

**FARNLEY ESTATES**

**LAND NORTH-WEST OF WOODSOME DRIVE, FENAY BRIDGE**

**KIRKLEES LOCAL PLAN EXAMINATION  
MATTERS, ISSUES AND QUESTIONS  
Matter 30: Site H31**

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**1. INTRODUCTION**

1.01 These representations to the examination of the Kirklees Local Plan are submitted on behalf of the site's owners, Farnley Estates (FE).

1.02 These representations support the Council's housing allocation of 2.27ha of land north-west of Woodsome Drive, Fenay Bridge (site ref: H31). The site is in the sole ownership of FE.

1.03 These representations provide a response to the Inspector's Matters, Issues and Questions (MIQs) to support the Stage 4 hearing sessions due to commence on Tuesday 20<sup>th</sup> February 2018.

**2. MATTER 30 - HUDDERSFIELD HOUSING ALLOCATIONS: GREEN BELT RELEASES**

Issue: Are the proposed Green Belt release housing allocations in the Huddersfield sub-area justified, effective, developable/deliverable and in line with national policy?

a) How do sites H2730a and H2684a relate to each other? Should they be combined in a single text box/policy and a joint Masterplan required?

2.01 Not applicable to Site H31.

b) How does the proposed new roundabout at Penistone Road/Woodsome Road fit with the Indicative Masterplan for Rowley Lane (December 2016)? What are the implications for site phasing?

2.02 In combination, two allocations at H2730a and H2684a provide the opportunity for c. 600 dwellings. It is acknowledged that there will be the opportunity to serve a limited number of dwellings from H2730a using Hermitage Park and from H2684a using Rowley Lane, but the cumulative impact of the traffic from both sites will require some form of junction with Penistone Road to access the local highway network as it is considered that the existing priority junction of Rowley Lane with Penistone Road will at some point become over capacity.

- 2.03 A roundabout is one option to provide that form of junction with Penistone Road, and modelling has been undertaken to understand at what point the roundabout would be needed. This is set out in the MIQ hearing statement concerning Site H2486a.
- 2.04 Site H31 is capable of providing 68 dwellings. This number of dwellings would not have a material impact on the operation of the Rowley Lane junction and therefore it is not considered to be a consideration which affects the delivery of this site. Access into site H31 will be taken directly from Penistone Road.
- c) Is there sufficient provision to ensure that development on sites H2730a and H2684a does not cause unacceptable impacts on biodiversity and local habitats?
- 2.05 Not applicable to Site H31.
- d) Has the impact of the proposal on heritage assets been adequately assessed and addressed? Should protection and mitigation measures linked to the Heritage Impact Assessment (LE98) be specified in the Plan?
- 2.06 Kirklees Council commissioned a Castle Hill Setting Study (August 2016). This demonstrates that site H31 is partially visible from Castle Hill, however the south western corner of the site cannot be seen.
- 2.07 The Castle Hill Setting Study concludes that in general, where such development is located within or immediately adjacent to areas of existing urban development, and is not out of scale with the design of surrounding existing buildings, the impact on the setting of Castle Hill will not be substantial. Similarly, where such development does not lie on a ridgeline, and would therefore not alter the character of views to and from the hilltop across such ridgelines, or challenge Castle Hill's prominence within the landscape, there is low risk of harm to setting.
- 2.08 It is therefore not considered that there will be any impact on any heritage assets, including Castle Hill.
- e) Are the sites available and deliverable in the timescales set out in the Council's housing trajectory?

2.09 Site H31 is available for development. We make these representations on behalf of the landowner. The site is in single-ownership and there is considerable market interest, with a number of house-builders interested in developing it for residential purposes. It is considered that upon adoption of the Local Plan, a planning application is likely to be forthcoming in a short timeframe.

f) What effect would the proposed boundary changes and allocations have on the Green Belt and the purposes of including land within it? In particular, how would the existing gap between Lepton and Highburton be affected? Are there exceptional circumstances that justify altering the Green Belt? If so, what are they?

2.10 Site H31 is surrounded by development to the north, east and south, with Penistone Road running parallel to the site along the site's western side, forming a strong boundary. The gap between Highburton and Lepton will not reduce as the proposed allocation is surrounded by already developed areas and contained by Penistone Road. Development will not encroach any further south than currently, and the gap between Highburton and Lepton will therefore remain.

2.11 In the Council's Green Belt Review (April 2017), the existing Green Belt boundary at this location is identified as ref. AL10. The Review applied two tests to this boundary. The first test concluded that there are no topographical, physical or environmental constraints that would indicate that the boundary should not be reviewed. The second test evaluated the boundary in terms of its contribution to the first four of the five purposes of Green Belt. This exercise concluded the following:

*Test 2a: prevents merging – 'extensive gap'*

*Test 2b: checks sprawl – 'Penistone Road and development to the south would contain development'*

*Test 2c: safeguards from encroachment – 'limited visual relationship with wider countryside, significant urban edge'*

*Test 2d: preserves setting and character – 'no impact'*

*Conclusion: 'development would have only limited impact on the openness of the Green Belt'*

*Score: '1 – less important role'*

2.12 It is clear from this objective assessment that the site is not meeting the purposes of Green Belt.

2.13 It can therefore be concluded that there would be limited impact on the Green Belt. The gap between Highburton and Lepton will not reduce, due to the site being surrounded by existing development on three sides, and being contained by Penistone Road to the west. The release of Green Belt at this location is supported.

**APPENDIX 1:  
MASTERPLAN OF SITE H31**

# FARNLEY MASTERPLAN POTENTIAL DEVELOPMENT SITES

## Site 02 - Land to north west of Woodsome Drive, Fenay Bridge

**Site Area:** 2.20Ha & 2.90Ha (extended over railway)

### Existing Site Description:

The site is an open agricultural field steeply sloping from the eastern boundary of the dismantled railway line and associated mature vegetation, to the western site boundary of Penistone Road (A629). Residential properties and mature ornamental vegetation lie to the southern boundary and Whitegates Grove and mature trees lie to the northern site boundary. The site lies on the transitional point of the open countryside to the west and residential areas of Lepton and Rowley Hill to the east.

### Planning Context:

The site is located within Green Belt, however, it is proposed that it be allocated as an "Accepted-Site Option" in the Kirklees Council Draft Local Plan - November 2015.

A Green Belt Review and Outcome survey carried out as part of the Draft Local Plan identifies development on this "green belt boundary site" and concludes that it would have a negligible degree of conflict with green belt purposes.

The dismantled railway and associated vegetation to the east of the site boundary is proposed as Urban Greenspace and a potential Core Walking, Cycling and Riding Network within the Draft Local Plan. There is a group TPO within the northern section of the dismantled railway boundary vegetation and 5no. individual TPOs to the northern site boundary.

The site is proposed as being part of the Fenay Beck Green Infrastructure Corridor within the Draft Local Plan

### Landscape Character Area:

The site is located within National Character Area (NCA) **37: Yorkshire Southern Pennine Fringe** and the Kirklees District Landscape Character Assessment: **G9: Fenay Beck Valley & Tributaries**. A site visit was also undertaken to carry out a localised character assessment.

The landscape character of the site and surrounding area can be summarised as:

- made up of the main valley of the Fenay Beck River
- broadleaved woodland cover
- regular fields of medium scale, with smaller fields found around the edges of settlements. Land is predominantly pastoral with occasional arable use.
- field boundaries are commonly hedgerows or stone walls



Site photograph looking to the north from Penistone Road at southern corner of Site 02

- visually enclosed along the bottoms of the valleys
- rolling topography generally sloping to towards Fenay Beck.

### Existing landscape features and assets:

**Topography:** Rolling: approx. 1:5 slope east to west.

**Vegetation Cover:** Generally open with boundary vegetation to the north, east and western boundaries

**Public Rights of Way:** Non through site. Dismantled railway is proposed as Urban Greenspace and potential Core Walking, Cycling and Riding Network

**Ecological Features:** Boundary Vegetation

**Water features and Flood Zones:** None.

### Visual Analysis:

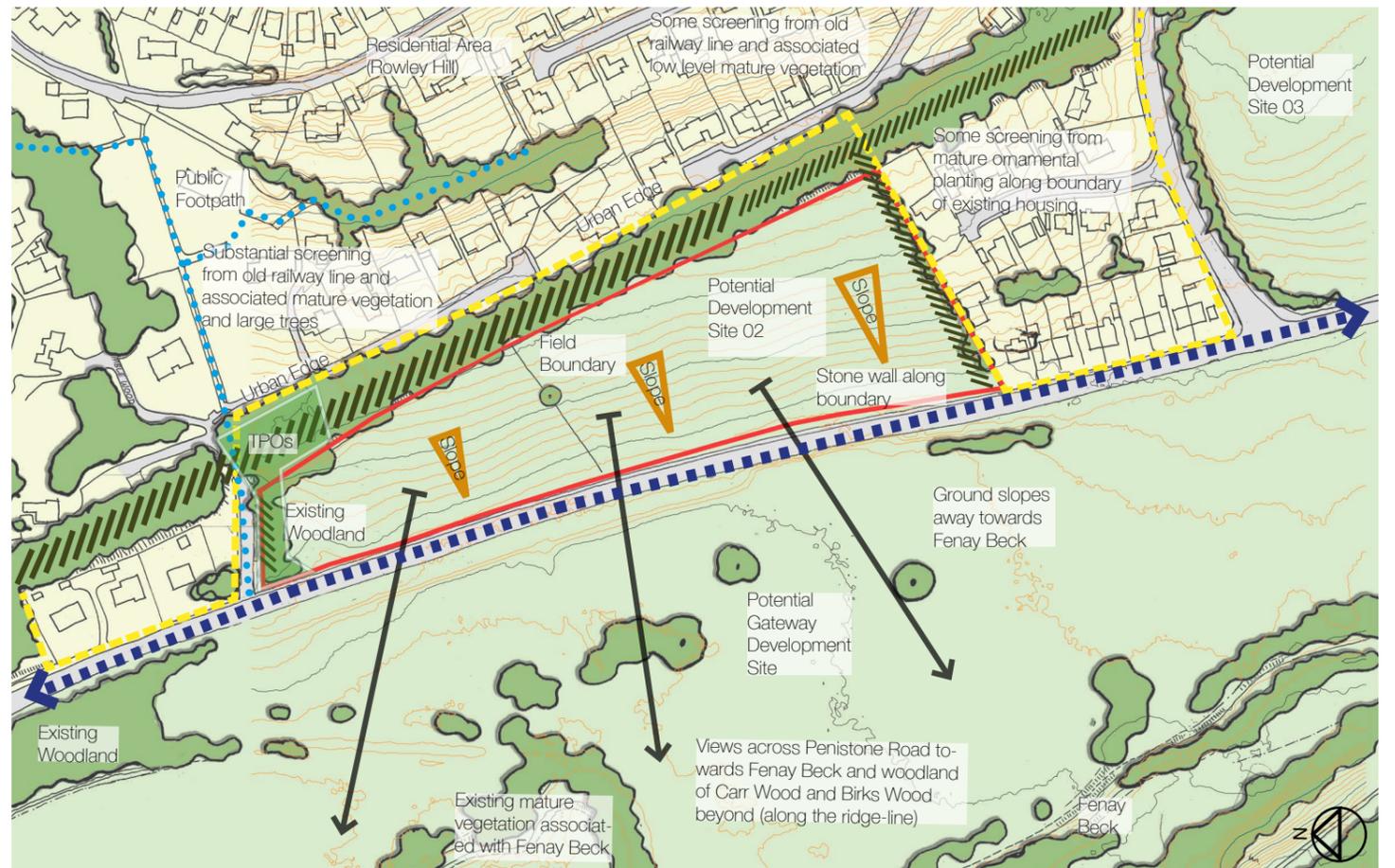
A site visit was undertaken to carry out a visual appraisal of key views into and out of the site. Due to the sloping nature of the site, clear views are afforded to the west across Fenay Beck towards mature woodland of Carr Wood and Birks Wood.

### Aims for Landscape and Masterplan Strategy:

- Respond to the site and its context; and
- Develop a robust landscape structure.

### Landscape and Masterplan Opportunities:

- Provide links to existing wildlife habitats;
- Provide space for recreational and amenity use;
- Creating a network of engaging green spaces that link to potential PROW networks;
- Connect the development to the landscape;
- Integrate the development into the local landscape
- Consider views across the landscape.
- Potential to extend boundary to utilise disused railway for development or POS.



Landscape Analysis Plan. NTS

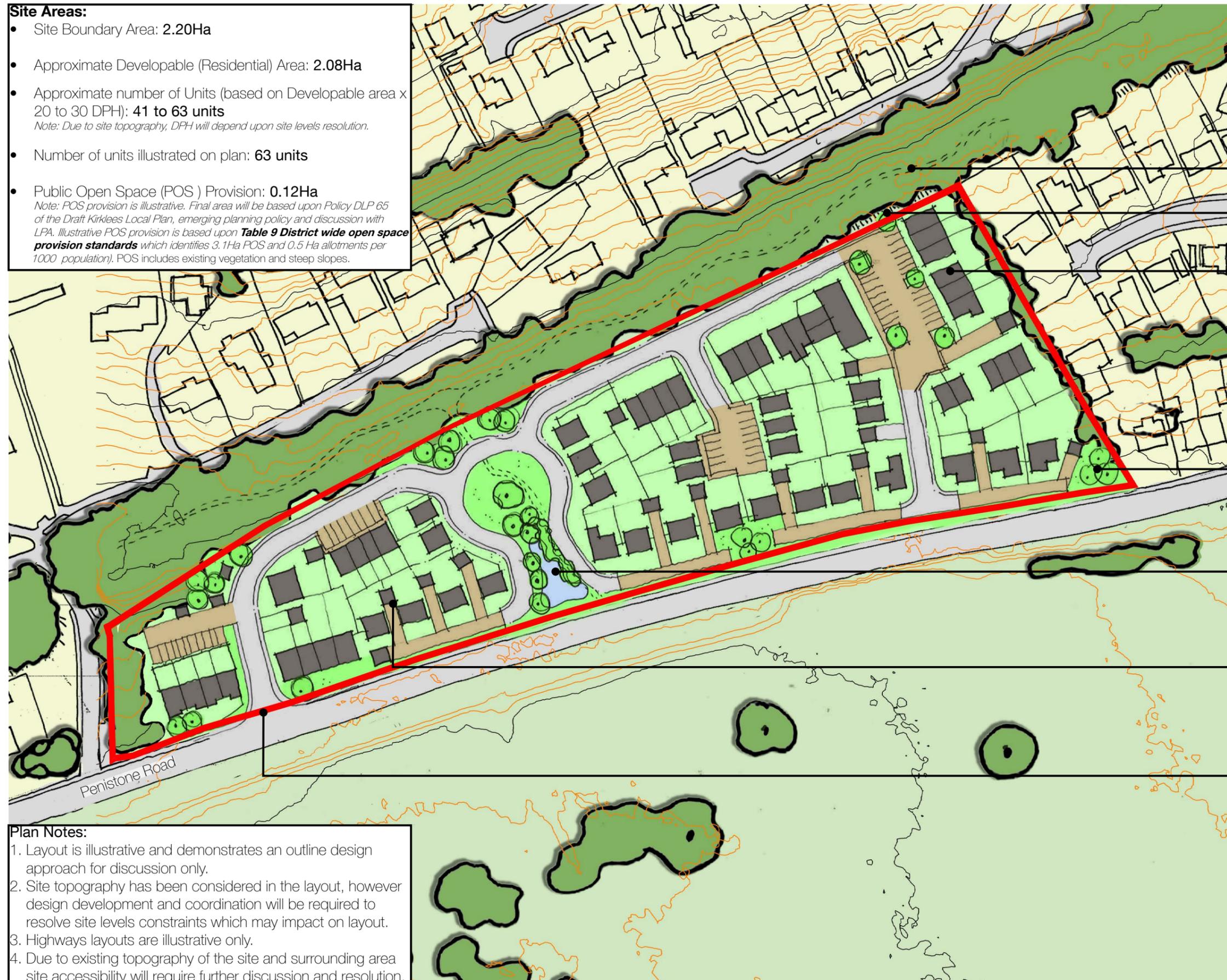


Landscape Opportunities and Structure Plan. NTS

**FARNLEY MASTERPLAN POTENTIAL DEVELOPMENT SITES**  
**Site 02 - Land to north west of Woodsome Drive, Fenay Bridge**

**Site Areas:**

- Site Boundary Area: 2.20Ha
- Approximate Developable (Residential) Area: 2.08Ha
- Approximate number of Units (based on Developable area x 20 to 30 DPH): **41 to 63 units**  
*Note: Due to site topography, DPH will depend upon site levels resolution.*
- Number of units illustrated on plan: **63 units**
- Public Open Space (POS ) Provision: **0.12Ha**  
*Note: POS provision is illustrative. Final area will be based upon Policy DLP 65 of the Draft Kirklees Local Plan, emerging planning policy and discussion with LPA. Illustrative POS provision is based upon **Table 9 District wide open space provision standards** which identifies 3.1Ha POS and 0.5 Ha allotments per 1000 population, POS includes existing vegetation and steep slopes.*



- Dismantled Railway
- New planting to reinforce existing boundary vegetation
- Housing Development: Higher density to the areas adjacent to the dismantled railway with housing fronting onto greenspace (secure by design principles). Lower density, detached properties to Penistone Road frontage with housing fronting onto Penistone Road.
- New planting along frontage - Ornamental trees with low hedgerow behind existing stone wall. Intent is to create a green corridor while still allowing views out from development to wider landscape to the west.
- Green link from road and bus stop through development to dismantled railway. Potential to incorporate pedestrian link and SuDs features to create multifunctional Green Infrastructure
- Northern parcel shown as housing for layout purposes. Subject to LPA requirements area may be utilised as POS and/or allotments.
- Vehicular Access via bellmouth on Penistone Road.

**Plan Notes:**

1. Layout is illustrative and demonstrates an outline design approach for discussion only.
2. Site topography has been considered in the layout, however design development and coordination will be required to resolve site levels constraints which may impact on layout.
3. Highways layouts are illustrative only.
4. Due to existing topography of the site and surrounding area site accessibility will require further discussion and resolution.

**Note: Plan is illustrative only. Final design and layout subject to detail design, site surveys and coordination with other consultants and LPA.**