel Hill Reservoir Staincliffe Road, Dewsbury Moor, Dewsbury	26		B	30														26					
4	H1696	Mayman Lane, Mount Pleasant, Batley	35	1.20	B	30					14	21													
4	H1701	Woodlands Road, Batley	40	1.36	B	30					30	10													
4	H1702	Mayman Lane, Batley	16	0.56	B	30																			
4	H1763	Carlinglow Lane, Batley	12	0.40	B	30					12														

Appendix 3 Housing Delivery and Phasing Table

Ward	Site number	Address	Remaining dwelling capacity (as at 31/03/14)	Development Area (ha)	Land Type	Build rate	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Post Plan Period
4	H527	19 Staincliffe Hall Road, Staincliffe, Bailey	20	0.67	B	30						15	5												
4	H760	Hallifax Road, Staincliffe, Bailey	19	0.66	G	30									19										
5	H11	Land to the north east of Highfield Drive, Birtall, Bailey	31	1.05	G	30				30	1														
5	H138	Land south of Mill Street, Birtall, Bailey	224	7.48	G	50					25	50	50	50	49										
5	H172	Irishire Fire and Rescue Service Headquarters Bradford Road, Birkenshaw, B	47	1.58	PB	30									30	17									
5	H173	17 Whitehall Road West, Birkenshaw, Bradford	20		G	30					20														
5	H203	Thornfield Prospect Lane, Birkenshaw,	12	0.41	G	30					12														
5	H218	Bluehills Farm Whitehall Road West, Birkenshaw, Bradford	99	3.30	G	30										13	30	30	26						
5	H224	Former Cemex Site Smithies Moor Lane, Birtall, Bailey	11	0.38	B	30		11																	
5	H601	Park House Healthcare Whitehall Road West, Birkenshaw, Cleckheaton	100	3.33	G	30					15	30	30	25											
5	H761	Ralkes Lane, Birtall,	70	2.35	G	30					15	30	25												
5	H796	Old Lane, Birkenshaw,	24	1.00	G	30					15	9													
6	H162	Cleckheaton Bowling Club Park View, Cleckheaton	20	0.67	PG	30					15	5													
6	H1704	Highmoor Lane, Harthead, Liversedge	46	1.55	B	30					15	30	1												
6	H1983	Tesco Superstore Northgate, Cleckheaton	41	1.38	B	30					15	26													
6	H2066	916 Hallifax Road, Scholes, Cleckheaton	15	0.51	G	30														15					
6	H508	Whitechapel Middle School Whitechapel Road, Cleckheaton	133	4.44	G	30					15	30	30	30	28										
6	H509	Brook House Mill Balme Road, Cleckheaton	21	0.72	PG	30														21					
6	H708	Ashbourne Drive, Liversedge,	69	2.33	G	30		30	30	30	9														
6	H762	Rooks Avenue, Cleckheaton	50	1.68	G	30					30	20													
6	H810	Moorfield Avenue, Scholes, Cleckheaton	14	0.49	G	30					14														
6	H811	Westgate, Cleckheaton	198	6.54	B	30		30	30	30	30	30	30	18											
6	MX1907	Moorlands Business Centre Balme Road, Cleckheaton	6	0.23	B	30									6										
6	MX1914	Merchant Fields Hunsworth Lane, Cleckheaton	318	8.00	G	50					25	50	50	50	50	43									
6	MX2155	Land north of Westgate, Cleckheaton	10	0.35	B	30										10									
7	H1709	Land to the east of Upper Clough, Linthwaite, Huddersfield	46	1.56	G	30								25	21										
7	H1776	Land to the South of The Lodge, Linthwaite, Huddersfield	179	5.99	G	30					15	30	30	30	30	30	14								
7	H213	Black Rock Mills Waingate, Linthwaite, Huddersfield	127	4.25	PB	30				30	30	30	7												
7	H221	Land east of Howgate Road, Slithwaite, Huddersfield	26	0.87	B	30									26										
7	H356	Land to the north of Lingards Road, Slithwaite, Huddersfield	77	2.59	G	30					15	30	30	2											
7	H712	Land south of Hillside View, Linthwaite, Huddersfield	62	2.05	G	30									30	30	2								
7	H718	Land to the west of Heathwood Drive, Golcar, Huddersfield	23	0.79	G	30									23										
7	H763	Land North West of Gordon Street, Slithwaite, Huddersfield	24	0.82	G	30				24															
7	MX1919	Bank Bottom Mills Mount Road, Marsden, Huddersfield	32	2.30	B	30														30	2				
7	MX1920	New Mills Brougham Road, Marsden, Huddersfield	25	0.85	B	30									25										
8	H102	Land to the west of Netherton Moor Road, Netherton, Huddersfield	105	3.53	G	50					25	50	30												
8	H1687	Land south of Burberry Road, Lockwood, Huddersfield	20	0.69	PG	30				20															
8	H1783	Land east of Thewlis Lane, Crosland Hill, Huddersfield	423	10.90	PG	80																			
8	H481	Land north of Blackmoorfoot Road, Crosland Hill, Huddersfield	100	3.34	B	80									80	20									161
8	H660	Land east of Netherton Moor Road, Netherton, Huddersfield	140	4.67	G	50									50	50	20								
8	H701	Land north of Conarty Drive, Crosland Moor, Huddersfield	61	2.06	G	30									30	30	1								
8	H764	Land west of Sunningdale Road, Crosland Moor, Huddersfield	18	0.62	PG	30																			
8	H94	Land to the west of Henry Frederick Avenue, Netherton, Huddersfield	113	3.88	G	30					15	30	30	30	8										
8	MX1903	Land south of Blackmoorfoot Road, Crosland Moor, Huddersfield	134	4.50	B	30					30	30	30	30	14										
8	MX1930	Land north of Blackmoorfoot Road, Crosland Moor, Huddersfield	438	14.50	PB	80										60	80	80	80	58					
9	H216	Land west of Shop Lane, Kirkheaton, Huddersfield	42	1.40	B	30					15	27													
9	H276	Land west of Moorside Road, Kirkheaton, Huddersfield	28	0.67	G	30						15	13												

Appendix 3 Housing Delivery and Phasing Table

Ward	Site number	Address	Remaining dwelling capacity (as at 31/03/14)	Development Area (ha)	Land Type	Build rate	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Post Plan Period
9	H439	Land south west of Cockley Hill Lane, Kirkheaton, Huddersfield	60	2.06	G	30					15	30	15												
9	H737	Land west of Stead Lane, Kirkheaton, Huddersfield	75	2.50	G	30															30	30	15		
9	M02101	Land east of Southgate, Huddersfield	39	1.30	B	30					15	24													
10	H184	Denby Dale Railway Station Station Road, Denby Dale, Huddersfield	17	0.58	PB	30																			
10	H222	Land to the north east of Pilling Lane, Soisset, Huddersfield	277	9.24	G	50			50	50	50	50	27												
10	H223	Land north of Barnsley Road, Denby Dale	63	2.12	G	30										30	30	3							
10	H29	Land north of Pilling Lane, Skelmanthorpe, Huddersfield	141	4.70	G	30															30	30	30	21	
10	H358	Land to the east of Wentworth Drive, Emley, Huddersfield	38	1.28	G	30					15	23													
10	H39	Land to the north of Strike Lane, Skelmanthorpe, Huddersfield	63	2.13	G	30				30	30	3													
10	H454	Manor House Farm Wakefield Road, Clayton West, Huddersfield	24	0.80	G	30					15	9													
10	H498	Manor House Farm Manor Road, Clayton West, Huddersfield	17	0.59	G	30						17													
10	H502	Land south of Huddersfield Road, Skelmanthorpe, Huddersfield	177	5.90	G	30					30	30	30	30	30	27									
10	H634	Inkerman Court Barnsley Road, Denby Dale, Huddersfield	30	1.01	G	30									30										
10	H688	Land to the north of Commercial Road, Skelmanthorpe, Huddersfield	93	3.75	PG	30					30	30	30	3											
10	H689	Land to the north of Wood Nook, Denby Dale, Huddersfield	33	1.11	G	30					15	18									30	30	30	11	
10	H690	Land at Cliff Hill Leek Hall Crescent, Denby Dale, Huddersfield	101	3.44	G	30																			
10	H768	Land to the West of Willow Close, Skelmanthorpe, Huddersfield	24	0.82	G	30															24				
10	MDGB2134	Storches Hall Park Storches Hall Lane, Kirkburton, Huddersfield	864	28.82	B	80			80	80	80	80	80	80	80	80	80	64							
11	H1937	Cliff Street, Dewsbury	40	0.00	B	30															30	10			
11	H2148	Land at Providence Street, Earlsheaton, Dewsbury	25	1.50	G	30					15	10													
11	H277	Land to the east of Long Lane, Earlsheaton, Dewsbury	15	0.52	G	30															15				
11	H277	Magna Ceramics Preston Street Earlsheaton, Dewsbury	34		B	30															30	4			
11	H813	Land at School Street, Chickentley, Dewsbury	57	1.92	G	30			30	27															
12	H1754	Land off Smithy Parade, Dewsbury	18	0.00	G	30					18														
12	H192	Headfield Mills Savile Road, Savile Town, Dewsbury	30	1.00	B	30									30										
12	H2089	Land to the south of Rawenshorpe Road, Thornhill Lees, Dewsbury	4000	159.73	G	165					165	165	165	165	165	165	165	165	165	165	165	165	165	165	1690
12	H269	Land north west of Forge Lane, Thornhill Lees, Dewsbury	79	2.63	B	30																			
12	H277	Land off Long Causeway, Thornhill, Dewsbury	21		PG	30					15	6													
12	H85	30 Kimberley Street, Thornhill Lees, Dewsbury	18	0.63	PG	30					15	3													
12	H95	The Combs Hall Lane, Thornhill, Dewsbury	15		G	30					15														
13	H1664	Red Laithes Court Red Laithes Lane, Ravenshorpe, Dewsbury	13	0.00	B	30				13															
13	H345	Land off Meadow Bank, Dewsbury Moor, Dewsbury	16	0.54	G	30				16															
13	H776	Land at Oxford Road and Reservoir Street, Dewsbury	23	0.00	G	30				23															
13	H778	Land off Huddersfield Road, Dewsbury	15	0.00	G	30					15														
14	H116	Land to the south of Parkwood Road, Golcar, Huddersfield	134	4.48	G	30					30	30	30	14											
14	H174	Land north of Manchester Road, Unthwaite, Huddersfield	19	0.64	B	30																			
14	H199	Land at Queens Road West, Milnsbridge, Huddersfield	14	0.48	G	30																			
14	H303	Land west of Ashford Park, Golcar, Huddersfield	18	0.60	G	30					18														
14	H549	Land to the south of Swallow Lane, Golcar, Huddersfield	42	1.41	G	30									30	12									
14	H550	Land to the east of Fullwood Drive, Golcar, Huddersfield	8	0.41	G	30					8														
14	H633	Land South West of Vicarage Road, Longwood, Huddersfield	69	2.31	PG	30									30	30	9								
14	H779	Land to the north of Leymoor Road, Golcar, Huddersfield	18	0.60	G	30					15	3													
14	H780	Land to the East of Main Avenue, Cowlesley, Huddersfield	65	2.18	G	30					15	30	20												
14	H814	Land to the North of Grove Street, Longwood, Huddersfield	14	0.48	G	30																			
15	H215	Land north of Edgerton Road, Edgerton, Huddersfield	60	2.01	G	30					30	30													
16	H145	Spenborough Industrial Estate Parker Street, Liversedge	15	0.52	B	30					15														
16	H1772	Boundary Street, Heckmondwike	29	0.98	B	30																			

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Ward	Site number	Address	Remaining dwelling capacity (as at 31/03/14)	Development Area (ha)	Land Type	Build rate	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Post Plan Period
16	H4612	2 - 4 Traill Court, White Lee, Bailley	32	1.06	G	30	30	30	2																
16	H783	Dale Lane, , Heckmondwike	15	0.50	G	30				15															
17	H129	Land to the East of Woodhouse Road, Brotholles, Holmfirth	207	6.92	G	50					25	50	50	50	32										
17	H178	Land to the south of Southwood Avenue, Honley, Holmfirth	18	0.62	G	30					15	3													
17	H200	Land to the south of Mill Moor Road, Meltham, Huddersfield	13	0.44	G	30					13														
17	H342	Land to the North of Mill Moor Road, Meltham, Holmfirth	32	1.17	G	30					2	30													
17	H343	Land to the North of Helme Lane, Meltham, Holmfirth	35	1.18	G	50					25	30													
17	H48	Travel Station Yard Station Road, Honley, Holmfirth	12	0.42	B	30					12														
17	H52	Land to the West of Hebble Mount, Meltham, Holmfirth	33	1.12	G	30					15	18													
17	H584	Land south of Gynn Lane, Honley, Holmfirth	75	2.51	G	30							5	30	10										
17	H64	Land to the north of Scogate Road, Honley, Holmfirth	102	3.42	G	30							27	30	30	15									
17	H67	Land to the south of Helme Lane, Meltham, Holmfirth	165	5.50	G	50							40	50	50	25									
17	H784	105 - 135 Mill Moor Road, Meltham, Holmfirth	30	0.97	G	30							30												
17	H785	Land to the east of Colders Lane, Meltham, Holmfirth	30	1.00	G	30					15	15													
17	H786	Land to the north east of Westcroft, Honley, Holmfirth	17	0.59	G	30					15	2													
18	H130	St Mary's Rise and St Mary's Way, Netherthong, Holmfirth	25	0.86	G	30					25														
18	H214	Land north-west of New Mill Road, Thongsbridge, Holmfirth	19	0.65	B	30				19															
18	H284	Land to the east of Holme View Avenue and Pennine Close, Upperthong, Holmfirth	28	0.96	G	30					15	13													
18	H294	St Mary's Avenue, Netherthong, Holmfirth	31	1.06	G	30					15	16													
18	H335	Land south and south-east of Roaine Drive, , Holmfirth	46	1.56	G	30															30	16			
18	H48	Ryecroft Lane, Scholes, Holmfirth	193	6.67	G	50					25	50	50	50	18										
18	H47	Vicarage Meadows, Onden Mills, Holmfirth	29	0.98	G	30					15	14													
18	H50	Bridge Mills New Road, , Holmfirth	39	1.30	B	30															30	9			
18	H555	New Mill Road, New Mill, Holmfirth	33	1.16	G	30					33														
18	H626	Bankfield Drive, Holmbridge, Holmfirth	19	0.66	G	30					15	4													
18	H715	Land to the West of Wesley Avenue, Netherthong, Holmfirth	37	1.24	G	30										7									
18	H727	Land to the West of Mry Lane, Thongsbridge, Holmfirth	38	1.28	G	30					15	23													
18	H728	Land to the West of Storey Bank Lane, Thongsbridge, Holmfirth	60	2.02	G	30					15	30	15												
18	H729	Land at Tenter Hill Road, New Mill, Holmfirth	79	2.84	G	30					1	30	18												
18	H730	Land to the West of Royle Avenue, New Mill, Holmfirth	68	2.29	G	30																			
18	H787	Former Midlothian Garage New Mill Road, , Holmfirth	17	0.57	G	30																			
18	H8	Land south of Cross Lane, Scholes, Holmfirth	22	0.75	G	50																			
18	H816	Perservance Place, , Holmfirth	39	1.32	B	30				9															
19	H120	Park Farm Manor Road, Farnley Tys, Huddersfield	11	0.41	G	30					11														
19	H174	Minor House Farm The Village, Thurstoland, Huddersfield	36	1.21	G	30					15	21													
19	H225	Albany Road, Shepley, , Huddersfield	18	0.79	G	30							8	30											
19	H270	Land west of Back Lane, Grange Moor, Huddersfield	30	1.03	G	30																			
19	H313	Burton Acres Lane, Kirkburton, Huddersfield	120	4.00	G	30					15	30	30	15											
19	H339	Abbey Road North, Shepley, Huddersfield	13	0.46	G	30																			
19	H36	Land north of Wellfield Close, Grange Moor, Huddersfield	12	0.42	G	30					12														
19	H44	Cross Lane (east), Stocks Moor, Huddersfield	18	0.63	G	30					15	3													
19	H518	New Tree Farm The Village, Farnley Tys, Huddersfield	14	0.72	G	30					14														
19	H538	Cross Lane (west), Stocks Moor, Huddersfield	21	0.72	G	30																			
19	H583	Land to the north of Barnsley Road, Flockton, Huddersfield	50	1.67	G	30					15	30	5												
19	H609	Barnsley Road, Flockton, , Huddersfield	77	2.58	G	30																			
19	H638	Land to the north of Tinker Lane, Lepton, Huddersfield	26	0.87	G	30																			
19	H652	Eastfield Mills Abbey Road North, Shepley, Huddersfield	84	2.81	G	30					15	30	30	9											

Appendix 3 Housing Delivery and Phasing Table

Ward	Site number	Address	Remaining dwelling capacity (as at 31/03/14)	Development Area (ha)	Land Type	Build rate	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Post Plan Period
19	H70	Long Lane, Shipley, Huddersfield	13	0.46	G	30					13														
19	H817	Manor House, Rotton, Wakefield	30	1.01	G	30							14	16											
20	H121	Land north of New Hey Road, Salford, Huddersfield	12	0.43	B	30															12				
20	H1694	Land west of Lidgett Street, Lindley, Huddersfield	17	0.77	B	30				17															
20	H201	Land east of Laund Road, Lindley, Huddersfield	24	0.82	G	30					15	9													
20	H202	Land north of New Hey Road, Salford, Huddersfield	16	0.61	G	30					15	1													
20	H623	Land east of Weatherhill Road, Birchcliffe, Huddersfield	32	1.39	G	30				30	2														
20	H706	Land west of Tanard Road, Salford, Huddersfield	387	13.21	G	50				22															
20	H789	Land east of Fern Lea Road, Lindley, Huddersfield	22	0.75	G	30																			
20	H790	Land east of Fern Lea Road, Lindley, Huddersfield	25	0.84	G	30																			
20	MX1911	Land south of Lindley Moor Road, Lindley, Huddersfield	539	18.50	G	80					40	80	80	80	80	80	80	19		25					
21	H134	Land at Headlands Farm Headlands Road, Liversedge	17	0.58	B	30					15	2													
21	H198	Land to the south of Second Avenue, Hightown, Liversedge	107	3.59	G	30					30	30	30	17											
21	H2159	Land off Pinrose Lane, Liversedge	74	0.00	G	30					30	30	14												
21	H278	Land off Lands Beck Way, Liversedge	23	0.78	G	30					15	8													
21	H489	7 Church Lane, Gomersal, Cleckheaton	18	0.60	G	30					15	3													
21	H564	Land north and east of Laverhills and Quaker Lane, Hightown, Liversedge	321	10.70	G	50					25	50	50	50	50	46									
21	H567	Stubley Farm, Leeds Road, Heckmondwike	39	1.33	G	30															30	9			
21	H591	Cliffe Mount Farm, Gomersal, Bradford	115	3.84	G	30															30	30	30	25	
22	H197	Former Almonds, Leeds Road, Mirfield	19		G	30					15	4													
22	H205	Land to the east of Slipper Lane, Mirfield	12	0.41	G	30									12										
22	H206	Land south west of Dunbottle Lane, Mirfield	15	0.50	G	30		15																	
22	H333	Land to the east of Northorpe Lane, Mirfield	39	1.31	G	30																			
22	H40	Sheep Lings Farm, Gomersal, Mirfield	63	2.12	G	30					15	30	18												
22	H794	Land at Flash Lane and Dunbottle Lane, Mirfield	60	0.00	G	30					30	30													
22	H798	Land north of Lady Heaton Drive, Mirfield	28	0.00	G	30					28														
22	MX1929	Land at Slipper Lane, Leeds Road, Mirfield	183	0.00	G	30					15	30	30	30	30	18									
23	H101	Land north of Jackroyd Lane, Newsome, Huddersfield	145	4.29	G	30																			
23	H1727	Land west of Taylor Hill Lane, Lockwood, Huddersfield	39	1.32	B	30																			
23	H1811	Land south east of Blue Bell Hill, Newsome, Huddersfield	70	2.38	Pg	30																			
23	H1935	Land south of Cambridge Road, Huddersfield	41	1.38	B	30					15	30	25												
23	H471	Land north of Hall Bower Lane, Hall Bower, Huddersfield	18	0.63	G	30									18										
23	H795	Land east of Calder Drive, Newsome, Huddersfield	71	2.38	G	30																			
23	MX1906	Land north of Trinity Street, Huddersfield	36	1.20	B	30					15	21													

Appendix 3 Housing Delivery and Phasing Table

WARD	Site number	Address	Remaining dwelling capacity (as at 31/03/24)	Development Area (ha)	Land Type	Build rate	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Post Plan Period
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Notes:

Wards	
1 Almondbury	
2 Ashbrow	
3 Batley East	
4 Batley West	
5 Birstall and Birkenshaw	
6 Cleckheaton	
7 Colne Valley	
8 Croxland Moor and Netherton	
9 Dalton	
10 Denby Dale	
11 Dewsbury East	
12 Dewsbury South	
13 Dewsbury West	
14 Golcar	
15 Greenhead	
16 Heckmondwike	
17 Holme Valley North	
18 Holme Valley South	
19 Kirkburton	
20 Lindley	
21 Liversedge and Gomersal	
22 Mirfield	
23 Newsome	

Sites grouped together for phasing - by ward	
1 - Almondbury Penistone Road / Rowley Lane	
10 - Clayton West - Manor House Farm	
10 - Inkersman Court / Barnsley Rd	
17 - East of Horsley	
17 - Holme Lane, Meltham	
17 - Mill Moor Road, Meltham	
17 - West of Horsley	
18 - Scholes, Holmfirth	
18 - Tenter Hill Road, New Mill	
19 - Flockton	
19 - Shepley sites	
19 - Stockmoor	
2 - Bradley - Area around golfcourse	
3 - Soodhill LDP allocations	
4 - Mayman Lane, Batley	
5 - Birkenshaw - WYERS - 2 sites in close proximity in same phase.	
8 - Blackmoorfoot Road - sites in proximity in same phase, phased in sequence	
8 - Netherton Moor Road	

Housing Phasing Table

Appendix 4 Reasonable Alternatives for Sustainability Appraisal

4.1 The blue boxes included alongside the draft local plan policies, set out alternatives considered as part of policy development.

Blue boxes

policy option here.

4.2 The alternative options that have been considered in relation to each draft policy are summarised in the table below. The table shows if each option was considered to be reasonable or not for the purposes of the sustainability appraisal and therefore whether it has been subject to sustainability appraisal. If it was not considered to be a reasonable alternative a brief reason is provided.

4.3 When the policy option has been considered to be a reasonable alternative the appraisal is included in the full sustainability appraisal report (chapter 11) and summarised in the non-technical summary.

Local Plan policy	Alternatives	SA	Reason (if not appraised)
Spatial Development Strategy	Allocating development based on the size of settlements.	Yes	
	Allocating development based on an area's character, its constraints and opportunities.	Yes	
DLP1: Presumption in Favour of Sustainable Development	No policy.	No	Inconsistent with national policy.
DLP2: Location of New Development	No policy.	No	Inconsistent with national policy.
	Development of policy approaches consistent with the alternative spatial development strategies consulted on which have been rejected.	No	This relates to the options which are appraised under the alternatives for the spatial development strategy.
	Setting a specific brownfield land target.	No	This is appraised under the options for DLP6.
	Allowing significant new development in smaller centres.	No	Would be inconsistent with Local Plan principles for sustainable development and would be unjustified.
DLP3: Providing Infrastructure	No policy.	Yes	
	Include more prescriptive requirements and standards within the policy.	Yes	

Appendix 4 Reasonable Alternatives for Sustainability Appraisal

DLP4: Masterplanning Sites	No policy.	Yes	
DLP5: Safeguarded Land	Do not allocate safeguarded land within the Local Plan.	No	Inconsistent with national policy.
	Allow flexibility in the Local Plan by allowing some safeguarded land to be brought forward.	Yes	
DLP6: Efficient and Effective use of Land and Buildings	No policy.	Yes	
	Setting a higher minimum density level.	Yes	
	Setting a lower minimum density level.	Yes	
	Setting a minimum target for the amount of development on brownfield land.	Yes	
DLP7: Place Shaping	No policy.	No	Inconsistent with national policy.
Employment provision	Make provision for the lowest employment growth scenario (19,326 jobs from 2013-2031).	Yes	
	Make provision for the highest employment growth scenario (43,722 jobs from 2013-2031).	Yes	
DLP8: Safeguarding Employment Land and Premises	To not allow any development to take place on safeguarded employment sites other than employment.	No	Inconsistent with national policy.
	A very flexible policy which responds purely to market forces.	Yes	
DLP9: Supporting Skilled Communities	To not seek contributions for employment, training and skills.	Yes	
DLP10: Supporting the Rural Economy	No policy.	Yes	
	The policy could be more specific.	Yes	
Housing quantum options	Make provision for the lowest housing growth scenario (1,069 dwellings per annum from 2013-2031).	Yes	
	Make provision for the highest housing growth scenario (2,191 dwellings per annum from 2013-2031).	Yes	
DLP11: Affordability and Mix of Housing	No affordable housing element to the policy.	No	Inconsistent with national policy.
	No housing mix element to the policy.	No	Inconsistent with national policy.

Appendix 4 Reasonable Alternatives for Sustainability Appraisal

	Setting a lower unit threshold to secure affordable housing and specifying housing mix.	No	Inconsistent with national policy.
	Setting a higher threshold for affordable housing and specifying housing mix.	No	Inconsistent with national policy.
	Requiring a higher percentage of affordable housing on site.	Yes	
	Requiring a lower percentage of affordable housing on site.	Yes	
	Setting different affordable housing percentage targets for different parts of Kirklees.	Yes	
	Outlining the affordable housing requirement on sites as a percentage of floorspace rather than units.	Yes	
DLP12: Accommodation for Travellers	No policy.	No	Inconsistent with national policy.
	A detailed criteria-based policy.	Yes	
DLP13: Town Centre Uses	No policy.	Yes	
	A less detailed policy.	Yes	
DLP14: Shopping Frontages	No policy.	Yes	
	The policy could be more restrictive.	Yes	
DLP15: Residential in Town Centres Policy	No policy.	Yes	
	A policy which sets out less criteria.	Yes	
DLP16: Food and Drink Uses and the Evening Economy	No policy.	Yes	
	A less prescriptive policy.	Yes	
DLP17: Huddersfield Town Centre	No policy.		
	A policy with a more limited approach.		
DLP18: Dewsbury Town Centre	No policy.		
	A more detailed policy which sets out a quarters approach.	Yes	
DLP19: Strategic Transport Infrastructure	No policy.	Yes	

Appendix 4 Reasonable Alternatives for Sustainability Appraisal

DLP20: Sustainable Travel and Demand Management	No policy.	No	Inconsistent with national policy.
DLP21: Highways and Access	No policy.	No	Inconsistent with national policy.
DLP22: Parking	No policy.	No	Inconsistent with national policy.
	Set parking standards for different types of development.	No	Inconsistent with national policy.
	Rely on an SPD.	Yes	
DLP23: Core Road and Bus Networks	No policy.	Yes	
	Establish a wider core road and bus network specific to Kirklees.	No	Not justified.
DLP24: Core Walking and Cycling Network	No policy.	Yes	
	Generic policy relating to all Rights of Way.	Yes	
DLP25: Design	No policy.	Yes	
	A policy setting out prescriptive standards and details.	No	Inconsistent with national policy.
DLP26: Advertisements and Shop Fronts	No policy.	Yes	
	A more prescriptive policy.	Yes	
DLP27: Renewable and Low Carbon Energy	No policy.	No	Inconsistent with national policy.
	More detailed policy with specific targets.	Yes	
	Identify areas that may be suitable for renewables.	Yes	
DLP28: Flood Risk	Remove the restrictions on culverting.	No	Would exacerbate flooding so not reasonable
	Directly reflect the NPPF flood zones.	Yes	
DLP29: Drainage	Higher or lower rates of runoff restriction.	No	Would contradict agreements with other authorities, EA etc.
	No policy.	No	Inconsistent with national policy.
DLP30: Management of Water Bodies	<i>No reasonable alternatives</i>	N/A	

Appendix 4 Reasonable Alternatives for Sustainability Appraisal

DLP31: Biodiversity and Geodiversity	No policy.	No	Inconsistent with national policy.
DLP32: Strategic Green Infrastructure	<i>No reasonable alternatives</i>	N/A	
DLP33: Landscape	No policy.	No	Inconsistent with national policy.
DLP34: Trees	No policy.	Yes	
DLP35: Conserving and Enhancing the Water Environment	No policy.	No	Inconsistent with EU legislation.
DLP36: Historic Environment	No policy.	No	Inconsistent with national policy.
	No policy.	Yes	
DLP37: Mineral Extraction	No policy.	No	Inconsistent with national policy.
DLP38: Site Restoration and Aftercare	No policy.	Yes	
DLP39: Minerals Safeguarding	No policy.	No	Inconsistent with national policy.
	Remove the need for buffers.	Yes	
	Safeguard the entire mineral resource.	Yes	
DLP40: Protecting Existing and Planned Minerals Infrastructure	No policy.	No	Inconsistent with national policy.
DLP41: Alternative Development on Protected Minerals Infrastructure Sites	No policy.	Yes	
DLP42: Proposals for Exploitation and Appraisal of Hydrocarbons	Include a series of separate policies on different hydrocarbons rather than a single policy.	No	Option relates to presentation of policy content rather than a different approach.

Appendix 4 Reasonable Alternatives for Sustainability Appraisal

	Incorporate the different phases of development with DLP43 and include proposals for production in a single policy.	No	Option relates to presentation of policy content rather than a different approach.
DLP43: Proposals for Production of Hydrocarbons	Incorporate the different phases of development with DLP42 and include proposals for production in a single policy.	Yes	
DLP44: Waste Management Hierarchy	No policy.	No	Inconsistent with national policy.
DLP45: New Waste Management Facilities	No policy.	No	Inconsistent with national policy.
DLP46: Safeguarding Waste Management Facilities	Don't allow any other development than employment.	Yes	
	No policy.	Yes	
DLP47: Waste Disposal	A policy which does not allow for landfill.	No	Inconsistent with national policy.
DLP48: Healthy, Active and Safe Lifestyles	No policy.	Yes	
DLP49: Community Facilities and Services	No policy.	Yes	
	Provide more or less stringent criteria.	No	Unclear and the no policy option is already considering a less stringent approach.
DLP50: Educational and Healthcare Needs	No policy.	Yes	
DLP51: Protection and Improvement of Local Air Quality	No policy.	No	Inconsistent with national policy.
	A policy concerned with the general protection and improvement of environmental quality.	No	Inconsistent with national policy.
DLP52: Protection and Improvement of Environmental Quality	Option 96	No	Inconsistent with national policy.
	Option 97	No	Inconsistent with national policy.

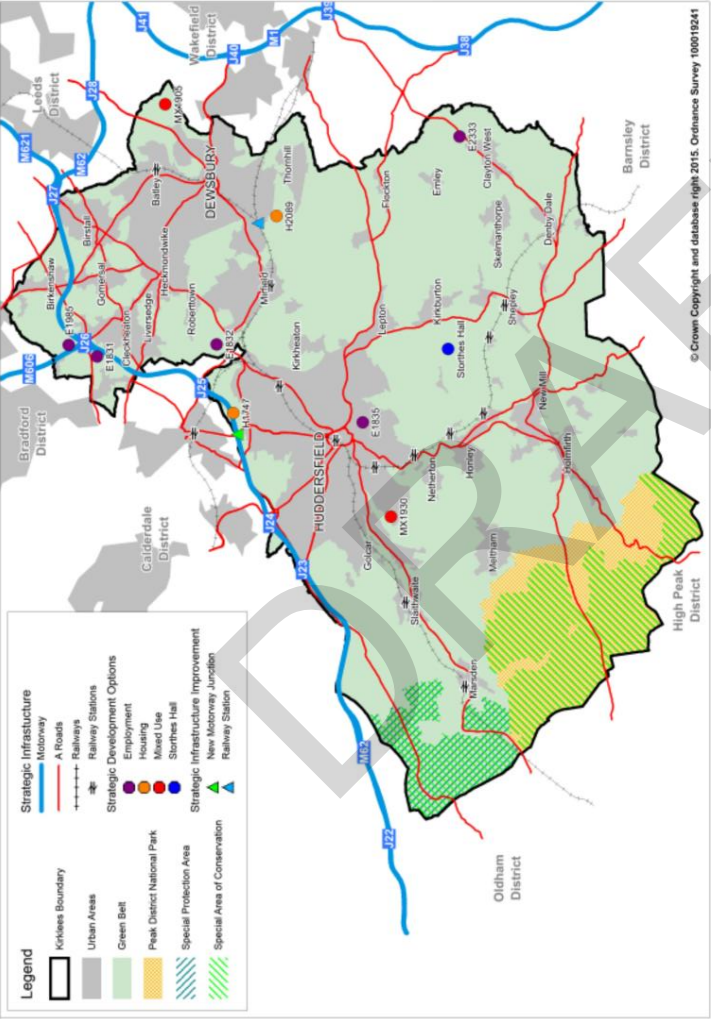
Appendix 4 Reasonable Alternatives for Sustainability Appraisal

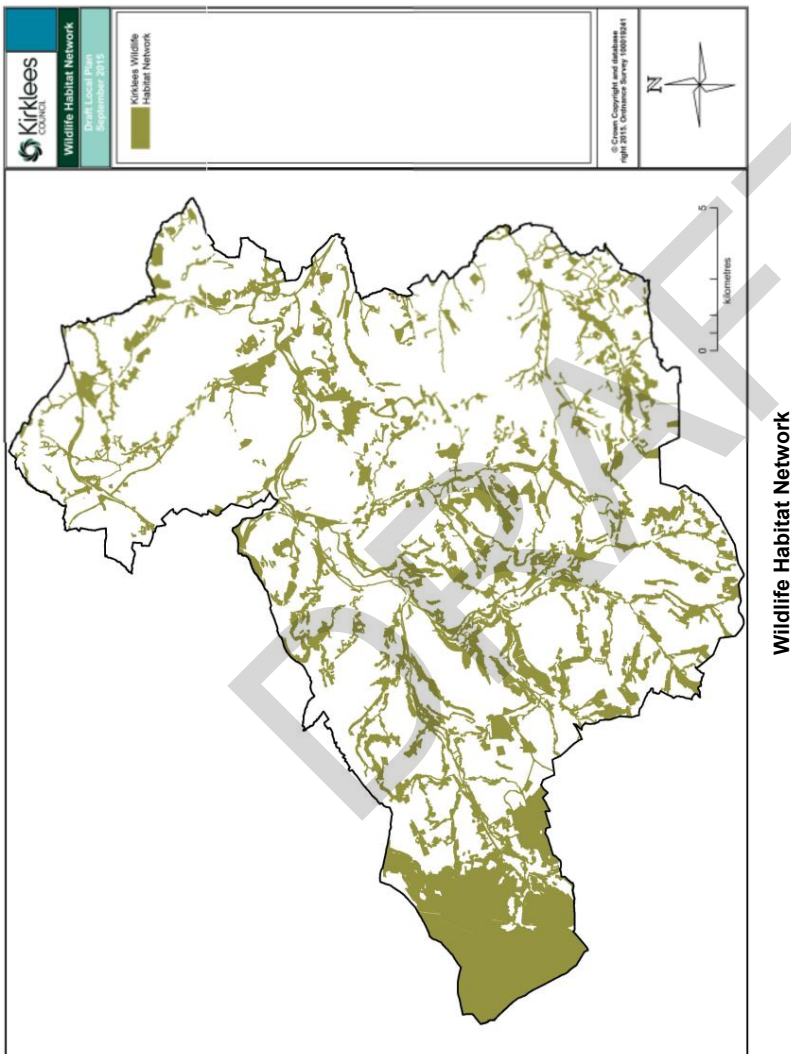
DLP53: Contaminated and Unstable Land	No policy.	No	Inconsistent with national policy.
	A less prescriptive policy.	No	Inconsistent with national policy.
DLP54: Sport and Physical Activity	No policy.	Yes	
	Protect all indoor and outdoor sports facilities.	No	Inconsistent with national policy.
DLP55: Development in the Green Belt	No policy.	Yes	
DLP56: Buildings for Agriculture and Forestry	No policy.	Yes	
	The policy could be more specific.	Yes	
DLP57: Agricultural and Forestry Workers' Dwellings	No policy.	Yes	
	The policy could be more specific.	Yes	
DLP58: Facilities for Outdoor Sport, Outdoor Recreation and Cemeteries	No policy.	Yes	
	The policy could be more specific.	Yes	
DLP59: The Extension, Alteration or Replacement of Existing Buildings	No policy.	Yes	
	The policy could be more specific.	Yes	
DLP60: Garden Extensions	<i>No reasonable alternatives</i>	N/A	
DLP61: Infilling and Redevelopment of Brownfield Sites	No policy.	Yes	
	The policy could be more specific.	Yes	
	A policy that identifies villages where infill development may not be inappropriate.	Yes	
DLP62: The Re-Use and Conversion of Buildings	No policy.	Yes	
	The policy could be more specific.	Yes	
DLP63: Urban Green Space	No policy.	Yes	
DLP64: Local Green Space	No policy.	Yes	

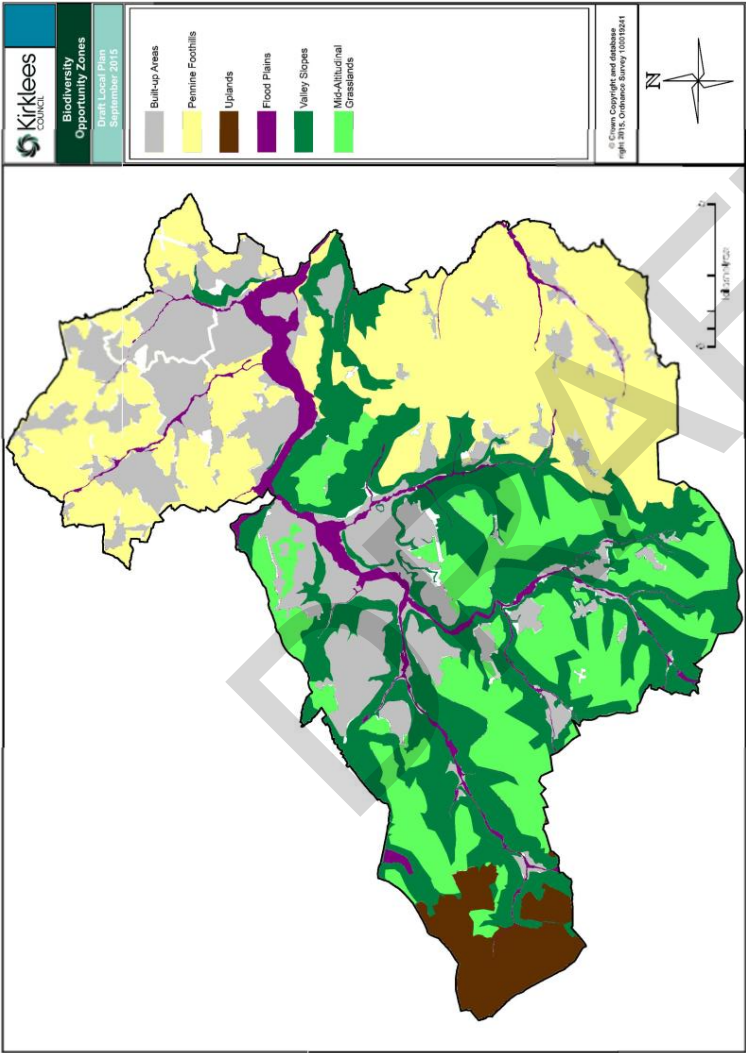
Appendix 4 Reasonable Alternatives for Sustainability Appraisal

DLP65: New Open Space	No policy.	Yes	
	Continue to set the requirements set out in UDP policy H18.	Yes	

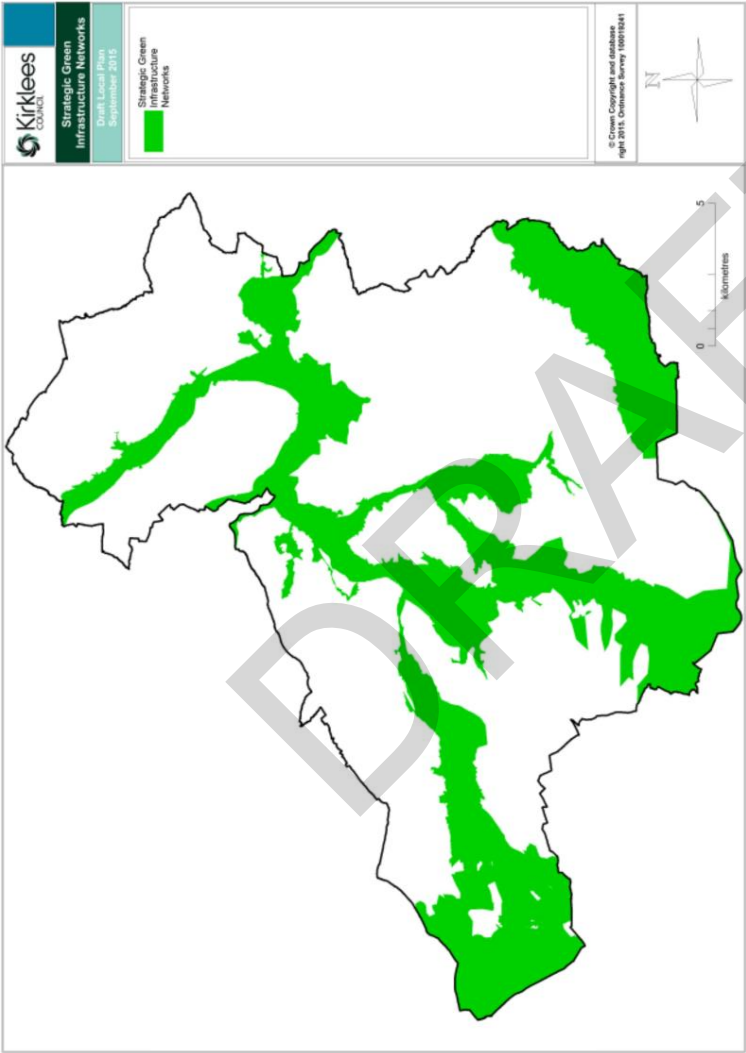
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Strategic Green Infrastructure Areas



Strategic Green Infrastructure Areas

Mineral Safeguarding Areas

