Deloitte.



Land to the East of Leeds Road and Heybeck Lane, Chidswell

Statement of Consultation

February 2020

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1 Introduction

1.1 This Statement of Consultation (the "Statement") has been prepared by Deloitte LLP ("Deloitte Real Estate") and accompanies two applications, both for outline planning permission submitted to Kirklees Council (KMDC). The two applications which relate to neighbouring sites, that collectively form allocation MXS7 within the Local Plan, seek permission for the following:

- 'Land to the East of Leeds Road, Chidswell': Outline planning application (all matters reserved except access), for a mixed use scheme comprising residential development, residential institution development, employment development, a primary school, local centre, green space, access and other associated infrastructure. The application seeks permission for up to 1,354 dwellings and up to 122,500 square metres of employment floorspace.

- 'Heybeck Lane': Outline planning application (all matters reserved except access) for residential development, access and other associated infrastructure. The application seeks permission for up to 181 dwellings.

1.2 From here on, for the purpose of this Statement, the two sites will be collectively referred to as the "Site" and the two applications referred to as the "Proposed Development".

1.3 Given the close relationship between the two sites, both in terms of their location, policy allocation and development of proposals, this Statement sets out in detail the pre-application consultation that has been jointly undertaken throughout the formulation of the two applications, the feedback received during the process and how that has been considered and addressed within the final proposals where appropriate.

The Applicant

1.4 The Applicant for both applications is CC Projects (the "Applicant"), a subsidiary of the Church Commissioners for England. The Church Commissioners for England is a registered charity, established to manage the Church of England's historic assets and is responsible for providing financial support for the work and mission of the Church of England across the country. This support includes contributing to the cost of clergy stipends and pensions, bishop and cathedral costs, and providing support for parishes, especially where there is a particular need or growth opportunity.

1.5 The Commissioners are responsible for managing a property portfolio that includes commercial, rural and residential property, as well as strategic land, forestry and indirect property investments.

The Application Sites

1.6 The Site (comprising the two application sites) covers an area of approximately 120 hectares within the boundary of KMDC.

1.7 The Site is located to the east of the A653 Leeds Road dual carriageway, which is a strategic corridor between Dewsbury and Leeds. In the immediate vicinity of the Site, Leeds Road runs in a north-south direction, adjoining the A638 Wakefield Road and Junction 28 (the Tingley Interchange) of the M62 Motorway to the north. The A638 Wakefield Road links with the M1 Motorway Junction 40 to the east of the Site. A copy of the site location plan can be found at Appendix 1.

1.8 To the east and south of the Site land is predominantly in agricultural uses, whilst to the north and west development is largely residential in nature.

1.9 The Site is gently undulating, with two notable landscape features: a higher 'ridge' to the west of the centre, and a 'bowl-like' valley to the north, drained by the streams and ditches.

1.10 The Site does not contain any listed buildings, nor is it located within a Conservation Area. The nearest listed building is located at Grange Road to the west (Toll Gates outside Toll Bar Cottage, Grade II listed).

1.11 There are no statutory environmental designations on the Site, however the Site is adjacent to an area identified as a Local Wildlife Site, which is part of the Wildlife Habitat Network and is designated as Ancient Woodland (Dogloitch Wood and Dum Wood to the east).

1.12 There are a number of Public Rights of Way which either pass through the site or lie in close proximity. These routes will be fully considered as part of the planning application.

1.13 The Site is not located within an Air Quality Management Area (AQMA).

1.14 The Site is located within Flood Zone 1 and is therefore at low risk of flooding.

1.15 A full description of the Site and surrounding area is set out in the supporting Planning Statements submitted with the applications.

Pre Application Consultation

1.16 This Statement explains in detail the programme of consultation undertaken in respect of the emerging schemes in order to ensure that issues could be considered and, where possible, addressed as the proposals came forward.

1.17 The individual parameter plans which set out clear development principles for future reserved matters submissions, together with the indicative masterplans been developed in consultation with the Local Planning Authority, key stakeholders, locally elected Members and local residents and businesses.

Report Structure

1.18 The remainder of this Statement is structured as follows:

- **Section 2: Policy Context** – sets out the relevant planning policy and requirements;
- **Section 3: Consultation Strategy and Responses** – provides details of the consultation undertaken and summarises the feedback received; and
- **Section 4: Summary and Conclusions** – summarises the key conclusions from the consultation exercise.

1.19 This Statement should be read in conjunction with the Design and Access Statements that accompany both applications as well as the Planning Statements, drawings and other technical documents submitted in support of the applications which explain and assess the Proposed Development in further detail.

2 Policy Context

2.1 National and local guidance with regard to consultation and community involvement in the planning process is summarised within this section of the Statement. Due regard has been had to this policy context as part of the formulation and implementation of the pre-application consultation process in respect of the applications.

National

Localism Act

2.2 The Localism Bill was introduced to Parliament on 13 December 2010, and was given Royal Assent on 15 November 2011, becoming an Act ("the Act").

2.3 The main aim of the Act is to shift power from Central Government back into the hands of individuals, communities and Local Authorities. It includes five key measures as follows:

- Community rights;
- Neighbourhood planning;
- Housing;
- General power of competence; and
- Empowering cities and other local areas.

2.4 Part 6 of the Act specifically deals with planning, and Chapter 4 sets out requirements in relation to consultation before applying for planning permission.

2.5 Section 122 of the Act amends the Town and Country Planning Act 1990 to include a new section 61W that sets out a requirement to carry out pre-application consultation as follows:

"(1) Where—

(a) a person proposes to make an application for planning permission for the development of any land in England, and

(b) the Proposed Development is of a description specified in a development order, the person must carry out consultation on the proposed application in accordance with subsections (2) and (3)."

2.6 Subsections (2) and (3) state:

"(2) The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

(3) The person must consult each specified person about the proposed application".

2.7 Subsection (4) outlines the requirements in regards to publicity of applications:

"(4) Publicity under subsection (2) must—

(a) set out how the person ("P") may be contacted by persons wishing to comment on, or collaborate with P on the design of, the Proposed Development, and

(b) give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the Proposed Development may do so in good time".

2.8 The Act also sets out a duty to take account of responses to consultation. Section 61X requires a developer to have regard to any comments or responses generated by the consultation undertaken in accordance with section 61W, when deciding whether to make any changes to proposals before submitting a planning application.

2.9 Section 61Y enables the Secretary of State to set out further provisions as to how the consultation required under new section 61W should be undertaken in practice.

National Planning Policy Framework

2.10 The National Planning Policy Framework (NPPF) (adopted in March 2012, and revised in June 2019) sets out the Government's planning policies for England, including guidance in relation to the undertaking of public engagement and consultation on Proposed Developments.

2.11 Paragraphs 39 to 46 address pre-application engagement and front-loading. Paragraph 39 observes that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It goes on to state that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.

2.12 Paragraph 40 sets out that local planning authorities (LPAs) have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. It notes that LPAs cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. Paragraph 40 also directs LPAs to encourage any applicants who are not already required to do so by law to engage with the local community, where they think this would be beneficial, and, where relevant, with statutory and non-statutory consultees, before submitting applications.

2.13 Paragraph 41 states that:

The more issues that can be resolved at pre-application stage, including the need to deliver improvements in infrastructure and affordable housing, the greater the benefits. For their role in the planning system to be effective and positive, statutory planning consultees will need to take the same early, pro-active approach, and provide advice in a timely manner throughout the development process. This assists local planning authorities in issuing timely decisions, helping to ensure that applicants do not experience unnecessary delays and costs.

2.14 The NPPF also emphasises the importance of pre-application engagement in achieving high-quality design, noting at paragraph 128 that:

Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Planning Practice Guidance

2.15 In March 2014, the Government issued a new national Planning Practice Guidance (PPG) document as an online resource, which is designed to bring together planning practice guidance for England in an accessible and useable way. The PPG is a 'live' document, which provides further detail to assist in the understanding of planning policies set out within the NPPF, including requirements for pre-application engagement.

2.16 In particular, Paragraph 013 (Reference ID: 15-013-20190722; Revision date: 23 07 2019) of the 'Consultation and pre-decision matters' section states that:

Early and timely engagement between developers, statutory consultees and local authorities at the pre-application phase is important in helping to address issues and opportunities early on and avoid delays occurring at the formal application stage.

Statutory consultees need to provide clear, positive and transparent information to both local planning authorities and applicants about the information they require to provide a response to consultations.

2.17 Pre-application engagement is also considered within the 'Before submitting an application' section of the PPG, which sets out processes and expectations on pre-application discussions.

2.18 It states at paragraph 001 (Reference ID: 20-001-20190315; Revision date: 15 03 2019) that pre-application engagement offers significant potential to improve both the efficiency and effectiveness of the planning system and improve the quality of planning applications and their likelihood of success.

2.19 This is achieved through:

- providing an understanding of the relevant planning policies and other material considerations associated with a proposed development;
- working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development, including, where relevant, the need to deliver improvements in infrastructure and affordable housing;
- discussing the possible mitigation of the impact of a proposed development, including any planning conditions;
- identifying the information required to accompany a formal planning application, thus reducing the likelihood of delays at the validation stage. The information requested must be reasonable; and
- putting in place a Planning Performance Agreement where this would help with managing the process and agreeing any dedicated resources for progressing the application.

2.20 The PPG also notes at paragraph 010 (Reference ID: 20-010-20150326; Revision date: 26 03 2015) that pre-application engagement with the community is encouraged where it will add value to the process and the outcome**.**

2.21 Paragraph 003 (Reference ID:20-010-20150326; Revision date: 26 03 2015) of the 'Design: process and tools' section of the PPG sets out that pre-application discussions are an opportunity to discuss the design policies, requirements and parameters that will be applied to a site. The LPA can explain the design issues they feel are most important and the developer can explain their own objectives and aspirations. Being able to inform and influence the design of a proposed development early in the design process is more efficient than trying to implement suggested revisions at a later stage – particularly if this relates to a major proposal.

Local

2.22 KMDC adopted a Statement of Community Involvement (SCI) in September 2015. The document sets out how KMDC will work with local communities and stakeholders to develop planning policy documents rather than guidance for developers to involve communities in the formulation of development proposals.

2.23 KMDC's adopted Local Plan (February 2019) 'Policy LP5 Masterplanning sites' identifies that masterplans must involve all the 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.

2.24 Local Plan 'Policy LP24 Design' states that good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal.

2.25 The Site is allocated for residential and employment led mixed-use development within the Kirklees Local Plan (2019) (KLP19) (allocation site reference MXS7). Prior to the Site becoming allocated, KMDC consulted the public and statutory consultees at various stages in the local plan process including:

- Draft Local Plan for Consultation – November 2015
- Publication Local Plan for Consultation – December 2016
- Proposed Modifications Consultation – October 2018

Summary

2.26 Increasing community participation is a key objective of Government and local planning policy.

2.27 Consistent with this approach, the Applicant has engaged with various stakeholders as the proposals have evolved. This has enabled communities of interest and those most likely to be affected by the proposed developments to have the opportunity to have their views considered and to input into the process before an application is submitted.

2.28 This Statement details the consultation undertaken with respect to the applications, presents the key outcomes and how they have been addressed.

3 Consultation Strategy and Responses

3.1 This section describes the pre-application consultation that has been undertaken by the Applicant and the project team. It includes an outline of the consultation strategy and the outcome of the consultation process.

3.2 The Consultation Strategy was shared with KMDC via email on 14 January 2019, and later agreed at the pre-application meeting held on 16 January 2019. It was also agreed that Local Councillors should review the sequence and scope including the consultation zone and feedback any comments. KMDC liaised with Local Councillors on 17 January 2019.

3.3 A summary of Councillor feedback on the Consultation Strategy at the 17th January 2019 meeting is set out below:

- Four out of the six invited Councillors attended (two from each ward). They were appreciative of being consulted at an early stage and expressed an interest to meet with the Applicant and project team in due course.
- With regard to the masterplan, matters raised by Members included ensuring that there was a suitable distance provided between the backs of the existing houses on Leeds Road and the proposed employment development and that 'lighter' employment uses should be considered near to the existing homes. One of the councillors also suggested that the Applicant consider the potential to develop a modular homes construction factory at the Site.
- In terms of the consultation strategy, feedback from the Councillors included advice on the extent of the leaflet drop and a suggestion that the public exhibitions be held in two locations– one in each ward, to avoid people having to travel too far.

Consultation Strategy

3.4 Pre-application consultation has been focused upon engaging key stakeholders during the design evolution of the proposals as well as explaining how they have responded to the Site's social, economic and environmental context.

3.5 In summary, the following consultation has taken place:

- Regular dialogue with senior Planning officers at KMDC, including planning, housing, highways, landscape and economic development officers;
- Liaison with Yorkshire Water;
- Liaison with Highways England in connection with the transport strategy;
- Local residents and businesses within the vicinity of the Site were invited to public exhibition events, staffed by members of the Project Team, which provided the opportunity to find out more about the proposals and to offer feedback;
- Liaison with the Chidswell Action Group;

- Local Councillors (Batley East Ward and Dewsbury East Ward) were offered a briefing session on the proposals prior to the exhibition and individual meetings if they were unable to attend the exhibition;
- Presentation to the Yorkshire Design Review Panel; and,
- The emerging proposals were subject to an Environmental Impact Assessment Screening and scoping process via correspondence with KMDC.

3.6 A series of technical consultations have taken place during the evolution and assessment of the proposals. This is captured within the supporting documents submitted with the Application.

3.7 The sections below further describe the consultation activity undertaken in relation to each stakeholder and provide a summary of the feedback received and how this has been addressed.

Kirklees Metropolitan District Council

3.8 The Site is located within the administrative boundary of KMDC.

Local Planning Authority

3.9 A Planning Performance Agreement (PPA) was prepared and signed by KMDC and the Applicant on 24 July 2019.

3.10 The PPA is a project management tool which KMDC and the Applicant used to agree timescales, actions and resources. It covered pre-application discussions and provided a framework intended to improve and speed up the planning process by committing both parties to an agreed timetable containing milestones that make clear what level of resources and actions were required, and ensured that all key planning issues were properly considered and resolved. The PPA can also be extend through to the post-application stage.

3.11 The PPA included:

- Performance standards; communication, response times, responsibility for writing meeting notes.
- Meetings; which representatives of KMDC / project team would be required, responsibility for setting agendas, timescales.
- Fees; pre-application fees, PPA fees, legal fees, timescales for invoicing.

3.12 PPA's encourage joint working between the applicant and local planning authority, and can also help to bring together other parties such as statutory consultees. A PPA is agreed voluntarily between the applicant and the local planning authority prior to the application being submitted, and can be a useful focus of pre-application discussions about the issues that will need to be addressed.

3.13 Fourteen pre-application sessions including design workshops have been held with KMDC that were also attended by the Applicant and members of the project team. The meetings played a vital role in ensuring KMDC's aspirations for the project were reflected within the proposals. The meetings were held on:

- 25 May 2018
- 26 July 2018
- 23 August 2018
- 10 October 2018
- 14 November 2018

- 11 December 2018
- 16 January 2019
- 15 February 2019
- 13 March 2019
- 12 April 2019
- 15 May 2019
- 6 June 2019
- 17 July 2019
- 14 August 2019
- 11 September 2019
- 4 October 2019
- 13 November 2019 via conference call
- 11 December 2019 via conference call

3.14 Specialists officers from KMDC attended at various times throughout the project timeline and these included:

- Planning and Urban Design;
- Landscape;
- Highways and Transport;
- Economy and Infrastructure;
- Flood Risk and Drainage;
- Employment and Skills;
- Investment and Regeneration;
- Housing Growth;
- Specialist accommodation provision; and
- Education.

3.15 The purpose of the meetings were to agree the procedural aspects of the applications and their form and content, but most importantly to consult KMDC in relation to the design approach and in the context of addressing, council policy and regulatory requirements.

3.16 During the pre-application period, the Applicant has continued to consult with KMDC and the scheme has undergone an iterative design process (further details of which are provided within the Design and Access Statements submitted with both applications).

3.17 The Applicant will continue to work positively and pro-actively with officers during the determination of the applications, responding to any issues that are raised during the formal consultation process.

3.18 The following key points have been considered through pre-application discussions and each matter has been addressed within the planning application submissions:

- **Principle of the Proposed Development** – The schemes are welcomed in principle by the LPA, as indicated by the Site's allocation within the Kirklees Local Plan under allocation MXS7, which establishes the principle of mixed-use development. It is recognised that the proposals will make a positive contribution to the provision of housing and employment within the District;

- **The Quantum of Development and Layout**– Whilst the layout of the two sites is a matter which will be considered as part of a subsequent reserved matters submission, the applications include an indicative masterplan to illustrate how the two sites could be laid out to accommodate the quantum of development proposed. The indicative masterplan is underpinned by a suite of parameter plans, informed by wide variety of technical assessments. The parameter plans set out and fix the parameters for a future detailed scheme. In summary, the plans relate to a number of topics, all of which have been subject to specific discussions between the relevant members of the project team and KMDC

officers. The parameter plans for the Land to the East of Leeds Road site and the topics they cover include:

- Developable areas and usage; sets out the extent of the proposed land parcels and their proposed uses, which includes: residential (use class C3), residential institutions such as retirement living (C2), employment (use class B1c, B2 and B8 with ancillary B1a) and a local centre (use classes A1, A2, A3, A4, A5 and D1).

- Blue infrastructure; identifies the broad locations for strategic blue infrastructure including sustainable urban drainage ponds and underground attenuation in relation to the proposed primary school. Consideration has been given to drainage across the Site and a Drainage Strategy has been produced which identifies locations of attenuation ponds. The plan was prepared in close consultation with the flood risk and drainage officer and landscape officer at KMDC.

- Green infrastructure; outlines the extent of proposed elements of strategic green infrastructure including public open space, green buffers and mitigation measures. The public accessible open space provision is designed having consideration for the district wide open space provision standards which are detailed at table 12 and Policy LP63 within the adopted Strategy and Policies document. The layouts focus on connectivity between the new community and existing surrounding development through existing and proposed pedestrian/cycling routes. East to west connectivity is provided through a series of generous green corridors, which are woven into designated play areas to encourage their use.

- Building heights; sets the maximum heights for each of the Proposed Development components. The proposed scale of the development has been set within the 'Maximum Buildings Heights' parameter plan. The maximum height for employment is 18m, residential 12m, the local centre 17m, residential institution 17m and the primary school 10m. The heights provide flexibility for the design of the development through future reserved matters submissions, whilst also providing assurance as to the maximum heights of buildings within the development.

- Access; identifies the vehicular access points and the spine road corridor for the Land to the East of Leeds Road site. A detailed design for each access point has been included with the submission pack and is subject to the determination of the outline application. The development has four access points, two from Leeds Road, and two from Chidswell Lane. Pedestrian access to the Site will accompany each of the vehicular access points.

3.19 The Heybeck Lane submission is accompanied by a single parameter plan which covers matter including developable areas, maximum building heights and site access. With Regards to the latter, there is one access point from Heybeck Lane which serves only the Heybeck Lane development.

3.20 A formal pre-application advice letter was issued by KMDC on 11 November 2019. The letter provides a summary of the consultation activities and engagement that has taken place. It also provides advice in relation to the application documents required, EIA requirements, land use and principle of development, sustainability and climate change, design, conservation, infrastructure, employment, residential, school and local centre, highways and transport, drainage and flood risk, public and environmental health, site contamination and stability, ecological considerations, trees, hedgerows, landscaping and open space, planning obligations and financial viability.

Environmental Impact Assessment Screening

3.21 A formal EIA Screening and Scoping Request was submitted to KMDC as the Local Planning Authority (LPA) on 27 September 2018, requesting confirmation as to the proposed scope of the EIA required in respect of the Proposed Development.

3.22 A response was received from the LPA on 22 May 2019 stating the smaller of the two sites (land at Heybeck Lane) did not constitute EIA development.

3.23 A response was received from the LPA on 25 May 2019 confirming the larger of the two sites (Land East of Leeds Road) constituted EIA development for which an Environmental Statement (ES) would need to be submitted. KMDC subsequently issued an EIA Scoping Opinion on 3 December 2018. Advice on the scope and content of the ES was provided in an email by KMDC on 15 February 2019. The technical chapters of the ES are therefore based on a scope of assessment that has been agreed with the relevant statutory consultees where possible.

3.24 Copies of the correspondence relating to the EIA Screening and Scoping process are included at Appendix 2.

Summary

3.25 The outcome of the pre-application discussions with KMDC have been positive and supportive of the proposals in principle, on the basis that they seek to deliver the Local Plan's allocation and related policy requirements for the Site.

3.26 Further details of the Proposed Developments are provided within the accompanying application documents including the supporting Planning Statements and Design and Access Statements.

Highway Authority

3.27 As the Local Highways Authority, KMDC is responsible for highways within the District. Given the location of allocation MXS7 and its proximity and connectivity with the neighbouring authorities of Wakefield Metropolitan District Council and Leeds City Council, engagement to agree the scope of the required Transport Assessment has not only just taken place with Highway Officers at KMDC, but also with Highway Officers at Leeds City Council and Wakefield Metropolitan District Council. In addition, the scope of the assessment has also been subject to ongoing discussion with Highways England who are responsible for the strategic highway network in proximity to the allocation.

3.28 In addition to attending the relevant regular pre-application sessions between the Applicant's project team and KMDC, Pell Frischmann has also attended the following highway specific meetings:

- Meetings with KMDC in relation to the highways proposals with meetings on 12 April 2019 and 14 August 2019; and,
- A meeting was held with Highways England on 20 June 2019.

Ward Councilors

3.29 The Heybeck Lane site is located in the Batley East Ward. The larger of the two sites, land to the East of Leeds Road is located in the Dewsbury East Ward and Batley East Ward.

3.30 Ward Members from each Ward were contacted via email to inform them of the public exhibition event (further details of which are provided below). The email included a copy of the leaflet advertising the even that was distributed to local residents. The Ward Councillors were also offered an individual briefing session.

3.31 A face to face meeting with Ward Councillors was held on 7 June 2019, this was prior to the consultation events being held (19 and 25 June). One Ward Councillor also attended the public consultation event.

3.32 Councillors reviewed the latest masterplan for the site, discussed the proposals and raised queries with the present Client and project team. Items of discussion included:

- The scale and quantum of employment space to provided;
- Timescales for the planning application;
- Engagement strategy with Councillors and the local community;
- Flood risk and whether flood alleviation measures are required;
- Pedestrian routes through the site, in particular connecting with the existing communities off Chidswell Lane with the proposed local centre;
- Location of the proposed primary school and local centre; and
- Location of the vehicular access points into the sites.

3.33 The design team took on board the feedback provided by Councillors. The pedestrian / cycling connectivity between the existing community of Chidswell and the local centre and primary school was enhanced through a re-design of the layout.

3.34 The Councillors identified a wider range of interest groups and consultees. Deloitte contacted all the consultees by letter and sought to engage with them and seek their views on the proposals. A list of the interest groups is provided later in Section 3 of this Statement.

Yorkshire Design Panel Review

3.35 The Yorkshire Design Panel are not a statutory consultee, however following pre-application discussions with KMDC, it was agreed that a review of the scheme would be a beneficial exercise.

3.36 The presentation of the design proposals to the panel was made in February 2019 at Dewsbury Town Hall and followed a morning walking the site with the panel. The event was attended by the landowner, project team and representatives from KMDC.

3.37 The panel consisted of five members of industry professionals including architects and urban designers with considerable experience in their respective fields. Following the presentation of the scheme, a feedback session involved a collective dialogue on the proposals including the strengths and weaknesses of the design with suggested modifications to enhance specific areas of the proposals.

3.38 The resulting feedback enhanced the design, for instance, one of the suggestions adopted was the subdivision of the scheme into a series of more manageable and responsive character areas that reflect the natural characteristics of the Site. This approach now features in the current proposals.

Community Consultation

3.39 It is important to engage with the wider local community during the consultation process. The Site is situated in an area which accommodates a range of uses, including residential, agricultural and community facilities. All of these users have an interest in how the proposal may affect them.

3.40 A public exhibition event was selected as the most appropriate means of engaging with the local community. Two events were arranged given the scale of the Proposed Development. In this way the emerging proposals could be easily viewed, with the aim of attracting a wider audience and allow for direct engagement with Applicant and members of the project team. Public exhibitions are a useful way of getting large numbers of people to participate in discussions about proposed designs and plans, and to gauge feedback from the community.

3.41 The two public consultation events were held during the period of pre-application consultation and took place on Wednesday 19 June 2019 and Tuesday 25 June 2019. Further details about the events are provided below.

Public Exhibition

Consultation Zone and Publicity

3.42 Information leaflets advertising the public exhibition event were hand-delivered to c.2000 businesses and residential properties located within a specified consultation zone (Figure 3.1) that was agreed with KMDC.



Figure 1: Consultation Zone outlined in yellow.

3.43 The leaflets were delivered on 4 June 2019, two weeks in advance of the public exhibition events. The leaflet provided details of the proposals and invited people to attend the events.

3.44 The leaflets also provided email contact details (consultation@deloitte.co.uk), allowing people to submit their comments and queries concerning the scheme if they were unable to attend the events.

3.45 A copy of the invitation leaflet is provided at Appendix 3.

Exhibition Date and Location

3.46 The events took place on Wednesday 19 June 2019 and Tuesday 25 June 2019 between 4pm and 7pm.

3.47 The events were timed to ensure that as many people could attend as possible, allowing those working during the day to attend during the evening and those who may not be able to attend in the evening (such as parents and others with caring commitments) to visit in the afternoon.

3.48 The events were held at two different locations; the event on Wednesday 19 June was held at Dewsbury Rams Rugby Ground, Owl Lane and the event on Tuesday 25 June was held at Woodkirk Valley Country Club, Leeds Road, Tingley.

3.49 Representatives from the Church Commissioners for England were in attendance, along with members of the project team including Enjoy Design (Masterplanners/ Urban Designers), Deloitte Real Estate (Planning Consultants) and Pell Frischmann (Transport Consultants).

Exhibition Materials

3.50 Materials available at the event included 8 display boards showing the proposals and masterplan covering the Site, as well as providing information about the context of the Site; the planning policy context, design considerations and key features of the masterplan; public benefits of the proposed developments; and the next steps in the consultation and application process. The boards were designed as a visual prompt for discussion and questioning.

3.51 A copy of the display boards for the event are provided at Appendix 4.

Attendance

3.52 The events were attended by approximately 150 people in total across the two days.

Feedback

3.53 All those attending the events were encouraged to share their views on the Proposed Development through completing feedback forms. A copy of the feedback form is provided at Appendix 5.

3.54 Those not wishing to leave feedback during the events were asked to contribute their views via the 'consultation@deloitte.co.uk' email address. Participants were asked to provide their feedback by 31 July 2019.

3.55 In total, 100 no. responses have been received both at the exhibitions and through subsequent letters and emails.

3.56 The issues raised and questions provided relate to the following main areas:

- Access, transport and traffic;
- Noise, air quality and light pollution;
- Impact on surrounding towns and services;
- Flooding;
- Impact on the Green Belt, Environment and wildlife;
- The consultation process; and the layout, design and type of houses proposed.

3.57 Table 3.1 below outlines a response to the written comments provided by members of the public at the public exhibitions, which have been collated by the project team and summarised under the key themes. The comments have been reviewed in detail and a response is provided to the key themes and concerns identified in the feedback. A spreadsheet detailing the full responses is provided at Appendix 6.

Table 3.1 Summary of consultation comments received at the event at the Project Team response.

Summary of Public Comments	Project Team Response
Access/Transport/ Traffic	
• Capacity of Leeds Road, Chidswell Lane and Owl Lane and existing traffic exacerbated by proposed developments. • Safe crossing points on Leeds Road • Location of proposed traffic lights and whether a roundabout would be more appropriate to prevent existing congestion worsening. • Queries in relation to the number of additional cars the proposed developments will create.	The applications are supported by a Transport Statement and Travel Plan prepared by Pell Frischmann, which confirms that the Proposed Development at predicted traffic impacts resulting from the proposed development are not severe. The Proposed Development has been designed so that safe and suitable access to the Site can be provided including incorporating safe pedestrian crossing. HGV access for the employment element of the development will be restricted to the northern access point on Leeds Road. Measures will be put in place in order to ensure this is maintained. The Travel Plan sets out ways to encourage future occupants of the development to use non-car modes of transport. A Travel Information Pack will be provided to all residents at the site upon occupation. This pack will include details of walking/ cycling/ public transport routes and timetable information as well as potential car sharing arrangements. It will include a map showing local amenities that can be accessed by walking and cycling. Cycle storage/parking will be available for each of the individual dwellings. The internal network of roads has been designed to have a low speed limit so cycling through the Site will be possible. Further details relating to cycle routes will be provided through a Reserved Matters submission.
Noise / Air Quality and Light Pollution	
• Increased noise and traffic pollution during construction. • Increased noise and traffic pollution once the scheme has been developed. • Increased light pollution. • Negative impact on health and wellbeing.	A Noise Impact Assessment prepared by Delta Simons is submitted in support of the Application. The initial noise assessment indicates that the Site is exposed to a low risk noise environment. Close board fences and potential façade sound insulation treatments have been recommended to mitigate the potential adverse impacts. The Assessment concludes that with these mitigation measures, the adverse impacts of noise will be mitigated and the guideline values for internal noise environment and external amenity spaces will be achieved. Further details of the acoustic design of the Proposed Development and any mitigation measures required will be provided at the Reserved Matters stage. The Proposed Development therefore complies with the requirements of Local and National planning

Summary of Public Comments	Project Team Response
	policy with respect to the consideration of noise impact. An air quality assessment has been prepared by Delta Simons. It assesses the likely significant effects of the Proposed Development. The assessment concludes that good practice control measures during the construction phase would provide suitable mitigation for potential air quality impacts from fugitive dust emissions and reduce impacts to an acceptable level. The dispersion modelling results indicated that predicted air quality impacts as a result of traffic generated by the development were not significant at any sensitive location in the vicinity of the site. As such, the Proposed Development is considered suitable from an air quality perspective. A Health Impact Assessment has been prepared by Deloitte LLP to accompany this Planning Application. It concludes that the Proposed Development has the potential to create many positive health impacts on people who would be directly and remotely connected to it.
Impact on surrounding towns and services	
• Loss of countryside views which will impact businesses and house prices. • Concerns regarding existing services already being under pressure. Requests for new surgeries, new secondary schools, dentists and pharmacies. • Requests for play areas.	The Site is allocated as a mixed use site in the Kirklees Local Plan which was adopted in February 2019. The indicative masterplan has been carefully designed to demonstrate how future development on the sites could respond to the character of the surrounding area and provide modern homes which are sympathetic to local character. Significant areas of publically accessible open space has also been included to enhance the appeal of the site and provide play areas for existing residents as well as new residents. The indicative masterplan shows how 8,310 sqm and 1,612 sqm of designated play areas can be provided within the Leeds Road proposal and the Heybeck Lane proposal respectively, compliant with the relevant policies (Policy LP63) contained within the Local Plan. Further details regarding this are provided within the accompanying Design and Access Statements. Given the range of use classes that are being applied for, it is possible that the local centre could include a doctors, dentist, pharmacy or small convenience store, which are all facilities that people at the public exhibition requested be delivered on site. The proposals include a new two form entry primary school, which means that two classes

Summary of Public Comments	Project Team Response
	will be available for each year group, together with early years provision.
Flooding	
• Concerns that the increased number of homes will result in flooding. • The drainage is proposed to be directed to West Ardsley which cannot cope with the drainage in the local area. The drains are old and substandard. • The land floods for long periods of time, where will the water re-route too? • Will groundworks affect the water table beneath existing homes?	Site-Specific Flood Risk Assessments have been prepared by Patrick Parsons and is submitted with the Application. The Flood Risk Assessments identify that the Sites are located entirely within Flood Zone 1 and are therefore at low risk of fluvial flooding. The Flood Risk Assessment concludes that the Proposed Development is appropriate and suitable in terms set out in the NPPF and Kirklees Local Plan *Policy LP27: Flood Risk*.
Green Belt, Environment and Wildlife	
• Concerns regarding loss of green belt land and preference over brownfield land being developed. • Loss of green space, wild flowers, birds, badgers, woodland and bats. • The green space improves mental health and wellbeing, this will be lost. • New development should be carbon neutral and additional trees planted, solar panels and hydrogas boilers should be sought. • The proposed development is not in line with government environmental policy.	The Site is not Green Belt land. It is allocated for mixed use development following the Local Plan process. The Local Plan has been independently examined by the planning inspectorate and found the site to be a suitable location for the mix and quantum of development proposed. A series of ecological surveys and assessments have been undertaken and these are submitted with the planning application. These have found that the Site overall being in intensive agricultural use is of low ecological benefit for protected species and wildlife. Further details including enhancements to biodiversity have been included in the application submission. A Biodiversity Management Plan, a Construction Environmental Management Plan and an Invasive Weed Management Plan will be prepared alongside Reserved Matters submissions. There are no proposals to remove the protected woodland (Dum Wood and Dogloitch Wood). The following measures have been introduced to reduce the potential impact of the two developments on the woods: • 15m wildlife corridor and landscape screen providing a habitat link between the two woods. • 20m buffer zone surrounding the two woods. Further details are provided in the Design and Access Statements submitted with the applications. The Proposed Development is therefore capable of complying with the requirements of the NPPF in enhancing the biodiversity value of the site.
Consultation Process	
• Consultation event time 4pm-7pm was considered too short and did not provide enough time for people to return from work.	Contact details were provided on the invite, so that for those people that could not attend the consultation events there was still the

Summary of Public Comments	Project Team Response
• Lack of Council presence at consultation event.	opportunity to engage with the project team and request copies of the consultation material. The purpose of the exhibitions, run by the project team, was to inform the public of the proposals and gain feedback that would help inform the evolution of the design. Following the submission of the applications KMDC will be seeking further comments on the applications.
Types of Homes, Layout and Design	
• Need to avoid creating alleys and passageways. There is drug dealing in the area.	The planning applications include illustrative masterplans showing one option for developing the Site. The exact types of homes and layout will be determined at Reserved Matters stage. The Council will notify neighbours when a Reserved Matters submission is made, which will allow residents to provide further comments. The parameter plans fix areas for development and strategic areas of open space and landscaping to ensure the amenity of existing residents is protected.
Other	
• Loss of green space will make the place less desirable to visit and may result in the loss of business. • Concerns over the maintenance of the land when existing land is not being maintained. • Increase in more residents will result in more crime. • Concerns over crime and anti-social behaviour as a result of the play area by Willerton Close. • Many of the businesses in Dewsbury are closed, where is the economic growth coming from that has resulted in the need for these homes? • There are vacant industrial and business units elsewhere in Dewsbury and Batley that could be used. Who will be moving into the new units?	The site does not involve the loss of any publically accessible green space. It retains the existing footpath network and the existing woodlands remain outside of the red line application boundary. The future maintenance of publically accessible open space will be addressed at outline planning application stage through discussions with KMDC. The future detailed design of the site will be addressed at reserved matters stage. Key principles relating to deterring anti-social behaviour and crime will be adopted through that process. The Kirklees Local Plan seeks to deliver 23,000 jobs over the plan period from 2013-31 to meet the objectively assessed jobs need. New employment land is required if Kirklees is to achieve its economic objectives. The Local Plan has identified the Site has a suitable and sustainable location to make a positive contribution to the district's future housing and employment needs.

3.58 The feedback form also requested the public to provide suggestions as to what they would like to see in the local centre. A summary of the responses is provided below:

- Keep it as green space;
- Health facilities including a hospital, helicopter pad, doctors surgery, dentist;
- Schools;

- Nurseries;
- Car parks;
- Mosque; and
- Youth clubs, social clubs and somewhere for activities

Business Groups and Local Interest Groups

3.59 As discussed at the regular meeting between KMDC and the project team, Council officers and Members advised that the Applicant engage with business groups and local interest groups within the District. KMDC provided a list of the as to whom it considered may have an interest in the proposals and who may wish to provide input or feedback. Subsequently the project team either wrote or emailed the following groups between 13th- 16th August 2019, providing a summary of the proposals and contact details should they have any queries, require any more information or have any comments to be taken into consideration:

- Chidswell Action Group
- 4Networking
- Around Town
- BizMums
- Business Networking International West Yorkshire
- Calderdale and Kirklees Manufacturing Alliance
- Creative Kirklees
- Design Network North
- Federation of Small Business
- First Friday Club
- Green Drinks Huddersfield and the Valleys
- Huddersfield Giants Women in Business
- Huddersfield Town Enterprise Academy
- Kirklees Fairtrade Forum
- Mid Yorkshire Chamber of Commerce
- MyMirfield Community and Business Awards
- Network B2B Huddersfield
- Perfect People Group Ltd
- Suits & Vinyl
- Switalskis Business Networking in Batley
- Textile Centre of Excellence
- The Manufacturers Alliance
- The Yorkshire Asian Business Association
- The Yorkshire Mafia
- Vistage
- Volunteering Kirklees
- Mount Tabor Church
- Dawat Islam Mosque
- Shaw Cross Community Centre
- Shaw Cross Garage
- Shaw Cross Rugby Club
- Shaw Cross School
- Soothill Community Centre
- Soothill Pre-School
- Soothill Residents Association
- Soothill Working Mens Club
- The Whitefield Centre

3.60 Three responses were received from the above groups, all of whom requested copies of the boards displayed at the public exhibition. Subsequently, Chidswell Action Group requested a meeting with the project team to discuss the proposals in further detail.

3.61 The meeting with Chidswell Action Group (CAG), who was represented by five of its members and members of the project team including a representative for the Church Commissioners for England, took place on 3rd October 2019, at a location requested by CAG. The following items were discussed at the meeting:

- Planning context, including the local plan process and site allocation
- Overview of the scheme
- Design / layout – comments and input
- Site specific considerations – constraints and opportunities
- Planning application timescales

Changes to Masterplan

3.62 In response to the feedback received from the public exhibition events and engagement with the local community, businesses and interest groups, the following changes were made to the illustrative masterplan:

- The realignment of proposed public footpaths away from existing residents rear boundaries along the south western boundary of Chidswell Lane.

- The addition of further indicative tree planting and strengthening of the public open space.

4 Summary and Conclusions

4.1 Consultation has been undertaken in accordance with the requirements of national policy (the NPPF) and guidance (the PPG) and local policy (Kirklees Council's Local Plan).

4.2 The Site is allocated for residential and employment led mixed-use development within the Kirklees Local Plan (2019) (KLP19) (allocation site reference MXS7). Prior to the Site becoming allocated, KMDC consulted the public and statutory consultees at various stages of the Local Plan process.

4.3 The proposals have been the subject of a considerable amount of pre-application consultation, which has involved the use of a number of consultation methods to engage effectively with the Local Planning Authority, the Highways Authority, local residents, businesses and interest groups, Ward Councillors and Statutory Consultees, to identify and consider relevant issues prior to the submission of the applications for Planning Permission.

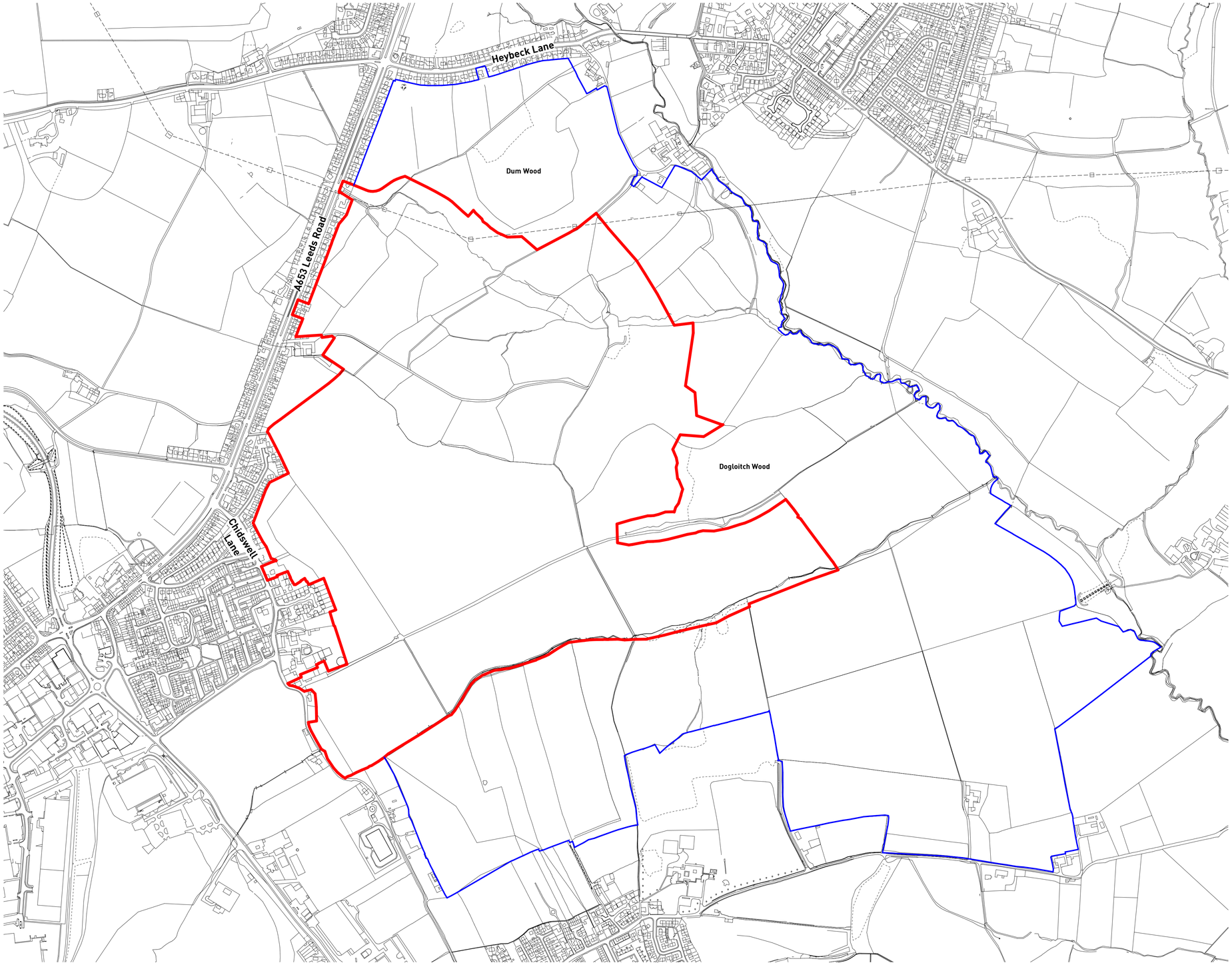
4.4 Pre-application engagement with local residents and businesses has been focused around two public exhibition events. The events were held at different locations, the first if which was held on Wednesday 19 June at Dewsbury Rams Rugby Ground, Owl Lane, Dewsbury and the second on Tuesday 25 June which was at Woodkirk Valley Country Club, Leeds Road, Tingley. The events were widely publicised through hand-delivery of an information leaflet to c.2000 businesses and residential properties within the area.

4.5 The public exhibition event was well attended with c.71 no. people visiting on Wednesday 19 June and approximately c.75 attendees on Tuesday 25 June. Attendees were predominately local residents from Chidswell. In addition, there were also attendees from local businesses.

4.6 For the reasons provided in the responses section of this document in Chapter 3, it is considered that the Proposed Development responds carefully to the Site and surrounding area and will positively contribute to important national and adopted local planning policy objectives, including the allocation site (reference MXS7).

4.7 The consultation process will also continue as part of the formal statutory planning procedure managed by the Local Planning Authority. During this process the Applicant and the project team will carefully consider any comments received from consultees and will respond as appropriate through the Local Planning Authority.

Appendix 1: Site Location Plan



Site Location Plan
1 : 5000

1 : 5000
0 100 200 300m

Contractor must verify all dimensions on site before commencing any work or shop drawings. If this drawing exceeds the quantities taken in any way the Architects are to be informed before the work is initiated. Only figured dimensions to be taken from this drawing. Do not scale off this drawing. Drawings based on Ordnance Survey and / or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals. Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright reserved. Enjoy Design Ltd.

Notes.

Application boundary

Extents of land under applicants ownership

Rev.	Des.	By	Date	Ch.
B	Red line boundary updated;	DH	15/10/19	RG
A	Red line boundary updated;	DH	09/10/19	RG

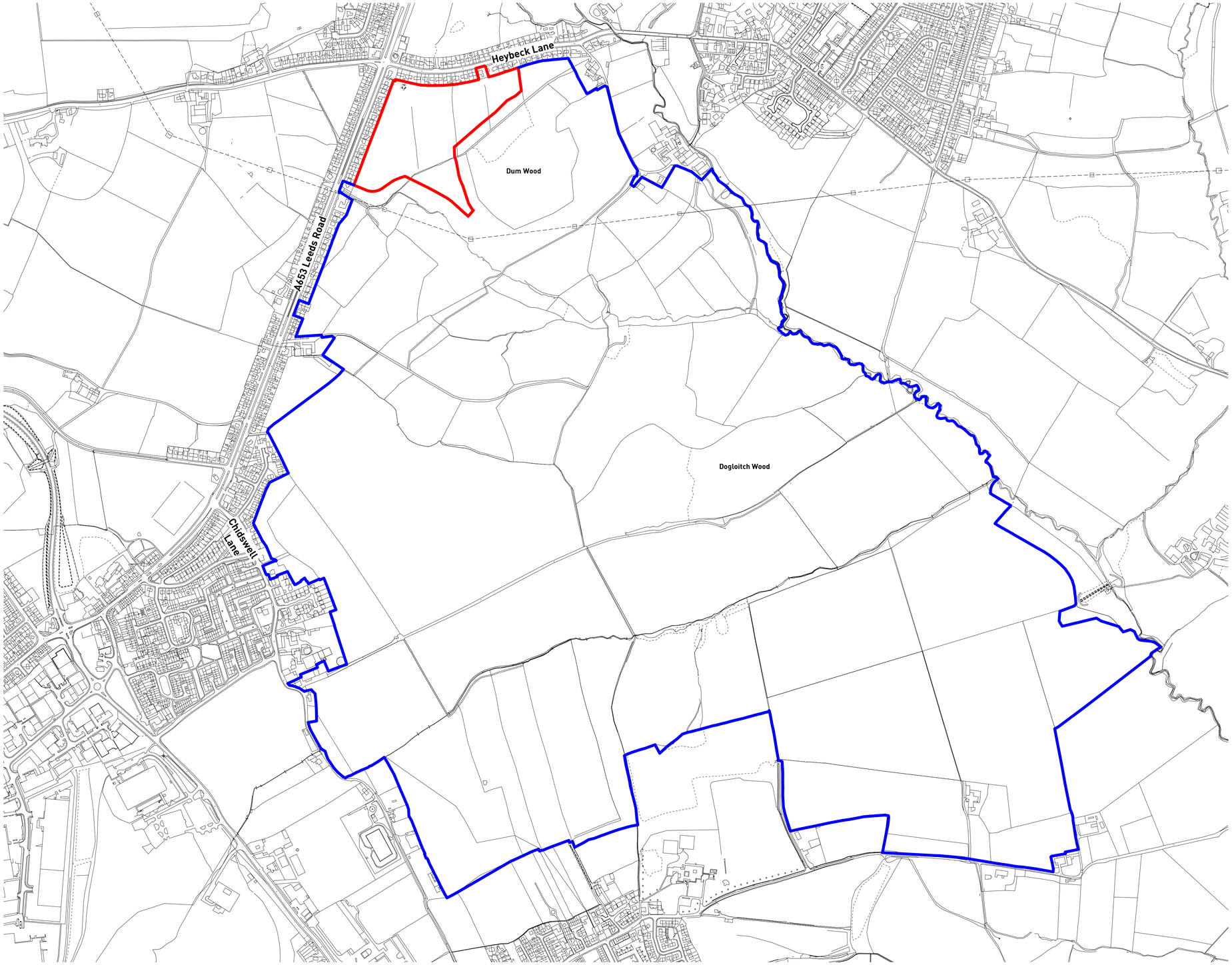
Status: PLANNING

The Old Brewery
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LS2 7ES
Tel: 0113 242 3622
www.enjoy-design.co.uk

Client: The Church Commissioners
Job No: 18,006
Project: Chidswell Masterplan
Title: Site Location Plan

Date:	Scale:	Checked by:
23/08/19	1 : 5000@A1	RG
Drawing No:	Drawn By:	Revision:
00-500	DH	B

ENJOY DESIGN



1 : 5000
0 100 200 300m

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Title: Site Location Plan - Heybeck Lane

Date:	Scale:	Checked by:
04/09/19	1 : 5000@A1	RG
Drawing No:	Drawn By:	Revision:
00-501	DH	B

ENJOY DESIGN

Appendix 2: EIA Correspondence

Deloitte.
Real Estate

Development of land at Chidswell

Environmental Impact Assessment (EIA) Scoping Report

September 2018

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1 Introduction

Introduction

1.1 This Environmental Impact Assessment (EIA) Scoping Report has been prepared in respect of development of land at Leeds Road, Chidswell ("the Site").

1.2 CC Projects ("the Applicant") will be submitting a planning application which will seek outline planning permission for a proposed residential development of up to 1,354 dwellings, 35 hectares of employment development, a primary school, local centre, green space and other associated infrastructure (the "Proposed Development"). All matters will be reserved excepted for access. The Proposed Development forms part of the proposed mixed-use allocation MX1905 in the Publication Draft Kirklees Local Plan which was submitted for Examination in April 2017. It excludes the independent site to the north, which is to be accessed from Hey Back Lane and is subject to a separate planning application. The Proposed Development is discussed further within section 2 of this report

1.3 This Scoping Report is submitted to Kirklees Council as a request for a Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the "EIA Regulations"). In accordance with Regulation 15, paragraph 2, this report contains:

- A plan sufficient to identify the land;
- A brief description of the nature and purpose of the development, including its location and technical capacity; and
- An explanation of the likely significant effects of the development on the environment.

Requirement for EIA

1.4 The EIA process is the mechanism by which development proposals are appraised in terms of environmental criteria, in addition to socio-economic, engineering and technical considerations. The Environmental Statement (ES) defines the context of the Proposed Development and examines the issues considered pertinent in order that decision-makers can understand the likely significant effects associated with a proposal.

1.5 The purpose of the EIA is to establish the nature of the development and the environment on which it is likely to take place to identify likely significant effects on the environment that may arise, by comparing the existing situation at the start of the work (baseline) with the situation once the Proposed Development are in place.

1.6 The EIA Regulations define 'EIA Development' (Regulation 2(1)), and stipulate that any proposed development falling within the description of a 'Schedule 2 development' within the meaning of the Regulations, will be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of such factors as its nature, size or location.

1.7 The proposed urban development falls under the category of "Infrastructure Projects" and sub-category of "Urban Development" (Schedule 2, 10, (b)) as described in the Regulations. The applicable threshold above which EIA is more likely to be required is if the development includes more than 1ha of development which is not dwellinghouse development, or the overall area of development exceeds 5ha.

1.8 The Site extends to approximately 112 hectares (ha) and so the Proposed Development exceeds the screening thresholds of the EIA Regulations.

1.9 Given the nature of the Proposed Development in regard to the redevelopment of the Site, and the overall scale of development, an EIA is considered appropriate to test the likely significant effects of the Proposed Development. The applicant therefore proposes to undertake an EIA and to submit an ES in support of the forthcoming planning application.

Purpose of the Scoping Report

1.10 The process of identifying likely significant effects on the environment which should be addressed by the EIA is termed 'scoping'. The Applicant has undertaken a scoping exercise, the results of which are presented within this Scoping Report. The report is intended to inform Kirklees Council's adoption of a Scoping Opinion, which is requested alongside the submission of this report.

1.11 Regulation 15 of the EIA Regulations sets out the requirements for obtaining a Scoping Opinion from the relevant planning authority.

1.12 This Scoping Report sets out the framework within which the Environmental Statement will be produced and the topic areas and information that will be contained within the document. Statutory Consultees are invited to express their views on the proposed scope of the EIA, or suggest additional issues which may be considered to be of significance.

1.13 Section 2 of this report provides a site description and outlines the nature and purpose of the Proposed Development. Section 3 sets out the scope and structure of the ES and details those to be consulted. Section 4 provides details of the proposed EIA methodology to be used in assessing the Proposed Development. Sections 5 to 12 set out the key issues that will be addressed by the EIA.

2 Site Description and Development Proposals

Site Description

2.1 The Site is located to the east of the A653 Leeds Road dual carriageway, which is a strategic corridor between Dewsbury and Leeds. In the immediate vicinity of the Site, Leeds Road runs in a north-south direction, adjoining the A638 Wakefield Road and Junction 28 (the Tingley Interchange) of the M62 Motorway to the north. The A638 Wakefield Road links with the M1 Motorway Junction 40 to the east of the Site.

2.2 The Site lies within the Green Belt and covers an area of approximately 112 hectares, which is wholly within the administrative boundary of Kirklees Council.

2.3 The Site is part of the proposed mixed-use allocation MX1905 in the Publication Draft Kirklees Local Plan which was submitted for Examination in April 2017. It excludes the independent site to the north, which is to be accessed from Hey Back Lane and is subject to a separate planning application. To the east of the Site there is land predominantly in agricultural uses.

2.4 A Site Location Plan is provided at Appendix 1.

2.5 The Site is gently undulating, with two notable landscape features: a higher 'ridge' to the west of the centre, and a 'bowl-like' valley to the north, drained by the streams and ditches.

2.6 The Site does not contain any listed buildings, nor is it located within a Conservation Area. The nearest listed building is Haigh Hall (Grade II), located approximately 735m to the east of the Site

2.7 There are no statutory environmental designations on the Site, however the Site is adjacent to an area identified as a Local Wildlife Site which is part of the Wildlife Habitat Network and is designated as Ancient Woodland (Dogloitch Wood and Dum Wood to the east).

2.8 There are a number of Public Rights of Way which either pass through the site or lie in close proximity. These routes will be fully considered as part of the planning application.

2.9 The Site is not located within an Air Quality Management Area (AQMA).

2.10 The Site is located within Flood Zone 1 and is therefore at low risk of flooding. A water main and existing sewerage infrastructure crosses the Site which may need to be diverted, removed or altered.

Site Context

2.11 The surrounding area is characterised predominantly by agricultural land, with a mix of early and late 20th century bungalows and semi-detached properties fronting the main arterial routes.

2.12 The Site is part of the proposed mixed-use allocation MX1905 in the Publication Draft Kirklees Local Plan which was submitted for Examination in April 2017.

2.13 The vision for Kirklees is that by 2031, it 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 by balancing economic, social and environmental priorities.

2.14 The Leeds City Region SEP sets out the spatial priority areas to maximise growth potential and ensure prosperity across the whole City Region.

2.15 The SEP identifies growth opportunities which have strategic significance to the whole of the City Region. This includes strategic employment and mixed-use sites. A total of five major development area proposals have been identified in the Leeds City Region, including land at Chidswell, Dewsbury ("the Site").

2.16 This Site presents a sustainable and substantial opportunity for new development in the Plan. The vision is to create a sustainable urban extension to Chidswell, with a strong sense of place and identity based on easily navigable walkable routes linking neighbourhoods, employment, community uses and open spaces.

2.17 A concept masterplan has been developed which sets out how the Site could be developed to accommodate the housing and employment requirements of the allocation. Details of the masterplan are set out below.

Proposed Development

2.18 The Proposed Development is for an outline planning application as follows:

"Outline Application (all matters reserved except access) for a mixed-use development of 1,354 dwellings, 35 hectares of employment development, a primary school, local centre, green space, access and other associated infrastructure."

2.19 The Proposed Development aims to include:

- The residential development will comprise an appropriate range and mix of housing to meet local needs and respond to market requirements;
- The employment space created will include a range of larger and smaller scale opportunities, providing the flexibility to respond to local and national requirements attracted by good accessibility to the M1 and M62 strategic road network;
- Promote a sustainable community with access to school facilities and a local centre on site to serve the new community and existing residents;
- Retention of key woodland blocks (Dum Wood and Dogloitch Wood) and promotion of green fingers throughout the site to promote walkable and cycle friendlyneighbourhoods with a hierarchy of easy to navigate routes connecting neighbourhoods, spaces and employment uses; and
- Provision of multiple vehicular access points to ensure effective connectivity with the strategic transport network for cars and public transport.

2.20 Table 2.1 below illustrates the approximate maximum parameters for development. It should be noted that the proposed figures are not fixed and are part of an evolving design, however are suitable for EIA scoping purposes.

Table 2.1: Proposed Uses, Floorspaces and Heights

Site Area	**Approximately 120 ha**
Uses and Area	• Approximate no. of dwellings – 1,535 • Density – 30-35 dwellings per hectare • Proposed Employment Floor Area – a maximum of 122,500 sqm

2.21 At this stage, construction is envisaged to commence in 2022, with the Proposed Development becoming operational in phases, with the first commencing in 2023.

2.22 The design process is being informed by landscape and ecological considerations in order to ensure the Proposed Development is sensitively designed and will appropriately relate to its surroundings.

2.23 Additional features of and activities related to the Proposed Development are expected to include:

- Significant land re-grading to create development platforms for buildings.
- Removal of existing trees and replanting of new trees with an expected overall neutral effect on tree numbers, and an aspiration to provide a net gain in tree numbers.
- Introduction of drainage infrastructure and potential sustainable urban drainage system (SUDS) features.
- Associated hard and soft landscaping.

2.24 The specific development parameters will be developed over the course of the design phase and informed by the EIA process. The developed design proposals will form part of the planning application once submitted.

3 Scope, Structure and Consultation

Scope

3.1 A scoping exercise has been carried out in order to determine the likely significant effects on the environment that may arise as a result from the Proposed Development. This process has enabled the team to determine which technical disciplines are pertinent to the Proposed Development and the scope of assessment required in order for any likely significant effects on the environment to be addressed as part of the EIA process.

3.2 This process has taken account of the proposed demolition activities, relevant planning policy, knowledge of the Site, and the professional opinion of the project team.

3.3 The information presented in the ES will be provided in accordance with Schedule 4 of the EIA Regulations and will include:

- A description of the development incorporating the information required by Schedule 4 para 1(a);
- A description of the reasonable alternatives studied (Schedule 4 para 2);
- A description of the baseline scenario and an outline of the evolution of the baseline without the Proposed Development (Schedule 4 para 3);
- A description of the aspects of the environment specified in Regulation 4(2) likely to be significantly affected by the Proposed Development;
- A description of the likely significant effects of the Proposed Development on the environment resulting from the matters specified in Schedule 4 para 5;
- A description of the forecasting methods or evidence used in assessing likely significant effects (Schedule 4 para 6);
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment (Schedule 4 para 7);

3.4 As the planning application is to be submitted in outline form with all matters reserved except for access, the ES will be undertaken on a series of parameter plans. This will include a masterplan showing the overall development, and a series of parameter plans showing the main development area, drainage ponds, key landscape/ecology areas and building heights.

3.5 The introductory chapters of the ES will provide the following information:

- An introduction to the ES in a legislative and site specific context;
- Description of the Site and proposals;
- Alternatives considered and project design evolution;
- EIA methodology;
- ES structure; and
- Details of the EIA project team.

3.6 The geographical coverage of the EIA will be determined by a number of factors including:

- The physical extent of work;
- The nature of the baseline environment, including the location of sensitive receptors;
- The distance over which effects will be significant; and
- The presence and type of "pathways" along which impacts may be spread.

Environmental Disciplines Scoped Out

3.7 It is considered that the following disciplines will not give rise to likely significant effects on the environment and would therefore not require inclusion in the Environmental Statement. An explanation for each discipline is given below.

Wind Microclimate

3.8 The Proposed Development will be low-rise and does not propose any tall buildings. The proposed built topography of the Site will not be of a scale that would give rise to significant impacts on wind microclimate. Wind microclimate will be given appropriate consideration during the design development and landscape design. This topic is therefore scoped out of the ES as significant effects are not likely.

Electrical Interference

3.9 The proposed built topography of the Site will not be of a scale that would give rise to impacts on televisual or telephonic transmissions. This topic is therefore scoped out of the ES as significant effects are not likely.

Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare

3.10 The proposed built topography of the Site is unlikely to be of a scale that would give rise to significant effects on local receptors in terms of daylight, sunlight, light pollution and solar glare.

3.11 The proposed external lighting scheme will aim to provide a sensitive and subtle solution, respecting local and national legislation and good guidance practice documents. The proposed external lighting scheme will also follow the principles established by the International Dark Sky Association (IDSA) to limit skyward light glow; the IDSA recommendations provides more descriptive advice on luminaire selections to ensure a low impact solution in relation to both distance views of the Site and views from within the Site.

3.12 The proposed lighting scheme will adhere to the following design and technical principles:

Luminaire Selection Design Points:

(1) Utilise 'full-cut' optic luminaires and ensure tilt angles are minimised with optimal mounting heights.

(2) Utilise luminaires with fully shielded optics (pointing downward) to minimise glare and light trespass.

Lighting Design Implementation Points:

(3) Where lighting is not required for access or safety at night, lighting will be turned off and controllable via digital timeclock, the Building Control System (BMS) and/or photocell control.

(4) Where lighting is not able to be turned off entirely, dimming will be considered during times of low area or space use.

(5) Lighting installations will be designed to be no brighter than necessary, i.e. designed to the minimum recommended illumination levels.

(6) Lighting to be limited to the elements and areas that needs illumination for sports use, site maintenance, safety and personal security.

(7) Switching to ensure lighting is only 'on' when needed; implementing lighting controls such as BMS, photocells and timeclock devices and adapting lighting to actual demand only. This is a key in terms of the site's relationship with its surroundings and respecting the intrinsic dark sky.

(8) Minimise blue spectrum light emissions to be more conducive to scientific observations of the dark sky and providing a better environment for light sensitive species.

3.13 While these aspects help to ensure light use is reduced, at times lighting may not be fully removed from the equation. Where this occurs,

3.14 lighting will be given consideration through the design process and it is expected that a detailed lighting scheme will be secured by planning condition.

3.15 Daylight, sunlight, light pollution and solar glare are therefore scoped out of the ES as significant effects are not likely.

Arboriculture

3.16 There are a number of trees present on the Site. Potential impacts on trees will be carefully considered throughout the design process, in order to ensure that the Proposed Development sensitively relates to the existing trees. The ecological and landscape chapters of the ES will give proper consideration to any proposed changes in tree cover.

3.17 The design process will take a landscape-led approach whereby impacts on trees will be avoided, minimised and mitigated during the design process. An arboricultural survey will be undertaken to inform the design process and the ecological and landscape assessments. This survey will form an appendix to the ecological ES chapter.

3.18 It is considered that significant effects on trees, outside of the ecological and landscape impacts to be assessed within the respective ES chapters, are not likely to arise as a result of the Proposed Development, however the potential for ecological and landscape impacts will be given proper consideration. Therefore, a standalone arboriculture assessment is scoped out of the ES. Notwithstanding this, an Arboricultural Assessment to BS5837:2012 will be provided to accompany the planning application.

Human Health

3.19 The Proposed Development is not anticipated to have any likely significant effects in relation to human health during either the construction or operational phases.

3.20 During the demolition and construction phase, there are likely to be some temporary short-term impacts in relation to the generation of air quality and noise and vibration impacts. These are an unavoidable aspect of demolition and construction works and are controlled through legislation governing pollution control. Construction phase impacts will be mitigated to acceptable levels by the implementation of a Construction Environmental Management Plan (CEMP), which will include measures to minimise any impacts on both on-site workers and local residents. Impacts on air quality and noise and vibration will be assessed within the ES, and any additional specific, non-standard mitigation measures identified as a result of these assessments will be incorporated into the CEMP. It is expected that the CEMP would form a condition of any planning permission.

3.21 In summary, the potential for pollution and other environmental effects with the potential to impact on human health will be accounted for within other ES chapters and assessments, and

within the planning application submission documents. The Proposed Development is not of a type or scale which is likely to give rise to significant effects on human health. This topic is therefore scoped out of the ES.

Climate Change

3.22 The construction and operation of the Proposed Development would inherently give rise to some greenhouse gas emissions, however these are not considered to be significant and would not contribute significantly to climate change.

3.23 Sustainability measures will inform the design process throughout its development, including climate change mitigation and energy usage and appropriate consideration will be given to opportunities to reduce the climate impacts of the Proposed Development.

3.24 Neither the Site nor the Proposed Development are particularly vulnerable to climate change. The Site is located within flood zone 1 and the Flood Risk Assessment that will support the Water Resources Chapter of the ES will fully consider the impacts of climate change. Where appropriate, the Proposed Development's effects on climate change and climatic factors for individual topics will be considered within the relevant chapters of the ES.

3.25 Overall, it is not considered that the Proposed Development will result in any likely significant effects relating to climate change and this topic is therefore scoped out of the ES.

Odour

3.26 Details of odour abatement techniques are required to accompany applications for the use of premises for purposes within Use Classes A3 (i.e. Restaurants and cafes – use for the sale of food and drink for consumption on the premises), A4 (i.e. Drinking establishments – use as a public house, wine-bar or other drinking establishment), A5 (i.e. Hot food takeaways – use for the sale of hot food for consumption off the premises),B1 (general business) and B2 (general industrial).

3.27 The Proposed Development will include commercial development such as B1 uses. It is not considered that this will result in any likely significant effects relating to odour. Notwithstanding this, an Odour Assessment will be submitted in support of the planning application, but it is not considered necessary to include this topic within the ES.

Scoping Summary

3.28 Table 3.1 provides a summary of the scoping exercise undertaken and what disciplines will be considered within the ES. It also identifies what supplementary technical reports will be prepared and submitted as standalone documents in support of the application.

Table 3.1: Environmental Statement Scoping Summary

Topic	Scoped In / Scoped Out	Consultant
Socio-Economic	✓	Deloitte
Traffic and Transportation	✓	Pell Frischmann
Ecology and Nature Conservation	✓	Brooks Ecology
Landscape and Visual Impact	✓	Re-Form Landscape
Archaeology and Built Heritage	✓	Cotswold Archaeology
Noise and Vibration	✓	Delta Simons
Air Quality	✓	Delta Simons
Flood Risk and Water Environment	✓	Patrick Parsons
Ground Conditions	✓	Patrick Parsons
Type 1 Cumulative Effects	✓	Deloitte Real Estate
Type 2 Cumulative Effects	✓	Consultant Team (contained within each technical ES chapter)
Wind Microclimate	*X*	n/a
Electrical Interference	*X*	n/a
Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare	*X*	n/a
Arboriculture	*X*	n/a
Agricultural Circumstances and Soil	*X*	n/a
Human Health	*X*	n/a
Climate Change	*X*	n/a
Odour Assessment	*X*	n/a

Cumulative Effects Assessment

3.29 An assessment of both Type 1 and Type 2 cumulative effects will be undertaken, as discussed further in Section 4 of this report.

3.30 Type 1 cumulative effects will be assessed within a summary chapter at the end of the ES, which draws upon the residual effects of the Proposed Development as identified in the ES. This assessment will be undertaken in accordance with relevant guidance.

3.31 Type 2 cumulative effects will be assessed within the individual technical chapters of the ES.

3.32 To inform the Type 2 cumulative effects assessment, a search of committed developments has been undertaken. There is no agreed / standard threshold for how far the assessment should go and therefore the assessment is based on professional judgement. On this basis it is considered to appropriate to assess the Proposed Development in the context of the other proposed allocations within the vicinity which are:

- The remainder of site allocation MX1905 (which consists of a small parcel of land accessed of Heybeck Lane);
- Site Allocation H559 (land to the east of Leeds Road, Chidswell);
- Site Allocation MX3394 (Leeds House Farm, Leeds Road, Dewsbury).

3.33 The applicant seeks the agreement of the Local Planning Authority (LPA) on the scope of committed developments.

Consultation

3.34 The following statutory consultees are expected to be consulted through the EIA Scoping process:

- Kirklees Council (KC);
- Environment Agency (EA);
- Highways England;
- Historic England;
- Coal Authority; and
- Natural England.

3.35 A process of stakeholder consultation has already commenced with regard to the Proposed Development. Members of the project team have met with senior officers from the LPA to discuss the Proposed Development, including the likely scope of the EIA.

3.36 Further meetings will take place with KC, which will include additional consultation with the Planning, Environmental Health and with Highways officers.

3.37 Pre-application consultation will take place with local residents, stakeholders, Councillors, adjoining owners and occupiers.

3.38 A Statement of Consultation will be submitted with the application and will provide further detail on consultation undertaken.

4 EIA Methodology

4.1 The EIA will assess both the construction and operational phases of the Proposed Development.

4.2 The ES is anticipated to comprise two volumes, the first of which will set out the findings with respect to each of the environmental disciplines that have been examined as part of the EIA. Volume 2 will include all the supporting documents and technical appendices relating to the chapters. A Non-Technical Summary (NTS) will be produced and form a standalone document.

4.3 Each ES chapter will follow the headings set out below to ensure the final document is transparent, consistent and accessible.

- Introduction;
- Policy Context;
- Assessment Methodology and Significance Criteria;
- Baseline Conditions;
- Identification and Evaluation of Key Effects;
- Mitigation Measures;
- Cumulative Effects;
- Residual Effects; and
- Summary.

4.4 Each chapter sub-heading is explained in further detail below.

Introduction

4.5 This section will introduce the assessment discipline and the purpose for which it is being undertaken.

Policy Context

4.6 This section will include a summary of national, regional and local policies of relevance to the environmental discipline and assessment. Relevant legislation will be summarised where applicable.

Assessment Methodology and Significance Criteria

4.7 This section will provide an explanation of methods used in undertaking the technical study with reference to published standards, guidelines and best practice. The application of significance criteria will also be discussed.

4.8 It will also outline any limitations, assumptions, or difficulties encountered in compiling the required information.

Baseline Conditions

4.9 This will include a description of the environment as it is currently and as it is expected to change were the project not to proceed (i.e. 'do-nothing' scenario). The method used to obtain this information will be clearly identified. Baseline data will be collected in such a way that the importance of the particular subject area to be affected can be placed in its context and surroundings so that the effects of the proposed changes can be predicted.

Identification and Evaluation of Likely Significant Effects

4.10 This section will identify the likely significant effects on the environment resulting from the Proposed Development.

4.11 The significance of an environmental effect is determined by the interaction of magnitude and sensitivity, whereby the effects can be positive or negative. The criteria to be used in carrying out this process are detailed below.

Prediction of Impact Magnitude

4.12 The methodology for determining the scale or magnitude of change caused by the impact is set out below.

Table 4.1: Methodology for Assessing Magnitude of Change

Magnitude of Change	Criteria for assessing magnitude of change caused by an impact
Major	Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

Prediction of Receptor Sensitivity

4.13 The sensitivity of a receptor is based on the relative importance of the receptor using the scale set out below.

Table 4.2: Methodology for Determining Sensitivity

Sensitivity	Examples of receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character, or is of international or national importance.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character, or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or local importance.

Assessment of Effect Significance

4.14 Effect significance will be calculated using the matrix in Table 4.3. This illustrates the interaction between impact magnitude and receptor sensitivity.

Table 4.3: Effect Significance Matrix

Magnitude	Sensitivity		
	High	**Moderate**	**Low**
Major	Major Adverse/Beneficial	Major - Moderate Adverse/Beneficial	Moderate - Minor Adverse/Beneficial
Moderate	Major - Moderate Adverse/Beneficial	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial
Minor	Moderate – Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor - Negligible
Negligible	Negligible	Negligible	Negligible

4.15 All of the assessments will be carried out in accordance with the methodology set out above in order to determine the significance of effects. Should effects need to be determined differently, for example due to requirements of guidance or similar, then this will be clearly set out within the relevant ES chapter.

Mitigation Measures

4.16 Adverse effects will be considered for mitigation and specific mitigation measures put forward, where practicable. Mitigation measures considered may include modification of the project, compensation and the provision of alternative solutions as well as pollution control. The extent of the mitigation measures and how these will be effective will be discussed. Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data will be introduced to justify the acceptance of these assumptions.

4.17 The approach to mitigation will follow best practice guidance, which suggests a hierarchical approach. The UNEP EIA Training Resource Manual (2002) advises that impacts should ideally be:

i. Avoided; if not

ii. Minimised; and/or

iii. Compensated.

4.18 Three 'types' of mitigation are characterised in IEMA's Special Report – The State of Environmental Impact Assessment Practice in the UK (2011):

- EIA influence at design stage;
- Standard construction practices for minimising effects; and
- Follow-up actions for implementation post-consent.

4.19 Clear details of when and how the mitigation measures were carried out, or will be carried out, are to be given within the Environmental Statement. When certainty of impact magnitude and/or effectiveness of mitigation over time exists, monitoring programmes will be proposed to enable subsequent adjustment of mitigation measures, as necessary.

4.20 The opportunity for enhancement measures will also be considered where appropriate.

Cumulative Effects

4.21 Two types of cumulative effect will be assessed:

- Type 1 - Cumulative effects are the interactions between multiple effects of the demolition and redevelopment works on a single receptor.
- Type 2 - Cumulative effects are those that arise from incremental changes caused by other past, present or reasonably foreseeable actions together with the demolition and redevelopment works.

4.22 The cumulative effects of the Proposed Development and the identified committed developments will be assessed.

Residual Effects

4.23 The residual effects, i.e. the effects of the Proposed Development assuming implementation of proposed mitigation, will be determined. The residual effects represent the overall likely significant effect of the Proposed Development on the environment having taken account of practicable/available mitigation measures.

Environmental Statement Chapters

4.24 The following sections of this report are arranged in accordance with the proposed ES chapters, and provide a summary of the content of the chapter, and an overview of the proposed methodology and scope of the assessments. Where relevant, the assumptions of the assessment are described. Current relevant legislation or recognised guidance for individual assessments will be adhered to as appropriate.

5 Socio-Economic Impact

Introduction

5.1 This section of the Scoping Report has been prepared by Deloitte. The proposed ES chapter will assess the likely significant effects of the Proposed Development on the environment with respect to socio-economic matters.

5.2 The assessment will consider direct and indirect construction phase (temporary) and operational phase (permanent) effects on the local and regional environment.

5.3 The study areas within this assessment are, broadly, the 'site', 'local-sub-regional' and 'regional' scales. Data used in the assessment will be based upon publicly available information, relating to various spatial scales for the local ward, district, region, and nation. These scales will be used as a guide within the assessment. Different study areas will be used for the assessment of individual socio-economic impacts, and the study area for each individual assessment will be based upon professional judgement and experience of similar projects.

5.4 In defining study areas, consideration will be given to advice set out by English Partnerships in established guidance[1].

5.5 Socio-economic effects of the Proposed Development, which will be assessed within the ES chapter, are anticipated to include the following topics:

- Population: impact of development on local population;
- Local expenditure: changes in local retail and leisure spending and economic impacts of development;
- Employment and training: changes in infrastructure to support education and training opportunities;
- Leisure, recreation, amenity and sport: changes in the provision of infrastructure for leisure, recreation, amenity and sport; and
- Access, rights of way and common land: impact of development on access routes, public rights of way (PROW), and changes in the provision of common land.

Baseline Conditions

5.6 An appraisal of the baseline conditions in relation to the Site will be undertaken in order to understand the key socio-economic characteristics of the Site and the surrounding area.

5.7 Baseline data will be gathered from a range of publicly available sources of information, including Census data, Office for National Statistics data, and data obtained from the local authority or other relevant sources.

[1] English Partnerships (2008), Additionality Guide – A Standard Approach to Assessing the Additional Impacts of Interventions (Third Edition), https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/191511/Additionality_Guide_0.pdf

Method of Assessment

5.8 Baseline data will be gathered to inform the socio-economic characteristics of the study area.

5.9 The assessment will utilise both quantitative and qualitative methods to consider baseline characteristics and likely impacts. Regard will be given to policy guidance and strategies within the wider area.

5.10 There are no specific technical criteria to classify the significance of socio-economic effects. Therefore, reasoned professional judgement will be applied to consider effects in terms of their overall impact on the study area at various scales.

Potential Effects

5.11 Key issues for consideration include:

- Direct impacts on the local and regional population during the construction and operation of the Proposed Development.
- Direct and indirect impacts on the local economy such as increased local spending.
- Direct and indirect potential impacts of the Proposed Development on employment and training opportunities.
- Direct impacts the Proposed Development may have on the existing local community such as changes impacts on population and changes in the availability of facilities for recreation.
- Direct impacts on the availability, accessibility and quality of access routes, public rights of way, and common land.

Summary of Assessment Scope

5.12 Table 5.1 below summarises the potential socio-economic impacts which have been scoped in to be assessed within the ES.

Table 5.1: Summary of Socio-Economic Impact Assessment Scope

Topic	Impact	Potential Effect
Population	Changes to temporary and permanent population within the area	Potential effects on local population
	Changes in employment and recreational opportunities available to local population	
Economic Impact	Changes in local expenditure during construction and operational phase	Potential effects on local economy
	Contribution of development to local, profile of Chidswell and Dewsbury	Supply chain linkages creating additional economic benefits
Employment and Training	Increased employment opportunities during construction and operation	Creation of employment during construction
	Provision of opportunities for staff for training and development	Short and long term increases in operational employment
Leisure, Recreation, Amenity and Sport	Changes in the availability, type and range of facilities available for leisure and recreation	Potential effects on local population
Access, Rights of Way and Common Land	Changes in the availability, accessibility and quality of access routes, public rights of way, and common land	Potential temporary and permanent effects on users of existing and proposed routes and land

6 Traffic and Transportation

Introduction

6.1 This section of the Scoping Report has been prepared by Pell Frischmann. The proposed ES chapter will assess the likely significant effects of the Proposed Development on the environment with respect to traffic and transportation.

6.2 Due to the temporal differences in peak uses, it is considered appropriate to undertake an assessment of the associated traffic and transportation impacts of the Proposed Development.

Baseline Conditions

Local Highway Network and Strategic Transport Corridors

6.3 The A653 Leeds Road is a two-lane dual carriageway providing access between Leeds and the M62 Junction 28 (Tingley Interchange) to the north and the town of Dewsbury to the south. The site is fronted by residential properties and also has a number of small farm accesses, including access to Lees House Farm which is adjacent to the Site.

6.4 South of the Site, Leeds Road becomes a single carriageway road with a single lane of traffic in each direction. It continues to be fronted by residential properties, although various local shops and facilities are provided between the site and Dewsbury town centre. As Leeds Road enters Dewsbury town centre, it meets the Dewsbury Ring Road which is a dual carriageway with limited active frontage.

6.5 The B6128 Owl Lane is a single carriageway road with a single lane of traffic in each direction. It connects the A653 Leeds Road with the A638 Wakefield Road. The junction of Leeds Road and Owl Lane a signalised crossroads.

6.6 The Leeds City Regional Transport Strategy (RTS) (October 2009) as well as the KC Core Strategy (CS) Development Plan Document (DPD) (p. 99 'Core networks') (2012) identify strategic transport corridors. These corridors, which include road and rail routes, connect Leeds to the north with Bradford, Wakefield, Halifax and the main towns within Kirklees District, including Dewsbury and Huddersfield, with the Highways England (HE) Strategic Road Network (SRN).

6.7 The Site is situated within the Leeds – North Kirklees – Huddersfield – Manchester transport corridor, which is identified as the main strategic corridor in Kirklees District as it links the major towns with the adjoining regional centres. This corridor comprises several transport routes within Kirklees including strategic roads and the TransPennine Railway. The proposals for development in the KC CS have as far as possible been linked with this main corridor, both to take advantage of the highest quality transport links in the District and to ensure new developments are well connected and sustainable.

Local Bus Services

6.8 The Site is situated within a pivotal point on the local bus network, being served by a large number of bus routes providing convenient key links to major employment areas and town centres elsewhere in the District and beyond. There are various existing bus stops located within close proximity to the Site, including at the northern, western and southern edges of the Site, with bus stops situated along the A653 Leeds Road, Heybeck Lane and Chidswell Lane respectively.

6.9 The northern part of the Site is served by local bus routes 117, 205, 212 and 217 in both directions along Heybeck Lane. Routes 117 and 217 connect Wakefield with Leeds via Chidswell; route 205 connects Dewsbury with Pudsey; and route 212 connects Wakefield with Batley, to the west, providing a direct bus service between the Masterplan site and Batley Rail Station.

6.10 The Site's western edge, along Leeds Road, has three bus stops. These are served by routes 117, 202, 203, 205 and 217; routes 202 and 203 run from Huddersfield to Leeds via Dewsbury, all major nearby employment centres.

6.11 The Site's southern edge is also served by route 205 and additionally routes 199, 120 and ML9. Route ML9 connects Chidswell with Dewsbury town centre by five buses a day (Monday to Saturday), once an hour between 10:00 and 14:00 hours, offering a 'hail and ride' service for most of the route. Routes 199 and 120 link Wakefield to Batley via Chidswell.

Mainline Rail Services

6.12 There are two mainline railway stations located within relatively close proximity to the Site. Batley Railway Station is located approximately 3km to the west and Dewsbury Railway Station is located approximately 4km to the south-west. Both stations can be accessed via existing bus routes and bus stops are provided close to both stations; Dewsbury Station also has a dedicated public transport interchange facility located directly outside the station.

Walking

6.13 According to the Department for Transport (DfT), walking is considered to be the most important mode of travel at the local level with the greatest potential to replace short car trips, particularly under 2 kilometres. Additionally, the Chartered Institution of Highways & Transportation (CIHT) Guidance 'Planning for Walking' also states that, *"Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot"*. This would indicate that a large percentage of the trips within the Site itself and within a 1 mile radius of the Site would be made on foot.

6.14 The majority of roads surrounding the Site, including Leeds Road, Heybeck Lane, Chidswell Lane and Windsor Road, have footways provided on both sides of the carriageway to facilitate pedestrian movement.

6.15 Along the A653 Leeds Road, good quality wide footways are provided on both sides of the carriageway. Pedestrian crossing facilities are also provided at various junctions, to provide pedestrian connectivity. Leeds Road is well lit and is considered safe for pedestrians.

6.16 Heybeck Lane also provides good quality wide footways on both sides of the carriageway. It is also well lit making this a safe walking environment for pedestrians.

6.17 Chidswell Lane provides good quality footways on both sides of the carriageway, which are considered sufficiently wide for high volumes of pedestrian traffic and are also well lit.

Cycling

6.18 According to the DfT, cycling has the potential to replace short car trips, particularly those under 5km. The 5km cycling catchment from the site includes Dewsbury, Batley, Morley, East Ardsley, Ossett and parts of Wakefield.

6.19 Appropriate cycling provision is available in the local area with cycle lanes being provided on Leeds Road in order to promote cycling.

6.20 In addition, towns such as Wakefield, Horbury, Morley and Middleton can all be reached by bicycle within 30 minutes via existing safe cycle routes and Public Rights of Way (PRoWs).

6.21 The Site is surrounded by, and connected to, various destinations via several National Cycle Network (NCN) routes. NCN route 69 connects Dewsbury with Ravensthorpe and, in turn via NCN route 66, with Huddersfield and Bradford. NCN route 69 also connects Dewsbury with Ossett and, in turn via NBCN route 699, to the 'Wakefield Wheel'.

6.22 To the north of the Site, there are several local traffic-free cycle routes that link Tingley to Beeston and Middleton to Leeds city centre.

Method of Assessment

6.23 A Transport Assessment will be submitted with the application as part of the ES. This will include a review of the existing situation, an assessment of accessibility by sustainable modes of travel, details of traffic forecasting and highway impact and a review of relevant transport planning policy.

6.24 The traffic and transport impact of the Proposed Development at the Masterplan site will be assed in line with guidance contained within the DfT publication 'Guidance on Transport Assessment' (GTA) (March 2007) and contained within The Institute of Environmental Assessment (now IEMA) 'Guidelines for the Environmental Assessment of Road Traffic'.

6.25 Scoping discussions between Pell Frischmann, on behalf of the Commissioners, and officers from KC and Highways England (HE) (in respect of the SRN) will be undertaken prior to submission of the Transport Assessment (TA) that will accompany the outline planning application.

6.26 It is confirmed that a TA and Framework Travel Plan (FTP) will be prepared to accompany the outline planning application submission.

6.27 The proposed elements to be included within the TA for the outline planning application are as follows:

- Review of policy and assessment of development in accordance with policy;
- Review of sustainable travel modes and any required improvements to support the development;
- Review of public transport availability and any required improvements to support the development;
- Traffic data collection (existing traffic);
- Trip generation;
- Development parking provision;
- Assessment of traffic impacts at the site access junctions and any required highway improvements;
- Assessment of traffic impacts at off-site junctions (scope to be agreed with KC and HE officers) and any required highway improvements; and
- Development of site access arrangements.

6.28 The extent of transport impact will be determined using pre-defined significance criteria for each mode of travel. These criteria will be based on the net change in journeys as a result of the Proposed Development of the Site and any infrastructure improvements, to be delivered as part of the Proposed Development. The significance criteria will establish the magnitude of any beneficial or adverse effects the Proposed Development will have on the transport network.

6.29 The following topics will be assessed for the construction and operational phases:

- Driver severance and delay;
- Comprehensive development infrastructure;
- Pedestrian severance and delay;
- Pedestrian amenity;
- Road traffic accidents and safety;
- Hazardous and dangerous loads; and
- Dust and dirt.

Summary of Assessment Scope

6.30 Table 6.1 summarises the transport and access effects to be included for detailed assessment in the Environmental Statement (TS):

Table 6.1: Transport and Access Effects

Receptor	Effects	Scoped In
Public transport users	Increase in public transport service trips	✓
Highway network users	Change in the number of vehicle trips, including HGVs	✓
Users of local cycle/ pedestrian network	Increase in cycle and pedestrian movements	✓

7 Ecology and Nature Conservation

Introduction

7.1 This section of the Scoping Report has been prepared by Brooks Ecological Ltd. The proposed ES chapter will assess effects on ecology and nature conservation. An Ecological Impact Assessment (EcIA) will be undertaken with reference to the Ecological Impact Assessment guidance published by the Chartered Institute of Ecology and Environmental Management (CIEEM).

7.2 The EcIA will include a summary of the current ecological baseline conditions within the Site and assess the likely significant effects on the Proposed Development on Important Ecological Features (IEFs) such as designated sites, habitats and species populations. Where 'significant' effects cannot be avoided through inherent design, the EcIA will recommend additional mitigation and/or compensation measures.

Baseline Conditions

7.3 The Site's baseline has been established through a range of detailed ecological studies, carried out in 2016 and ongoing throughout 2018. Those completed and ongoing include:

- Extended Phase 1 Habitat Survey – December 2016 (WYG Ltd.);
- Habitat Suitability Index Assessment for Great Crested Newt & Report – March 2018;
- Barn Owl Scoping Assessment – April 2018;
- Badger Assessment - April 2018;
- Bat Roost Suitability Assessment of Trees – April 2018;
- Water Vole Assessment – Interim Report – June 2018;
- Hedgerow Assessment – July 2018;
- Breeding Bird Survey – in write up;
- Bat Activity Survey – ongoing;
- Reptile Survey – ongoing; and
- Bat Roost Suitability Assessment of Buildings – ongoing.

Habitats

7.4 The Site encompasses a collection of large arable fields, enclosed by a mix of post-and-wire fences and a disjointed network of typical field hedgerows. A small number of mature trees are scattered along the field boundaries and within hedgerows, and two large woodland blocks (Dunn Wood & Dogloitch Wood) abut the eastern boundary. Two smaller woodland blocks (recently planted as screens) are present along the western boundary and a small unnamed watercourse (bordered by mature trees and scrub) crosses the northern half of the Site, passing roughly west to east. Two further watercourses pass close to the Site, one along the southern edge of Dogloitch Wood and one along the southern Site boundary. All three water courses eventually connect offsite to the east, where they continue in a south-easterly direction within a small wooded valley.

7.5 A detailed assessment of Hedgerows has identified three short sections of hedge that would meet the threshold for 'Important' status under the Hedgerow Regulations 1997.

Protected Species

7.6 Surveys have concluded the likely absence of great crested newt, barn owl, and badger on Site, with ongoing surveys for water vole and reptiles, finding no evidence of their presence thus far. Bat activity surveys have so far recorded relativity low levels of bat activity, with that found being focussed along the central wooded watercourse. Breeding bird surveys have identified a typical assemblage of farmland birds, including a number of red and amber list species, many of which would be displaced by development.

Invasive Species

7.7 Himalayan balsam is recorded in abundance throughout the Site, especially along the central watercourse, hedgerow ditches and field margins.

Designated Sites

7.8 There are no statutory designated sites within the Ecological Zone of Influence (EZoI).

7.9 Nine non-statutory designated sites fall within 2km of the Site boundary, two of which are considered to fall within the Shite's EZoI. These are Dunn Wood and Dogloitch Wood Local Wildlife Site's (LWSs) and Sites of Wildlife Significance (SWS); both border the Site's eastern boundary.

Screening - Likely Environmental Effects

7.1 Proposals to develop the Site have the potential to impact significantly on a limited range of notable / protected species (bats and nesting birds), Habitats of Principal Importance (flowing water, broad leaved woodland and hedgerow) and Non-statutory Designations (Dunn wood and Dogloitch Wood LWSs). There is also a risk of further spreading Invasive Non-Native Species.

7.2 During demolition and construction, direct impacts on priority habitats and non-statutory sites would include their damage or loss; whilst indirect impacts could include pollution. These risks could extend through the Operational Phase.

7.3 For notable or protected species, impacts from demolition and construction activities could include killing, injuring and disturbing individuals, displacement of individuals/ populations through loss of habitat and severance of commuting routes. These risks could extend through the Operational Phase.

7.4 In the absence of mitigation, the development proposed could result in significant negative effects on the Site's Ecological Interest and as such, this topic should be scoped in.

Scoping - Key Issues for Consideration within the ES

7.5 The Key Issues to be considered within the Ecology ES Chapter are the impacts of development on the following Habitats; Important Hedgerows and Flowing water, and Noteable /Protected Species; Bats and Breeding birds. Impacts on Non-Stautory Designated Sites and Invasive Non-Native Species will also need to be considered. Each of these will be taken through the ES Chapter as Valued Receptors.

7.6 Cumulative Effects of adjacent development, chiefly the proposed residential development to the south, will be considered.

Method of Assessment

Establishing the baseline

7.7 The first stage of the assessment is to establish the baseline conditions for the Site and the surrounding area, which will be completed throughout 2018 as described above.

Consultation

7.8 The following statutory and non-statutory consultees will be consulted as part of the EcIA process (this list may be added to as species interests/sensitivities emerge):

- Natural England;
- Kirklees Council Ecology Officer; and
- Local wildlife groups where applicable.

7.9 Early and regular consultation is seen as an integral part of the EcIA process.

Assessment of Effects

7.10 The identification and evaluation of Important Ecological Features (IEFs) for the purposes of Ecological Impact Assessment, and the assessment of significant adverse or beneficial effects on IEFs, will be undertaken with reference to the Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines, Second Edition, January 2016.

7.11 The assessment of construction and operational effects on IEFs will be undertaken both before and after consideration of additional mitigation measures, the latter represents the assessment of residual effects, but including the inherent measures incorporated into the Proposed Development e.g. retention of LWS, hedgerows and trees. In addition, the potential for cumulative impacts to arise from the in-combination effects with other development proposals will be assessed.

Summary of Assessment Scope

7.12 Reference will be made to the Chartered Institute of Ecology and Environmental Management's (CIEEM) Guidelines for Ecological Impact Assessment in the UK and Ireland – Terrestrial, Freshwater and Coastal, Second Edition (2016). These guidelines have become a standard point of reference for Ecological Impact Assessment methodologies.

Mitigation Measures

7.13 Mitigation measures which may be appropriate and proportionate for this scheme and which will avoid 'significant harm to biodiversity' (in planning policy terms), avoid significant adverse effects (in EIA terms) and deliver a net biodiversity gain (in planning policy terms), may include (but not limited to):

- Retention of hedgerows and scrub/tree lines;
- Installation of new bat and bird boxes, and log pile hibernaculae (amphibians and reptiles);
- Incorporating biodiversity into building design including green roofs and walls:
- Design of new SuDs lagoons to provide biodiversity opportunities for wildlife, including variable shelf profile to provide different water depths and planting where appropriate/necessary with aquatic/emergent plants;
- Appropriate seeding of new SuDs swales and areas of POS with a range of native grass seed mixes according to variations in anticipated wetness and topography; and
- Appropriate management of retained and created habitats in perpetuity securing their longer-term future.

7.14 The potential for mitigation such as the above will be given careful consideration through the design process to ensure the Proposed Development is sensitive to ecology and nature conservation.

8 Landscape and Visual Impact

Introduction

8.1 This section of the Scoping Report has been prepared by Re-Form. An assessment of the potential landscape and visual effects resulting from the construction and operation of the Proposed Development will be set out in the ES.

Baseline Conditions

8.2 The following baseline conditions are of relevance:

- The Site is well defined within the wider landscape due to the effect of topography, intervening vegetation and surrounding development.
- The site is an area of agricultural land on the edge of Dewsbury, which lies in close proximity to housing, and major road infrastructure including local B-roads and the M1 motorway;
- Beyond the Site, lit areas include surrounding residential areas, local roads and the M1 corridor;
- The area does not incorporate areas of landscape value and quality at a national scale (National Park/ Areas of Outstanding Natural beauty).

8.3 The Site lies within Landscape Character Area LCA E8: Batley – Dewsbury Rural Fringes. The proposals will result in changes to the landscape character of the site and surrounding area. Though the emerging Local Plan no longer designates the Site as within Green Belt, the proposals are likely to bring about change to the sense of 'openness' of the landscape between existing settlements.

8.4 With the introduction of the 2017 EIA Regulations, applicants can now set out plain and uncontroversial mitigation measures that could be included when considering the likely significant effects of a development.

8.5 Taking the above issues into consideration, Landscape Assessment has been scoped into the ES.

8.6 The Site lies in close proximity to residential areas, local roads and a number of Public Rights of Way (PROW). Several PROWs cross the Site. A number of visual receptors are likely to experience significant changes as a result of the Development. Visual Assessment has, therefore, been scoped into the ES.

Assessment Methodology

8.7 The assessment of visual effects resulting from the construction and operation of the Proposed Development would be undertaken in accordance with Landscape Institute and Institute of Environmental Management and Assessment, 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition, 2013).

8.8 The assessment will:

- Define the study area for the Site, identifying key views to be used for the visual impact assessment;
- Assess the susceptibility to change of the visual receptors (the receiving environment);
- Assess the magnitude of visual effects;
- Assess the significance of visual effects;
- Identify requirements of any mitigation measures.

8.9 Assessments will be made in the baseline year 2018, during construction; on completion; in the winter without the benefit of effective new planting; and 15 years thereafter, in summer, with the benefit of effective planting mitigation.

8.10 The study area, assessment methodology and the list of representative viewpoints for assessment would be agreed with the landscape officer.

Summary

8.11 Table 8.1 summarises the effects scoped in and out of the ES.

Table 8.1: Visual Effects

Receptor	Effects	Scope
Typical viewpoints from publicly accessible locations, including roads, footpaths and public open spaces	Visual effects	✓
'Openness' and Landscape Character	Landscape Effects	✓

9 Archaeology and Built Heritage

Introduction

9.1 This section of the Scoping Report has been prepared by Cotswold Archaeology. The proposed ES chapter will assess the likely effects of the Proposed Development on archaeological and built heritage assets.

9.2 The technical consultants are undertaking a baseline Archaeology and Heritage Assessment for the Site, to evaluate the known and potential archaeological and historic resource within it and that within a wider study area. This will be placed in the local, regional and national context, and assessed against national criteria.

Baseline Conditions

9.3 An initial assessment undertaken from readily available online sources indicates there are no designated heritage assets within the Site; however the Grade II Listed Haigh Hall is located 735m to the east of the Site, whilst 160m to the west of the Site is the Grade II Listed Church of St Paul. Several parcels of ancient woodland are located to east and north of the Site. There are twelve Grade II Listed Buildings within the 1km study area, Batley Conservation Area lies c.1.2km to the west and Howley Hall Scheduled Monument lies c.1.5km to the north-west. These built heritage and historic landscape assets will assessed in detail on the basis of the potential impact to their heritage significance as a result of development of the Site.

9.4 The likely presence of buried archaeological remains within the Site has been primarily identified through cropmark evidence identified on aerial photographs. In addition to these cropmark features, there is evidence of the basal remains of a World War II decoy emplacement.

9.5 A Geophysical survey carried out over the majority of the Site (GSB 1998), confirmed cropmarks identified within the Site are likely to be of archaeological origin, these cannot yet be dated or their extent fully understood. Morphologically there is a likelihood that some or all of these potential archaeological features may comprise the buried and infilled remains of ditches and a possible sub-rectangular enclosure. Further anomalies identified in the results of the geophysical survey include two linear responses forming an 'L' shape, which are likely to be associated with the World War II decoy airfield.

9.6 An initial walkover survey of the Site, which was under crop at the time, did not identify any ground level heritage assets, or earthworks indicative of surviving archaeological remains. An initial interrogation of West Yorkshire Archives indicates that the Site appears to have been in agricultural use at least since the 18th century; however, online sources indicate the parts of the Site were mined for coal, with former shafts present within the central region of the Site.

Legislation, Planning Policy and Guidance

9.7 There are two primary Acts governing the conservation and management of the historic environment in an English context.

National Planning Policy

9.8 Section 16 of the NPPF (2018); *Conserving and enhancing the historic environment*, provides guidance for planning authorities, property owners, developers and other on the conservation and investigation of heritage assets. Overall, objectives of Section 16b of the NPPF can be summaries as seeking the:

- Delivery of sustainable development;
- Understanding the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment;
- Conservation of England's heritage assets in a manner appropriate to their significance; and
- Recognition of the value that heritage makes to our knowledge and understanding of the past.
- In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in the instance the NPPF, by current development plan policy and by other material considerations.

Local Planning Policy

9.9 The key local planning policy to take account of within the heritage assessment can be found within the Kirklees Local Plan, which was submitted for independent review in April 2017. The key policy within the plan is Policy PLP 35: Historic Environment.

Method of Assessment

9.10 An assessment will be undertaken of the likely significance effects of the Proposed Development on the environment with respect to the archaeological resource and built heritage and will consider both designated and non-designated assets.

9.11 Initial baseline information will be obtained using best practice guideline, including the NPPF, Chartered Institute for Archaeologists (CIfA) standards and guidance, Historic England advice, local planning authority guidance and other guidance from statutory and non-statutory bodies where applicable. The baseline information will examine the following:

- Relevant local planning policy;
- Relevant policy and guidance found in NPPF;
- Geology and topography, including previous site specific geotechnical information and the British Geological Survey online record of borehole data;
- A search of the Yorkshire Historic Environment Record centred on the Site and extending a minimum 1km from the site boundary (the study area) for details of previously completed archaeological works and recorded heritage assets in the study area as well as data on historic landscape character;
- West Yorkshire District Council with regard to any Local List of non-designated Heritage Assets;
- The NHLE, maintained by Historic England, for statutory designated heritage assets including Scheduled Monuments, Registered Parks and Garden, Listed Buildings, Battlefield and World Heritage Sites;
- The Historic England Archives at Swindon for Archives Monuments Information England (AMIE) data and historic aerial photographs;

- West Yorkshire Archives for documentary sources and historic mapping to demonstrate previous land-use and to identify any likely impacts upon heritage resource within the Site;
- Archaeological background including published and unpublished sources, drawn from a variety of sources;
- The result of on-site and adjacent archaeological investigations; and
- A site walkover survey.

9.12 The Desk-Based Assessment will be informed by baseline information obtained for a study area extending a minimum of 1km from the development boundary and will be produced in accordance with professional guidance including the Charted Institute for Archaeologist Standard and guidance for historic environment desk-based assessment (2017).

Summary of Assessment Scope

9.13 The ES Chapter will provide a summary of the baseline assessment results, which will be derived from the results of two stand-alone Desk-Based Assessments and any supporting field surveys that may be required. Such supporting field surveys may include further targeted archaeological investigation to determine the nature, extent and origin of buried archaeological remains (further targeted geophysical survey and / or trial trench evaluation). The results of any such investigations could also be provided as appendices to the ES Chapter and will assist in informing an appropriately robust mitigation strategy.

10 Noise and Vibration

Introduction

10.1 This section of the Scoping Report has been prepared by Delta Simons. The proposed ES chapter will assess the potential noise and vibration impacts of the Proposed Development. The noise assessment will be undertaken in accordance with the following guidance:

- National Planning Policy Framework (NPPF), 2018;
- Noise Policy Statement for England;
- National Planning Practice Guidance (NPPG), 2014;
- British Standard 8233:2014: Sound Insulation and Noise Reduction for Buildings;
- Calculation of Road Traffic Noise (CRTN);
- Design Manual for Roads and Bridges (DMRB);
- British Standard 5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites;
- British Standard 4142:2014: Methods for rating and assessing industrial and commercial sound; and
- West Yorkshire Planning Consultation Guidance – Noise and Vibration.

Baseline Conditions

10.2 The baseline noise levels at the existing and proposed noise sensitive receptors will be measured in accordance with BS7445, at locations to be agreed with the local authority.

10.3 The noise climate across the Site is likely to be dominated by local and distant road traffic, and there could be some noise from commercial and agricultural buildings on the Site perimeter.

Potential Noise and Vibration Impacts

10.4 Potential noise and vibration impacts during the construction and operational phases to be addressed by the ES are as follows:

- Noise and vibration impacts arising from construction processes affecting noise sensitive receptors;
- Noise impacts to future residents within the Site from existing transport or industrial related noise sources;
- Noise impacts to existing and future residents from changes in traffic associated with the redevelopment; and
- Noise impacts to existing and future receptors from mechanical building services plant and operations of the non-residential buildings associated with the new development.

Method of Assessment

10.5 Delta Simons will measure the existing residual and background noise environment for daytime and night-time periods. The measurements will include simultaneous broadband, spectral and statistical data that also satisfies the requirements of BS 7445.

10.6 Where suitable safe access is available, Delta Simons will undertake unattended long term measurements at the noise sensitive locations, over a minimum period of 24 hours. The measurements will record audio so that dominant noise sources can be identified for unattended periods.

10.7 Noise levels at existing receptors subject to potentially significant changes in road traffic will be measured using the shortened CRTN method with the measurements taken over three consecutive hours during the daytime.

Construction Noise and Vibration Assessment

10.8 Delta Simons will predict likely noise and vibration levels during Site works from the information provided by the client and noise data and methodology within BS 5228-1: 2014, review predicted noise levels and determine the significance based on fixed noise limits as per the methodology Annexe E of BS 5228-1.

10.9 If the proposed details indicate a noise impact that does not satisfy the limits, a scheme for the mitigation of the noise may be required. Potentially mitigating features include re-siting or re-directing the noise producing plant, barriers, screens, and limiting time and duration of operation.

Impact of Development – Fixed Plant and On-site Traffic Noise Assessment

10.10 Delta Simons use proprietary acoustic environmental noise modelling software, Cadna/A, to build a 3D model of the existing and proposed road schemes and surrounding buildings.

10.11 Delta Simons will calculate noise levels from the existing and proposed road schemes following the guidance given in the Calculation of Road Traffic Noise (CRTN). Assess the impact following the guidance given in Design Manual for Roads and Bridges (DMRB).

10.12 Assessments will be undertaken at the proposed year of opening and for the year of opening plus 15 years.

10.13 Delta Simons will report the calculation methodologies used, assumptions, supplied information and noise level contour maps for the existing road traffic flows and proposed traffic flows, including the changes in level for the short and long terms assessment periods.

Assessment of site suitability

10.14 Delta Simons will calculate the noise impact on the proposed Site with proprietary acoustic environmental noise modelling software, Cadna/A. The model will include the shielding effect of the existing and proposed buildings.

10.15 Furthermore, Delta Simons will determine a set of daytime $L_{Aeq,16\ hr}$, night time $L_{Aeq,8hr}$ and night time maximum, $L_{AF,max}$ levels on which to assess the acoustic risk to residents and on which to base the sound insulation design.

10.16 Comment on the Site suitability for housing and the potential to achieve the internal and external noise limits described in BS 8233 and assess any commercial sound source in accordance with BS4142 and local authority guidance.

10.17 Provide guidance on the acoustic implications for potential ventilation strategies, in accordance with the current Part F of the Building Regulations.

Assessment of operational noise from the new development

10.18 Delta Simons will assess the impact of noise sources associated with the Site operations, including schools and commercial spaces and guidance on appropriate noise limits or mitigation requirements.

Consultation

10.19 The survey and assessment methodology will be discussed with the local authority, to agree the general approach and to ensure it is appropriate for the local authority's requirements.

11 Air Quality

Introduction

11.1 This section of the Scoping Report has been prepared by Delta Simons. The proposed ES chapter will assess the likely significant effects of the construction and operation of the Proposed Development on the environment with respect to air quality. The key issues for consideration include:

- The impact of dust and particulate (PM_{10}) emissions during construction of the Proposed Development. Fugitive dust has the potential to adversely impact public amenity whilst particulate emissions can adversely affect public health; and
- The impact of existing oxides of nitrogen and particulate (PM_{10} and $PM_{2.5}$) concentrations on the suitability of the Site for development.
- The impact of oxides of nitrogen and particulate (PM_{10} and $PM_{2.5}$) emissions from the operation of the Proposed Development (building and transport) on existing receptors in the area.

Baseline Conditions

Local Air Quality Management

11.2 As required by the Environment Act (1995), Kirklees Council (KC) has undertaken a review and assessment of air quality within their area of jurisdiction. This process has indicated that annual mean nitrogen dioxide (NO_2) concentrations are above the Air Quality Objective (AQO) of 40µg/m^3, as defined within the Air Quality Standards Regulations (2010), at locations of relevant exposure within the council's administrative extents. As such, twelve Air Quality Management Areas (AQMAs) have been declared, with the closest to the development described as follows:

"The designated area incorporates Leeds Road (A653), Dewsbury Ring Road (A638), Wakefield Road (A638), Highgate Road, Highgate Terrace, Bank Street and Old Bank Road, which is in close proximity to Dewsbury Town Centre"

11.3 The Site is located 1.4km north-west of the District of Wakefield (WMDC). Wakefield Metropolitan District Council (WMDC) have also undertaken review and assessment of air quality within their area of jurisdiction. This process indicated that NO_2 concentrations are above the AQO within the District. As such, ten AQMAs have been declared, with the closest to the development described as follows:

"An area encompassing most of the Wakefield urban area"

11.4 The Site is located approximately 2.1km north-east and 1.4km north-west of the AQMAs, respectively. As such, there is the potential for traffic generated by the development during operation to increase pollution levels within the designated areas. This will therefore be considered within the ES.

11.5 The Site is located within the vicinity of a number of existing residential properties. These may be affected by any atmospheric emissions associated with the development and will therefore be considered as sensitive receptors within the ES.

11.6 The Site is bound to the west by the A563 Leeds Road, a source of road vehicle pollution. The ES will therefore consider the suitability of the development for the proposed end-use in respect to air quality.

Background Pollutant Concentrations

11.7 Predictions of NO_2 and particulate matter with an aerodynamic diameter of less than 10µm (PM_{10}) concentrations on a 1km by 1km grid basis have been produced by Department for Environment, Food and Rural Affairs (DEFRA). These maps cover the entire of the UK to assist Local Authorities (LAs) in their Review and Assessment of air quality. The Proposed Development is partially located in six grid squares. Data for these locations was downloaded from the DEFRA website[2] for the current year of 2018 and are summarised in Table 11.1.

Table 11.1 Background Pollutant Concentrations

GRID SQUARE (NGR)	BACKGROUND CONCENTRATION (µg/m³)	
	NO_2	PM_{10}
426500, 422500	16.12	12.67
426500, 423500	15.66	12.84
426500, 424500	15.09	14.72
427500, 422500	14.45	12.81
427500, 423500	13.53	13.08
427500, 424500	14.21	12.65

11.8 As shown in Table 11.1, predicted background NO_2 and PM_{10} concentrations are below the relevant AQOs of 40µg/m³ at the Site.

Key Issues and Requirement for Assessment

11.9 The proposals have the potential to cause air quality impacts as a result of fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the Site during operation, as well as expose future occupants to elevated pollution levels. These effects will therefore be considered as part of the EIA.

Assessment Methodology

11.10 It is proposed to undertake an Air Quality Assessment for inclusion within the ES in accordance with the following methodology.

11.11 Baseline air quality conditions in the vicinity of the Site will be defined based on recent monitoring results and information from the DEFRA Air Quality Resource[3]. Sensitive locations that could be affected by the proposals will also be identified, as well as any relevant planning policies or guidance.

11.12 During the construction of the Proposed Development there is the potential for air quality impacts as a result of fugitive dust emissions from earthworks, construction and trackout activities. It is proposed to assess these in accordance with the Institute of Air Quality Management (IAQM) guidance 'Assessment of Dust from Demolition and Construction V1.1'[4].

11.13 During the operation of the development there is the potential for air quality impacts as a result of road traffic exhaust emissions associated with vehicles travelling to and from the Site, as well as the exposure of future users to poor air quality. It is proposed to assess these issues through detailed dispersion modelling using ADMS-Roads in order to fully quantify concentrations of NO_2 and PM_{10} at sensitive locations both with and without the development in place.

[2] https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2015.
[3] https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2015.
[4] Guidance on the Assessment of Dust from Demolition and Construction V1.1, IAQM, 2016.

11.14 The assessment will be undertaken using relevant traffic data, local land use characteristics and 1-year of hourly meteorological records taken from Emley Moor observation station. The modelling outputs will be verified against local monitoring data in accordance with the DEFRA methodology[5]. Impacts will be predicted at sensitive receptor locations and also displayed graphically throughout the assessment extents using contour plots.

11.15 The significance of potential impacts at sensitive receptors will be determined based on the predicted magnitude of change in pollutant concentrations and the criteria provided within the IAQM document 'Land-Use Planning & Development Control: Planning for Air Quality'[6].

11.16 If required following assessment of potential impacts, suitable mitigation measures will be identified in order to reduce air quality effects to an appropriate level. These will be based on the West Yorkshire Low Emission Planning Guidance[7] document.

[5] Local Air Quality Management Technical Guidance (TG16), DEFRA, 2018.
[6] Land-Use Planning & Development Control: Planning for Air Quality, IAQM, 2017.
[7] Air Quality and Emissions: Technical Planning Guidance, West Yorkshire Low Emissions Group, 2014.

12 Flood Risk and Water Environment

Introduction

12.1 This section of the Scoping Report has been prepared by Patrick Parsons. The proposed ES chapter will assess the impact of the Proposed Development on hydrology, drainage and flood risk. This section of the report outlines the basis for preparation of the ES Chapter and supporting technical studies and assessments including a site-specific Flood Risk Assessment and Drainage Strategy.

Assessment Methodology

12.2 Flood Risk Assessment associated with Site A only which following assessment of the flood maps on the Environment Agency website details the development area to be within Flood Zone 1. Therefore, the aforementioned assessment will be undertaken in accordance with Department for Communities and Local Government (DCLG) Technical Guidance to the National Planning Policy Framework (NPPF July 2018) which will include the following:

- Undertake a site assessment including adjacent third-party land where applicable;
- Preliminary assessment of the existing site to establish a current surface water run-off flow rate and existing site drainage format in which to compare against the proposed development applying the hierarchy method of surface water management identifying attenuation requirements if applicable so that each development does not increase the risk of flooding;
- Consultation and liaison with the Environment Agency and Local Planning Authority; and
- Production of a final flood risk assessment report associated with the proposed development site which will be provided as supporting documentation to the planning application.

12.3 Undertake a preliminary assessment associated with the proposed surface water drainage requirements in which to service the development. The assessment associated with proposed surface water management will be undertaken in accordance with Building Regulations Part H and Yorkshire Water Services (YWS) requirements which will follow the hierarchy in order of priority as detailed below:

- Use of SUDS;
- Watercourse; and
- Public Sewer.

12.4 Prepare and issue a YWS Pre-Development enquiry application based on a sewerage application only.

12.5 A preliminary proposed surface water drainage appraisal will be developed including on-site attenuation requirements using SUDS techniques where applicable, based on restricted discharge rates and point of discharge agreed with both YWS and the Lead Local Flood Authority, the proposed scheme and the existing topographical survey for each site.

12.6 Undertake a preliminary assessment associated with the proposed foul water drainage requirements in which to service the development. The assessment will be based on recommendations from the YWS Pre-Development Enquiry response and will consider the

proposed scheme, the existing topographical survey for the site and the point of discharge for the proposed foul water system.

12.7 The overall assessment will also consider diversion routes of existing sewer infrastructure impacted by the development if necessary.

12.8 Full liaison with YWS, Environment Agency and the Local Flood Authority where applicable.

12.9 Provide a detailed Environmental Statement on Flood Risk and Drainage which will include:

- A review of relevant legislation and policy;
- Method of assessment;
- A review of baseline conditions (existing drainage such as watercourses, sewers, etc.);
- An assessment and review of the Strategic Flood Risk Assessment for the area;
- Overall Flood Risk Assessment associated with Site B only which following assessment of the flood maps on the Environment Agency website details the development area to be within Flood Zone 1. Therefore, the assessment will be undertaken in accordance with Department for Communities and Local Government (DCLG) Technical Guidance to the National Planning Policy Framework (NPPF July 2018);
- A development impact assessment during the construction and operational phases;
- A review of mitigation measures against flood risk during the construction and operational phases; and
- Consultation and liaison with the Environment Agency and Lead Local Flood Authority.

Summary

12.10 In summary, the objective of the report is to provide a guidance to secure Outline Planning Permission (OPP) for the development and satisfying the LLFA's requirements on flood risk and surface water drainage.

12.11 The Developer should follow the SUDS Hierarchy in terms of prevention of flow, source control, site control and regional control. The design should where possible utilise infiltration drainage methods as a priority. Where this is not possible then provide positive drainage limited to the 5 l/s/ha of the developed area discharging to the Hey Beck its tributaries or surface water system discharging to the river.

12.12 Provision of suggested solutions for foul sewerage disposal, surface water disposal.

12.13 The proposed surface water drainage strategy (including adoption and maintenance responsibilities of SUDS features) should be further consulted by the key parties and implemented to ensure that the post development runoff rates and volumes are no greater than the pre-development rates.

- A review of existing drainage records
- Locations and results of Building Regulation Part H percolation tests and methodologies
- Analysis of percolation test results to determine suitability for soakaways
- Assessment of the impermeable areas and peak rates of run-off where soakaways are not suitable
- Calculation of the volume of run-off pre and post development and identification of how the additional volume could be dealt with (by infiltration, rainwater recycling or attenuated discharge)
- The submission of a Developer Enquiry to Yorkshire Water Services

- Consultation with Lead Local Flood Authority, Environment Agency and Yorkshire Water services where appropriate
- Assessment of drainage options for the site

12.14 Table 12.1 summarises the Drainage and Flood Risk to be included for detailed assessment in the Environmental Statement (ES):

Table 12.1: Drainage and Flood Risk

Receptor	Effects	Scoped In
Local water Courses	Additional risk of flooding	
Public drainage network	Decrease in available capacity	
Ground conditions	Alternative solution to SuDS such as watercourse or public sewer	

13 Ground Conditions

Introduction

13.1 This section of the Scoping Report has been prepared by Patrick Parsons.

13.2 This chapter will address issues relating to existing geo-environmental conditions at the Site and will include consideration of the potential for the Site to be affected by contamination and ground instability. The range of effects associated with the construction phase and the operation of the Proposed Development will be considered.

13.3 A Phase I Desk Study Report has previously been completed by Patrick Parsons and a Coal Mining Risk Assessment has been commissioned.

Baseline Conditions

13.4 Within the Site there a 4 coal seams outcropping and 6 coal seams anticipated as being present at shallow depth (less than 30m below the surface).

13.5 A significant part of the Site is within a Development High Risk Area and affected by probable past shallow mining with recorded past shallow mining also recorded beneath the Site.

13.6 3 former mine entries are recorded as present within the Site and other unrecorded mine entries are anticipated.

13.7 These criteria and that the site lies within an historic mining area suggests a significant risk to development from ground instability as a consequence of mining legacies.

13.8 Extensive remedial ground consolidation of past shallow mineworkings and mine entries is anticipated.

Method of Assessment

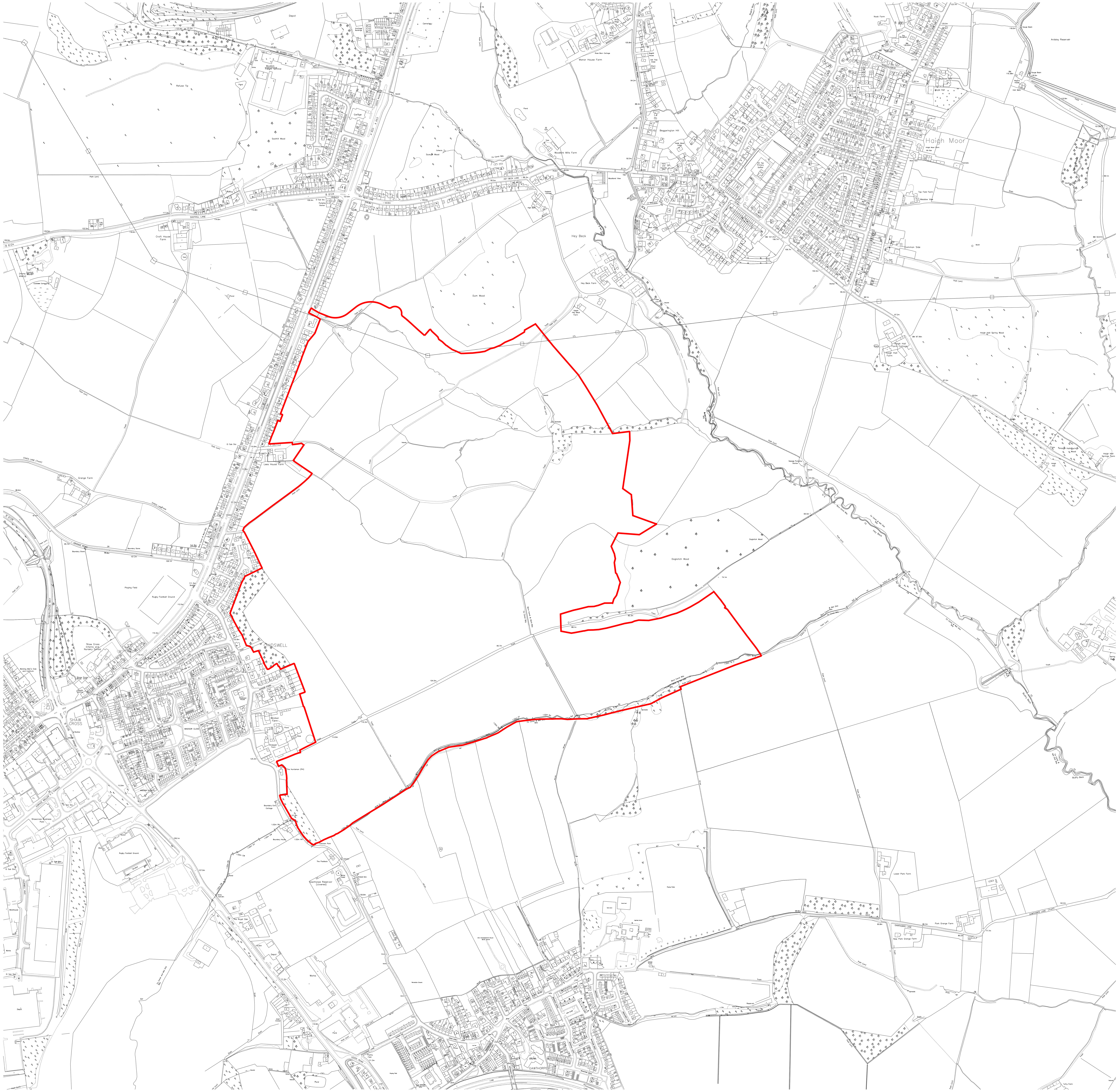
13.9 The Phase I Desk Study Report will be reviewed and updated, as necessary, to determine the baseline conditions at the site in respect to potential contamination and ground instability. The Phase I report included a detailed site walkover survey, a review of historical ordnance survey and geological plans and review of a Coal Authority Mining Report. A conceptual Site model and preliminary risk assessment were also included in the Phase I report.

13.10 The potential for the Site to be affected by instability will be further addressed with reference to the Coal Mining Risk Assessment which is to be completed.

13.11 The potential for contamination effects will be evaluated as part of the Environmental Statement using the conceptual site model which has been developed as part of the Phase I Desk Study Report with consideration of identified potential Source – Pathway – Receptor linkages.

Appendix 1

Site Location Plan



Notes:
Do not scale from this drawing.
All contractors must visit the site and be responsible for taking and checking Dimensions.
All construction information should be taken from figured dimensions only.
Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
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Key

Red Line Boundary

Rev	Date	Description	Drawn	Chkd
P1	16.02.18	First Issue	VB	GP

Drawing Status
PLANNING

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Land at Chidswell

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Real Estate

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Scoping Opinion

This is the Scoping Opinion (the Opinion) provided by Kirklees Council in respect of the content of the Environmental Statement for the *Development of land at Chidswell.*

This report sets out the Council's Opinion on the basis of the information provided in the report entitled *Environmental Impact Assessment (EIA) - Scoping Report (September 2018)* ('the Scoping Report') prepared by Deloitte Real Estate on behalf of the applicant.

Additional documents which are considered to be part of the Scoping Report include:

Figure 1.5 – Zone of Theoretical Visibility (ref – RFM-XX-00-RP-0001)
Highways Scoping Note - A13398/VA

Matters are not scoped out unless specifically addressed and justified by the applicant, and confirmed as being scoped out by Kirklees Council.

Introduction

On 28th September 2018, Kirklees Council received the Scoping Report submitted under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ("EIA"). This Opinion is made in response to this request and should be read in conjunction with the applicant's Scoping Report.

The EIA Regulations define 'EIA Development' (Regulation 2(1)), and stipulate that any proposed development falling within the description of a 'Schedule 2 development' within the meaning of the Regulations, will be subject to an EIA where such development is likely to have 'significant' effects on the environment by virtue of such factors as its nature, size or location.

Given the nature of the Proposed Development in regard to the redevelopment of the Site, and the overall scale of development, an EIA is considered appropriate to test the likely significant effects of the Proposed Development. The applicant therefore proposes to undertake an EIA and to submit an Environmental Statement in support of any subsequent planning application.

This Opinion should not be construed as implying that the Council agrees with the information or comments provided by the applicant.

The Council has a duty under Regulation 15 to consult before adopting a scoping opinion. A full list of the consultation bodies is provided at Appendix A.

The Environmental Statement ("ES") submitted by the applicant should demonstrate consideration of the points raised by the consultation bodies. It is recommended that a table is provided in the ES summarising the scoping responses from the consultation bodies and how they are, or are not, addressed in the ES.

Any consultation responses received after the statutory deadline for receipt of comments will not be taken into account within this Opinion. Late responses will be forwarded to the applicant and will be made available on our website. The applicant should also give due consideration to those comments in carrying out the EIA.

Proposed Development

According to the applicant the proposed development is for an outline planning application as follows:

"Outline Application (all matters reserved except access) for a mixed-use development of 1,354 dwellings, 35 hectares of employment development, a primary school, local centre, green space, access and other associated infrastructure."

The Proposed Development aims to include:

- The residential development will comprise an appropriate range and mix of housing to meet local needs and respond to market requirements;
- The employment space created will include a range of larger and smaller scale opportunities, providing the flexibility to respond to local and national requirements attracted by good accessibility to the M1 and M62 strategic road network;
- Promote a sustainable community with access to school facilities and a local centre on site to serve the new community and existing residents;
- Retention of key woodland blocks (Dum Wood and Dogloitch Wood) and promotion of green fingers throughout the site to promote walkable and cycle friendly neighbourhoods with a hierarchy of easy to navigate routes connecting neighbourhoods, spaces and employment uses; and
- Provision of multiple vehicular access points to ensure effective connectivity with the strategic transport network for cars and public transport.

Additional features of and activities related to the Proposed Development are expected to include:

- Significant land re-grading to create development platforms for buildings.
- Removal of existing trees and replanting of new trees with an expected overall neutral effect on tree numbers, and an aspiration to provide a net gain in tree numbers.
- Introduction of drainage infrastructure and potential sustainable urban drainage system (SUDS) features.
- Associated hard and soft landscaping.

Site Description

The Site is located to the east of the A653 Leeds Road dual carriageway, which is a strategic corridor between Dewsbury and Leeds. In the immediate vicinity of the Site, Leeds Road runs in a north-south direction, adjoining the A638 Wakefield Road and Junction 28 (the Tingley Interchange) of the M62 Motorway to the north. The A638 Wakefield Road links with the M1 Motorway Junction 40 to the east of the Site.

The Site lies within the Green Belt and covers an area of approximately 112 hectares, which is wholly within the administrative boundary of Kirklees Council.

The Site is part of the proposed mixed-use allocation MX1905 in the Publication Draft Kirklees Local Plan which was submitted for Examination in April 2017. The Site excludes the independent site to the north, which is to be accessed from Hey Back Lane and is subject to a separate planning application. To the east of the Site there is land predominantly in agricultural uses.

The Site is gently undulating, with two notable landscape features: a higher 'ridge' to the west of the centre, and a 'bowl-like' valley to the north, drained by the streams and ditches. The Site does not contain any listed buildings, nor is it located within a Conservation Area. The nearest listed building is Haigh Hall (Grade II), located approximately 735m to the east of the Site. There are no statutory environmental designations on the Site, however the Site is adjacent to an area identified as a Local Wildlife Site which is part of the Wildlife Habitat Network and is designated as Ancient Woodland (Dogloitch Wood and Dum Wood to the east).

There are a number of Public Rights of Way which either pass through the site or lie in close proximity. These routes will be fully considered as part of the planning application.

The Site is not located within an Air Quality Management Area (AQMA).

The Site is located within Flood Zone 1 and is therefore at low risk of flooding. A water main and existing sewerage infrastructure crosses the Site which may need to be diverted, removed or altered. High voltage power lines also cross the site.

Site Context

The surrounding area is characterised predominantly by agricultural land, with a mix of early and late 20th century bungalows and semi-detached properties fronting the main arterial routes.

The Site is part of the proposed mixed-use allocation MX1905 in the Publication Draft Kirklees Local Plan which was submitted for Examination in April 2017.

The vision for Kirklees is that by 2031, it 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 by balancing economic, social and environmental priorities.

The Leeds City Region SEP sets out the spatial priority areas to maximise growth potential and ensure prosperity across the whole City Region. The SEP identifies growth opportunities which have strategic significance to the whole of the City Region. This includes strategic employment and mixed-use sites. A total of five major development area proposals have been identified in the Leeds City Region, including land at Chidswell, Dewsbury ("the Site").

A concept masterplan has been developed which sets out how the Site could be developed to accommodate the housing and employment requirements of the allocation.

Scope of Environmental Statement

The applicant has set out the following scope:

- A description of the development incorporating the information required by Schedule 4 para 1(a);
- A description of the reasonable alternatives studied (Schedule 4 para 2);
- A description of the baseline scenario and an outline of the evolution of the baseline without the Proposed Development (Schedule 4 para 3);
- A description of the aspects of the environment specified in Regulation 4(2) likely to be significantly affected by the Proposed Development;
- A description of the likely significant effects of the Proposed Development on the environment resulting from the matters specified in Schedule 4 para 5;
- A description of the forecasting methods or evidence used in assessing likely significant effects (Schedule 4 para 6);
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment (Schedule 4 para 7);

As the planning application is to be submitted in outline form with all matters reserved except for access, the applicant confirms the ES will be undertaken on the basis of a series of parameter plans. This will include a masterplan showing the overall development, and a series of parameter plans showing the main development area, drainage ponds, key landscape/ecology areas and building heights.

According to the application the introductory chapters of the ES will provide the following information:

- An introduction to the ES in a legislative and site specific context;
- Description of the Site and proposals;
- Alternatives considered and project design evolution;
- EIA methodology;
- ES structure; and
- Details of the EIA project team.

According to the applicant the geographical coverage of the EIA will be determined by a number of factors including:

- The physical extent of work;
- The nature of the baseline environment, including the location of sensitive receptors;
- The distance over which effects will be significant; and
- The presence and type of "pathways" along which impacts may be spread.

The Council's comments

Careful consideration should be given to the description of development. It is noted that the proposals may include significant land re-grading, details of which (along with the associated effects) should be fully detailed in the relevant chapters of the ES. The effects of such works in themselves will require careful consideration to be given to the geographical coverage of the ES.

In terms of the description of the development site and surrounding area, the following approach is recommended:

- A single red line plan should be provided to illustrate all land affected by the proposed works, including all temporary works, such as construction compounds, access roads and storage areas;
- A single red line plan along with a blue line boundary should be provided to show the extent of land ownership within the local area.

Flexibility

It is noted that it is intended to submit the application in outline form. In addition, the proposed development forms a masterplanned approach to site development. However, the applicant should make every attempt to narrow the range of options/details and explain clearly in the ES which elements of the proposed development have yet to be finalised and provide reasons. Parameters of the development should be clearly defined in terms of quantum, scale and location within the site.

In terms of phasing, the applicant should consider testing maximum parameters to produce a robust assessment across multiple plots. This is particularly the case when considering construction relating impacts. However, the effects arising from the way in which the wider site is pieced together should also be considered. This includes infrastructure matters such as roads, drainage and green infrastructure.

It is agreed that the 2017 EIA Regulations means that applicants can now set out plain and uncontroversial mitigation measures that could be included when considering the likely significant effects of a development.

Cumulative Impact

The ES should include an impact assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment:

a. existing recently completed projects;
b. approved but uncompleted projects;
c. ongoing activities;
d. plans or projects for which an application has been made and which are under consideration by Kirklees Council and Leeds City Council within a set boundary of the site (which can be agreed with the Council).
e. plans and projects which are reasonably foreseeable, ie projects for which an application has not yet been submitted, but which are likely to progress before

completion of the development and for which sufficient information is available to assess the likelihood of cumulative effects.

Traffic and Transportation

The proposed development has the potential to generate significant traffic both from construction and operation. It is intended that the ES considers the likely significant effects of the proposed development with respect to traffic and transportation.

The applicant appointed Pell Frischmann to provide a Scoping Note which accompanied the original Scoping Report.

The Council commissioned AECOM to review the Scoping Report prepared by the applicant in respect of traffic and transportation issues.

Highways England have assessed the Scoping Report.

The baseline conditions outlined in the Scoping Report are agreed.

The local bus services baseline information set out in the Scoping Report is agreed.

Site Access A (Heybeck Lane) is proposed in the form of a priority T-junction with right turn lane. An indicative design has been provided within the appendix of the Pell Frischman scoping note. The access design is considered acceptable in principle subject to capacity testing, detailed design and a road safety audit. However it is considered that the internal access road width of 7.3 metres is overdesigned. A carriageway width of 5.5 metres is considered acceptable for an access serving 250 residential units except on a bus route where the carriageway width should be 6.75 metres (ref: Highways Design Guide, Kirklees Local Plan Supplementary Planning Document, October 2018).

The road is subject to a 30mph speed limit along the site frontage. Drawing A13398-T-002 shows that visibility splays of 2.4m x 70m can be achieved in both directions and are considered acceptable.

Site Access B (Leeds Road North) and Site Access C (Leeds Road South) are proposed in the form of a signal controlled junctions. Kirklees Council have reservations about the installation of signal controlled junctions along the A653 Leeds Road corridor due to the potential impact on journey times. The applicant is encouraged to look at alternative junction types. It will also be necessary to provide an analysis of the effect on journey times between the Challenge Way / John Ormsby V C Way junction and the Syke Road / Rein Road junction for the current, the future baseline and the future baseline plus development scenarios. Site Access D (Chidswell Lane) is proposed in the form of a priority T-junction.

An indicative design has been provided within the Pell Frischman scoping note. The access design is considered acceptable in principle subject to capacity testing, detailed design and a road safety audit. However it is considered that the internal access road width of 7.3 metres is overdesigned. A carriageway width of 5.5 metres is considered acceptable for an access serving 250 residential units except on a bus route where the carriageway width should be 6.75 metres (ref: Highways

Design Guide, Kirklees Local Plan Supplementary Planning Document, October 2018). The road is subject to a 30mph speed limit along the site frontage. Drawing A13398-T-005 shows that visibility splays of 2.4m x 70m can be achieved in both directions and are considered acceptable.

Site Access E (Owl Lane) is proposed in the form of a four arm roundabout on Owl Lane with a new access road running parallel to Windsor Road between Owl Lane and the southern edge of the site. This includes running through an adjacent landholding under the control of Barratt David Wilson Homes. An indicative design has been provided within the Pell Frischman technical note and includes:
· A new roundabout on Owl Lane;
· A new access road between Owl Lane and the southern edge of the site where it meets Chidswell Lane before continuing into the site. Northbound traffic on Chidswell Lane will be required to give-way to traffic on the new link road;
· Stopping up access to Chidswell Lane at the junction with Windsor Road;
· Providing a new link road between Windsor Road and the new access road with priority T-junctions provided at either end.

The access design is considered acceptable in principle subject to capacity testing, detailed design and a road safety audit.

Access points to each development area would be required prior to any of the development areas being occupied.

In terms of trip generation it is noted that the applicant has used version 6.11.1 of the TRICs database. However, the TRICs database has been updated and it is now appropriate to use version 7.5.3.

In accordance with the approach set out in the 2016 Interim Transport Assessment, the mode split for the residential land use has been derived from 2011 census data for the Dewsbury East ward (reference no. E05001398), which is considered to be the ward most representative of the sites residential travel characteristics. This approach is considered acceptable. However, a review by the Council's consultant (AECOM) queries the use of the mode split figures presented in relation to walking and cycling.

The vehicle trip rates associated with the proposed development are considered acceptable. However, the total person rate tripe should be re-calculated based on the latest version of TRICs. It is noted that no allowance has been made for internalised types with regard to residents living on-site also working on-site in the employment area. This should be given consideration.

In terms of total employment person trip rates, no TRICs analysis output within the Scoping Report in order to validate that the total person employment trip rates for each land use are acceptable. No information has been provided in terms of HGV trip rates. Both these areas of uncertainty should be clarified in any subsequent ES.

The Scoping Report makes assumption concerning the split of B1, B2 and B8 uses. However, if uncertainty still exists at the application stage then there will be a need for sensitivity testing to ensure the worst case scenario has been tested.

It is expected that the local centre/community hub will comprise local commercial facilities aimed at servicing the proposed development. This will need clarifying. On the basis of the above the assumption that there will be no net impact on the surrounding road network is acceptable.
The technical note states that the primary school will serve both the proposed development and surrounding existing residential areas with the location of the school located partly within the Dewsbury East and Batley East primary school place planning areas and as such will likely draw some pupils from these two areas.

Further information is required including:
· the number of pupils the school will accommodate;
· the numbers of staff;
· the likely split between the number of pupils living on site and those traveling from external areas; and
· the catchment areas of external pupils.

In terms of traffic modelling, the following junction assessments are proposed:

· Site Access A – Heybeck Lane – priority T-junction;
· Site Access B - Leeds Road (North) – signal controlled junction;
· Site Access C – Leeds Road (South) – signal controlled junction;
· Site Access D – Chidswell Lane – priority T-junction; and
· Site Access E – Owl Lane – priority roundabout.

Off-Site Junctions
· Junction 1: M1 Junction 40 (Flushdyke Interchange) – signal controlled roundabout;
· Junction 2: M62 Junction 28 (Tingley Interchange) – signal controlled roundabout;
· Junction 3: A653 Leeds Road / Heybeck Lane – signal controlled junction;
· Junction 4: A653 Leeds Road / Chidswell Lane – priority T-junction;
· Junction 5: A653 Leeds Road / B6128 Challenge Way / B6128 John Ormsby V C Way (Shaw Cross
Junction) – signal controlled junction;
· Junction 6: B6128 Owl Lane / Windsor Road – priority T-junction;
· Junction 7: A638 Wakefield Road / A638 Chancery Lane / B6128 Owl Lane / B6128 Leeds Road – priority roundabout;
· Junction 8: Chidswell Lane / Windsor Road – priority T-junction;
· Junction 9: A653 Leeds Road / Owl Lane – signal controlled junction; and
· Junction 10: B6128 John Ormsby V C Way / B6128 Owl Lane / Horace Waller V C Parade – priority roundabout.

It is considered that the A653 Dewsbury Road / A6029 Rein Road / Syke Road traffic signal junction should also be assessed.

In terms of traffic surveys, the proposal to undertake surveys in term-time during midweek is acceptable. Surveys should be undertaken in a neutral month such as April, May, June, September or October.

Further justification is required on the chosen assessment years of 2020 and 2030 particularly with regard to residential build out rates. Assuming planning

permission was granted in 2019, this would require 250 residential units to be built out by the end of 2020 or 5 units per week. In terms of full development being completed by 2030, this would require 154 residential units to be built per year or 3 units per week. AECOM question whether these build out rates are achievable and whether alternative assessment years should be selected.

It is proposed that the following modelling scenarios will be presented within the TA:
· 2018 Base;
· 2020 Base + Committed Development;
· 2020 Base + Committed + Site A Development;
· 2030 Base + Committed Development;
· 2030 Base + Committed + Full Development.

As set out above, further justification is required on the assessment years selected.

It is noted that traffic growth factors and committed development flows will be obtained from the Kirklees strategic traffic model. This is considered an acceptable approach.

For clarity, the Council are also aware of a planning application at West Ardsley for *circa* 299 dwellings. The application site falls within Leeds Council administrative area. The reference number of this application is 17/08262/OUT and will need to be considered as part of the cumulative assessment for traffic impact purposes and in terms of wider ES topics.

It is also recommended that the ES sets out all the committed developments as part of the analysis along with a plan and table showing the location and current status of each committed development. As an aside, officers would be willing to agree the scope of committed developments before the ES is prepared.

The proposed structure of the Transport Assessment set out in Section 9 of the technical note is considered acceptable. Additional points to note are:

- Description of the Proposed Development which includes a section on internal circulation should also include Swept Path Analysis for a Refuse Collection Vehicle and a Bus to ensure they can access and safely manoeuvre within the site.

- In terms of the mitigation section, given the size of the development and the fact that the majority of the site is not within the standard threshold of 400 metres of a bus stop, the extension of public transport links into the site connecting into surrounding areas is considered necessary in order enhance the accessibility of the site by sustainable transport modes.

The proposed structure of the Framework Travel Plan set out in Section 9 of the technical note is acceptable however an additional section setting out the roles and responsibilities of the Travel Plan Co-ordinator should be included.

It is also considered that two separate framework travel plans are prepared for the residential and employment elements of the site as the measures, targets

and monitoring will be significantly different. In addition a Framework Travel Plan for the Primary School should be prepared.

Transportation Summary

- The access points to Access A and D are acceptable in principle however the carriageway widths are considered too wide at 7.3 metres given the number of residential units the access road will be serving.
- Both access points are subject to capacity testing, detailed design and a Road Safety Audit.
- Kirklees Council have reservations about the installation of two new signal controlled junctions (Access Points B & C) on the A653 Leeds Road corridor and the potential impact on journey times. Further analysis as part of the ES is required of the effect on journey times on this corridor.
- The site is considered to be well served by existing public transport facilities, walking and cycling facilities however improvements will be required for the size of development proposed and incorporated int eh ES including:

- re-routing of existing bus services into the site; and
- ensuring high quality footways and cycleways are provided internally linking the employment, residential, local hub and primary school as well as connecting into existing networks.

- The methodology for calculating residential trip rates is considered acceptable. However the trip rates have been calculated based on an old version of TRICs. The latest version of TRICS (version 7.5.3) should be used;
- No TRICs analysis outputs have been provided for the employment trip rates in order to confirm and validate that the trip rates are acceptable. In addition the trip rates have been calculated based on an old version of TRICs. The latest version of TRICS (version 7.5.3) should be used;
- No information on HGV trip rates have been provided and should be included in the Transport Assessment;
- The mode split derived for the residential and employment land uses using the 2011 Journey to Work census data is considered acceptable;
- No allowance has been made for internalised trips with regards to residents living on the site working within the employment area;
- The approach to trip distribution is considered acceptable;
- No information has been provided on trips being assigned to the network;
- The junctions identified for assessment and assessment time periods are considered acceptable. Junction capacity analysis should also be undertaken at the A653 Dewsbury Road / A6029 Rein Road / Syke Road traffic signal junction;
- Further justification is required with regard to the assessment years chosen;
- Swept Path Analysis should be provided within the Transport Assessment;
- The production of comprehensive framework travel plan to support the proposals are necessary in terms of actively encouraging residents, workers and pupils / staff to use sustainable modes of transport to and from the development. It is recommended that separate framework travel

plans are prepared for the residential and employment areas and the primary school.
- Committed developments should be agreed before further analysis.

A full copy of the comments from the Council's consultant, AECOM, is appended in appendix A.

Highways England comments:

1) Highways England has previously considered the impact of the proposed site through assessment work related to the Kirklees Draft Local Plan Allocations, the previous work considered a much lower quantum of development which was envisaged to come forward by 2021. Therefore, a full TA and TP will need to be submitted with the forthcoming planning application, which considers the impact of the proposals upon the SRN;

2) Details of the site access will need to be confirmed within the TA;

3) The level of development assessed within the TA will need to correlate to that specified on the forthcoming planning application;

4) DetaiIs of the quantum of development to come forward within each phase and how each plot will be accessed will need to be confirmed within the TA;

5) Given that it is likely that the development's impact will be at SRN junctions located within the Wakefield and Leeds Council administrative areas, these Councils will need to be involved in discussions relating to the impact of the proposals at junctions within their areas;

7) Details of trip generation by all modes should be considered as part of the TA and TP; and

8) The proposed assessment method for the TA set out in Paragraph 6.2.7 of the TA is generally appropriate. However, a TA Scoping Report should be prepared by the Applicant's transport consultants so that the TA input parameters, particularly trip generation, distribution, extent of study area and assessment years can be agreed in detail prior to the submission of the TA.

Given the late submission of the applicant's Scoping Note (provided by Pell Frishmann), Highways England were not re-consulted.

Full comments in appendix A.

Ecology and Nature Conservation

The suite of surveys undertaken, and in progress, appears to be appropriate. However, the applicant should be aware that where there is deviation from survey methods in published survey guidance for individual species and species groups an appropriate ecological justification for this will be required.

The scoping report suggests that consultation with local wildlife groups will be undertaken where appropriate. Consideration should be given to consultation with the West Yorkshire Bat Group, Huddersfield Birdwatchers Club and Kirklees Badger Protection Group. Huddersfield Birdwatchers Club in particular hold data not available through the local records centre.

The applicant should be made aware that the Chartered Institute of Ecology and Environmental Management (CIEEM) have recently issued revised guidance on Ecological Impact Assessments (CIEEM, 2018). The newest version of guidance should be used to inform the assessment methodology.

Ecological Impact Assessment should focus primarily on identifying 'important' ecological features and presenting a comprehensive assessment of impacts resulting in effects on these features, which will constitute 'significant ecological effects' of the scheme. I agree with the preliminary identification of important ecological features presented in the scoping report, but advise that the extensive loss of lower value habitats could also result in significant ecological effects. All significant ecological effects will need to be fully mitigated if the proposals are to be in line with relevant planning policies.

Overall, the development is required to provide a net biodiversity gain (policy PLP 30 and NPPF, chapter 15), which should be 'measurable' (NPPF, chapter 15). In order to demonstrate the amount of net gain it is recommended that a biodiversity offsetting approach, and specifically the accounting system based on the DEFRA metric, is used for the development as a whole. Further discussions are likely to be required to determine the precise accounting methodology prior to submission of an application. Further information of biodiversity offsetting is available through the following link: https://www.gov.uk/government/publications/biodiversity-offsetting-information-for-local-authorities

Landscape and Visual Impact

The baseline conditions and assessment methodology is agreed as set out in 8.2 and 8.7 of the Scoping Report. Visual effects and Landscape effects are both to be considered as part of the ES.

It is noted that the applicant intends to make an assessment of the baseline in 2018, during construction and on completion. The applicant also intends to include an assessment without the benefit of effective new planting and 15 years thereafter (in the summer with the benefit of planting). I would question whether 15 years is sufficient given the likely timescales involved in this masterplanned development. The applicant may wish to consider an assessment based on the phased approach associated with the proposed development.

It is noted that a further report was submitted to the Council as an addendum concerning the viewpoints upon which the LVIA would be based. Attached in appendix B is an additional viewpoint which should be considered as part of the LVIA within the ES. I also note that your ZTV diagram indicates that there would be visibility of the site from the west, although there are no viewpoints proposed from the west.

Archaeology and Built Heritage

The methodology proposed is considered acceptable and the baseline conditions are agreed. Please note that there are Grade II listed gateposts on Grange Road opposite the site which are within the 1km study zone.

It is understood that the ES will provide a summary of the baseline assessment results, including archaeology. It is also noted that this may result in further targeted geophysical survey and/or trial trenching. Comments from West Yorkshire Archaeological Advisory Service are included in appendix A which includes a cautionary note concerning the level of survey information you may wish to commission to inform the ES.

In terms of impacts on the setting of heritage assets, we recommend the Environmental Statement includes an assessment of the contribution that setting makes to the significance of each heritage asset and that the impact assessment takes this into account when considering the overall impact on significance.

Noise and Air Quality

Potential noise and vibration impacts during the construction and operational phases to be addressed by the ES are as follows:

- Noise and vibration impacts arising from construction processes affecting noise sensitive receptors;
- Noise impacts to future residents within the Site from existing transport or industrial related noise sources;
- Noise impacts to existing and future residents from changes in traffic associated with the redevelopment; and
- Noise impacts to existing and future receptors from mechanical building services plant and operations of the non-residential buildings associated with the new development.

The proposed methods and guidance appear suitable in assessing all related noise issues.

The submitted Scoping Report refers to local and national guidance and the proposed methodology is agreed.

Please note, both in terms of noise and air quality, there is the potential for highways mitigation measures (such as traffic signals) to alter traffic flows resulting in queuing traffic. That in itself could affect properties in close proximity, especially those closest to the proposed junctions and signals on Leeds Road. This should be considered as part of the ES. It may be covered in a different topic area.

Flood Risk and Water Environment

The relevant chapter of the submitted Scoping Report which includes baseline and methodology information is generally considered acceptable and agreed. However, the applicant should also take into account the finding by RES as part of the Kirklees Local Plan investigation works. The ES should include agreement or disagreement with its findings and an examination of recommendations. A copy of this document is appended in appendix C.

In addition the EIA process should analyse current flood routing based on the current topography. The analysis should then factor in changes to the land levels to accommodate the proposed development and how this may affect overland water flows. This information should inform the ES and the wider drainage strategy for the site.

Ground Conditions

The proposed methodology for dealing with coal mining risks associated with the site is generally accepted. The ES should consider the presence of mine entries as building over the top of, or in close proximity to, entries should be avoided wherever possible, even after they have been capped, in line with the Coal Authority policy.

Matters to be Scoped Out

It is agreed that the following topic areas are unlikely to result in significant environmental effects and are consequently scoped out of the ES:

Wind Microclimate
Electrical Interference
Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare
Arboriculture
Odour

It is NOT agreed that the following topic areas should be scoped out and are therefore, required to be included within the ES:

Human Health

A proposal can directly affect population and human health, but also have impacts on many different environmental factors that can indirectly affect determinants of health. Of course, this is a significant topic area and one which you may wish to further scope and agree with the Council before considering as part of an ES. However, the scale of the development in this case could lead to significant effects.

The assessment of impacts on health are concerned with the distribution of effects within a population, as different groups are likely to be affected in different ways. It therefore looks at how health and other social inequalities might be improved or exacerbated by the proposal.

Attached in appendix D is Kirklees Council Rapid Health Impact Assessment guidance notes. Please note that this is intended to guide rapid health impact assessments and not comprehensive health impact assessments. However, the topic areas covered in this guidance are all relevant to your proposal and should be considered in the context of EIA. The ES should also focus on the effects of the scheme on access to health services.

Climate Change

As stated in the Scoping Report, the construction and operation of the proposed development would give rise to greenhouse gas emissions. The Scoping Report also states that sustainability measures will inform the design process throughout its development, including climate change and energy usage. However, no information has been provided in terms of the mitigation measures proposed.

In addition, the National Planning Policy Framework emphasises that responding to climate change is central to the economic, social and environmental dimensions of sustainable development. Strategically, the Council promote development that helps to reduce and mitigate climate change, and development which is adapted so that the potential impact from climate change is reduced and to help the transition towards a low carbon economy.

This is all set within the national context of reducing greenhouse gas emissions by at least 80% by 2050. It is widely acknowledged that climate change is one of the greatest challenges facing society.

The way that waste arising from construction and operation is dealt with could result in significant implications for the greenhouse gas emissions generated. The ES should accurately quantify the direct and indirect effects on climate change and consider adaption and vulnerability of those affected. In terms of potential mitigation, offsetting could be considered.

The impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change should be considered in the ES in terms of the likely significant environmental effects. The Council are able to agree the precise scope of this exercise following further consultation from the applicant.

Majors & Minerals Team Leader
Kirklees Metropolitan Borough Council

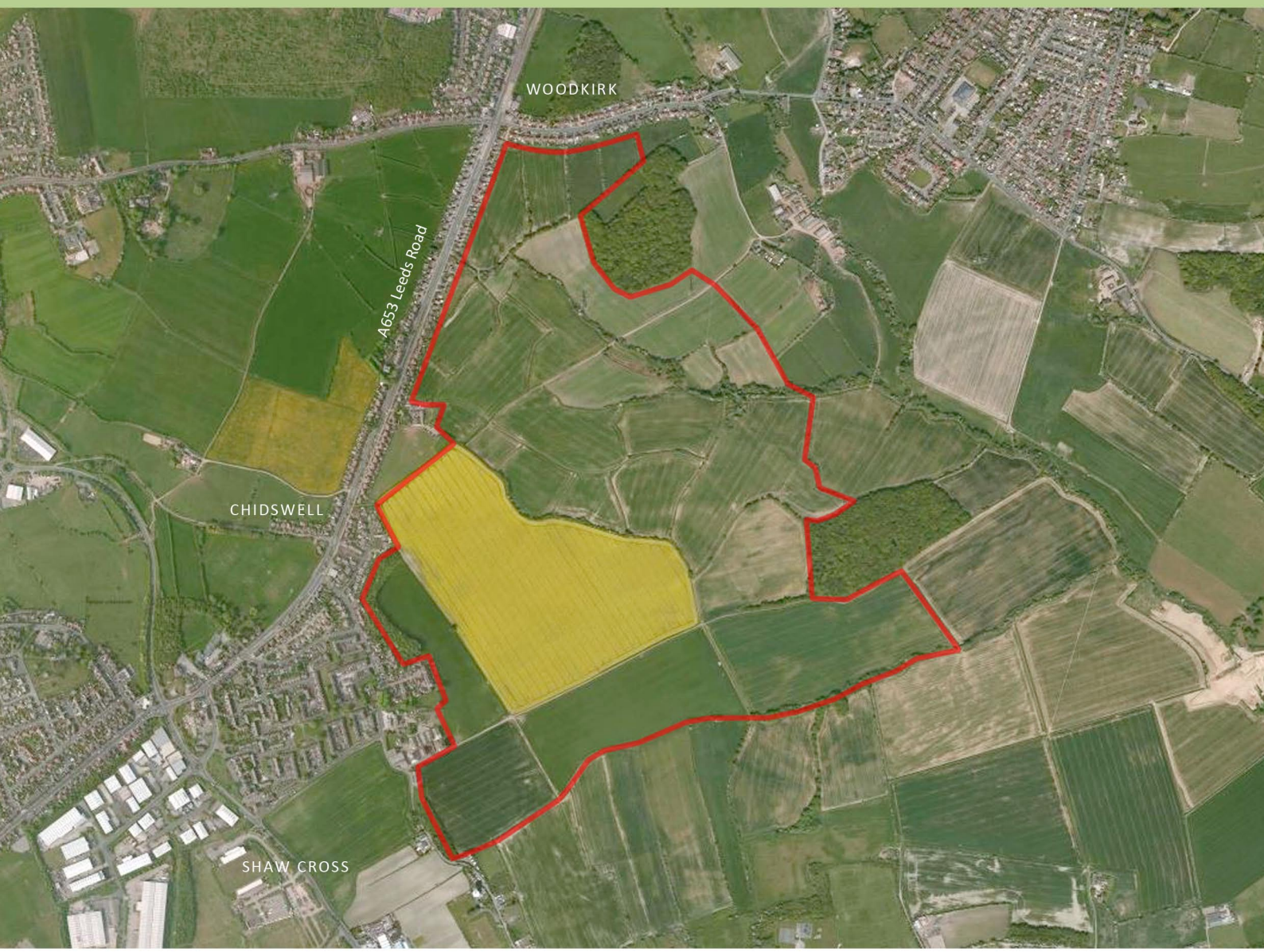
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D. Wordsworth

Appendix 3: Invitation Leaflet

LAND EAST OF LEEDS ROAD

PUBLIC CONSULTATION



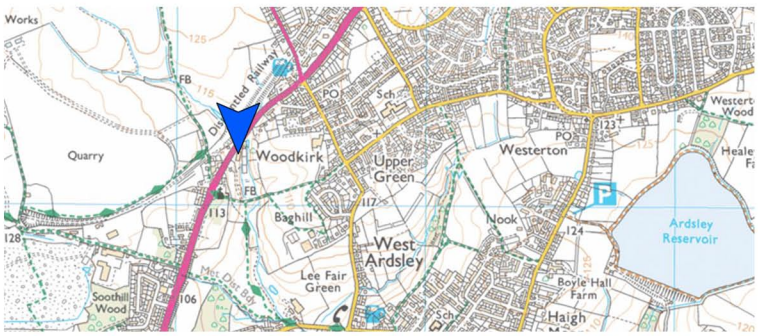
The Church Commissioners for England invite you to participate in public consultation events regarding the emerging development proposals for the land East of Leeds Road.

The consultation event will be attended by members of the project team, who look forward to discussing the site, the developing proposals and hearing your views.



Wednesday 19th June 2019. 4pm - 7pm

Dewsbury Rams Rugby Ground, Owl Lane, Dewsbury, WF12 7RH.



Tuesday 25th June 2019. 4pm - 7pm

Woodkirk Valley Country Club, Leeds Road, Tingley, WF12 7JL.

everyone welcome

For further information please contact consultation@deloitte.co.uk



LAND EAST OF LEEDS ROAD

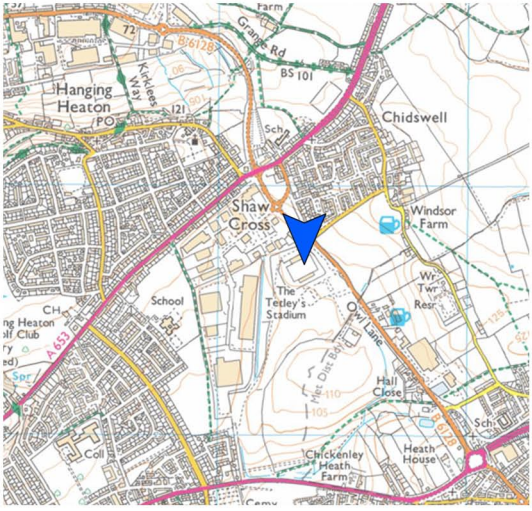
PUBLIC CONSULTATION

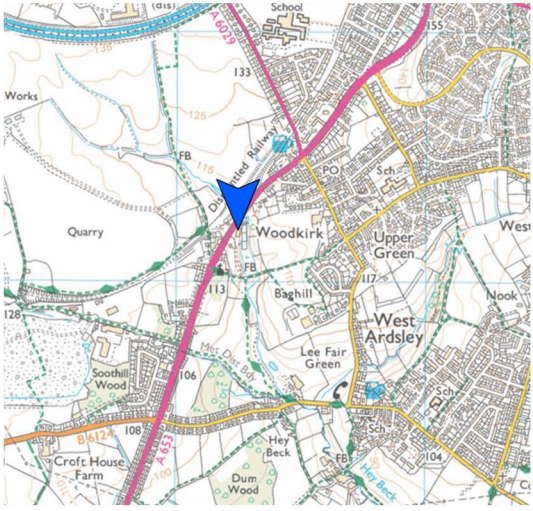
Public consultation by The Church Commissioners for England on the emerging development proposals for the land East of Leeds Road.

LAND EAST OF LEEDS ROAD

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Appendix 4: Consultation Display Boards



Above, Extract from the North Kirkless Growth Zone

NKGZ Summary

The Leeds City Region has ambitious plans; it wants to unlock the area's potential and develop an economic powerhouse that will create growth, jobs and prosperity. Kirklees in conjunction with both the private and public sectors are committed to supporting and delivering this plan.

The recently adopted Local Plan seeks to:

- Deliver between 7,000 and 7,500 new homes
- Support business growth
- Develop a new major strategic employment site at Chidswell
- Revitalise the urban centre of Dewsbury
- Improve opportunities for training, learning and skills improvements
- Increase wealth and opportunity

Kirklees Council are bringing the plans to life by joining together a strong team, made up of both public and private sector professionals. It is strongly believed that Dewsbury, and its less developed surrounding areas, will contribute to the growth of the region. A major strength is that Dewsbury is only 12 minutes by rail from Leeds.

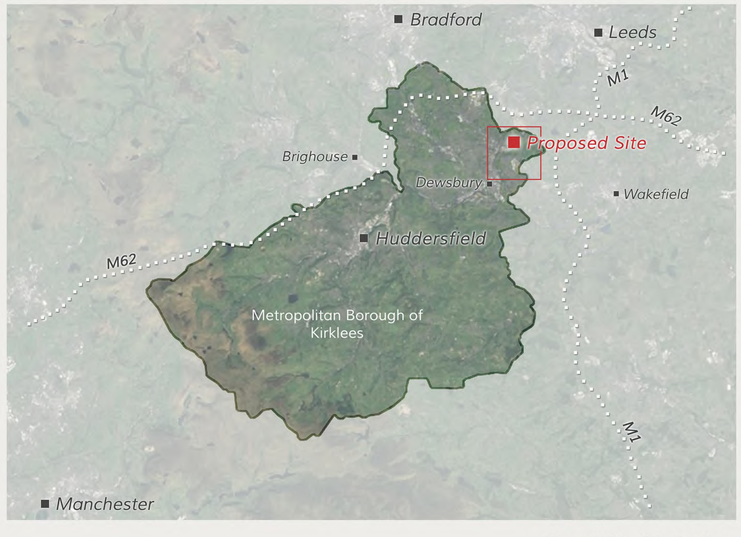
The proposals include a number of strategic constituent parts as summarised below:

Chidswell
The proposed site to the North East of Dewsbury will provide a major employment location for the City Region as well as 1,535 new homes. Further detail on the proposal is provided opposite.

Transport
The importance of a robust transport network is recognised as a fundamental part of delivering an improved economy, and so Kirklees intend to transform how this area functions through a series of interventions, including road, rail and pedestrian centric improvements.

The plan
Following the recent adoption of the Local Plan Kirklees plan in collaboration with their partners to deliver the following within 5 years:

- Open up two major housing development sites, the Dewsbury Urban Extension and Chidswell, which will provide approximately 6,000 new homes
- Deliver the 35 hectare business park at Chidswell
- Commence delivery of a strategic road improvement schemes along the A653 and A644 corridors
- Finalise feasibility work and the first steps towards a new transport hub linked to our major housing growth sites, with options for new connectivity to Wakefield being explored alongside enhanced connectivity to Leeds, Huddersfield and Manchester



Above, Wider Site Context

Land East of Leeds Road

Kirklees Local Plan Allocation
MXS7
Mixed Use (Residential & Employment)

2

Kirklees COUNCIL

Kirklees (East)

Policies Map (Accepted Options)
Publication Draft Local Plan - November 2016

Green Belt and Green Infrastructure
- Peak District National Park
- Green Belt
- Strategic Green Infrastructure (SGI)
- Urban Green Space (UGS)
- Local Green Space (LocGS)
- Add to Green Belt (AGB)

Housing, Employment & Other Significant Development
- Employment (E)
- Priority Employment Areas (B&S, D&M, HUD, KR)
- Housing (H)
- Mixed Use (MX)
- Land at Storthes Hall (MDGB)
- Gypsies And Travellers & Travelling Showpeople (GTTS)
- Safeguarded Land (SL)

Heritage Assets
- Archaeological Sites (Class 2) (AS)

Heritage Assets (cont'd)
- Conservation Area
- Registered Battlefield (RB)
- Registered Parks and Gardens (RPG)
- Scheduled Monuments (SM)

Minerals & Waste
- Minerals Areas of Search (ME)
- Minerals Extraction Sites (ME)
- Minerals Preferred Areas (ME)
- Minerals Infrastructure (MI)
- Waste Site (W)
- Waste Site (Safeguarded) (WS)

Natural Environment
- Special Protection Area
- Special Area of Conservation
- Site of Special Scientific Interest
- Local Wildlife Sites (LWS)
- Local Geological Sites (LGS)
- Dark Peak Nature Improvement Area

Shopping Centres
- Principal Town Centre
- Town Centre
- District Centre
- Local Centre

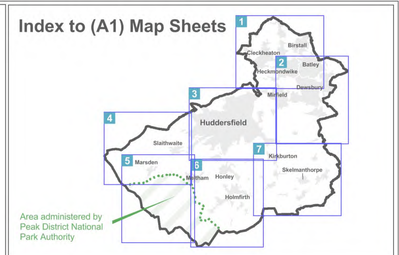
Transport
- Highways England Transport Scheme

Core Walking, Cycling and Riding Network
- Existing
- Proposed
- Indicative

Transport Scheme (TS)
- Junction improvement
- Committed transport improvement scheme
- TSS - Mirfield to Dewsbury to Leeds & North Kirklees Growth Zone

Site references relate to allocations and policies in: Publication Draft Local Plan - Allocations & Designations and Strategy & Policies

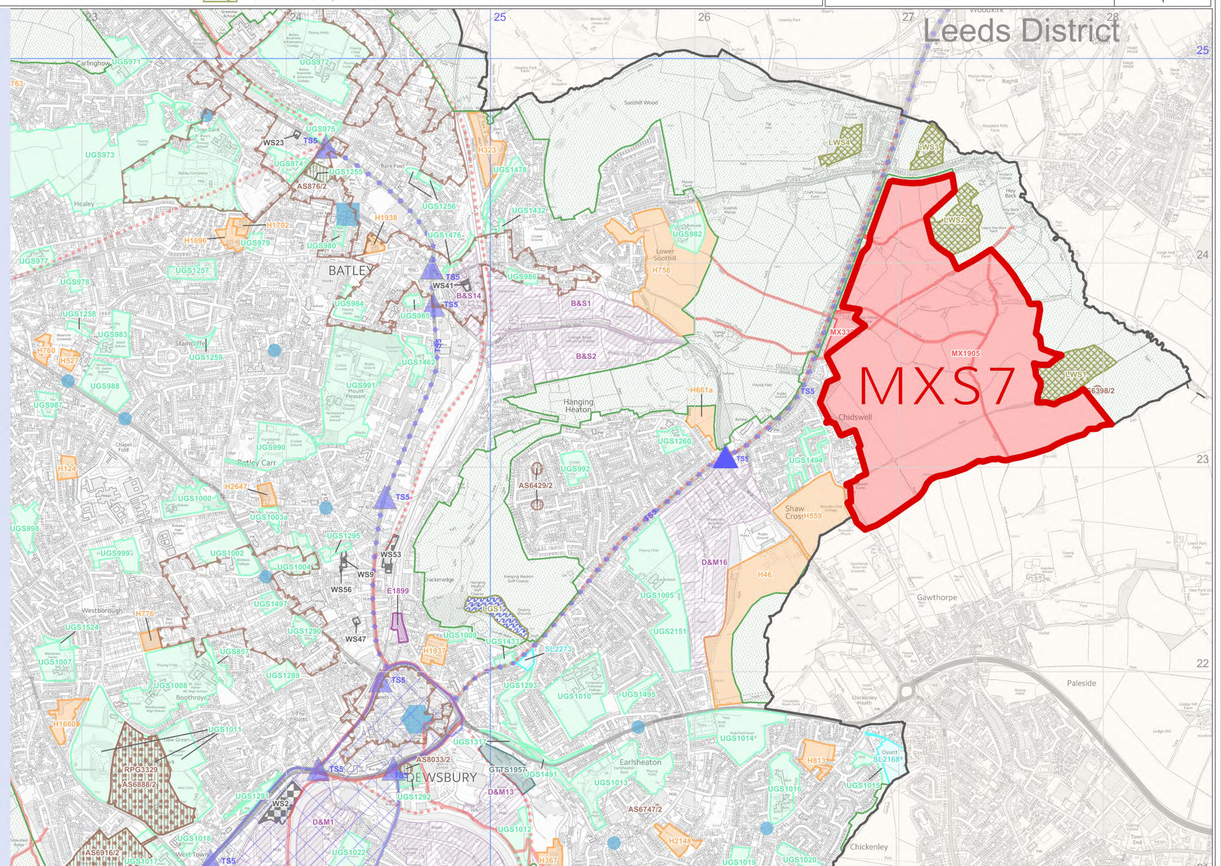
Index to (A1) Map Sheets



Area administered by Peak District National Park Authority

Map scale: 1:15,000 @ A1

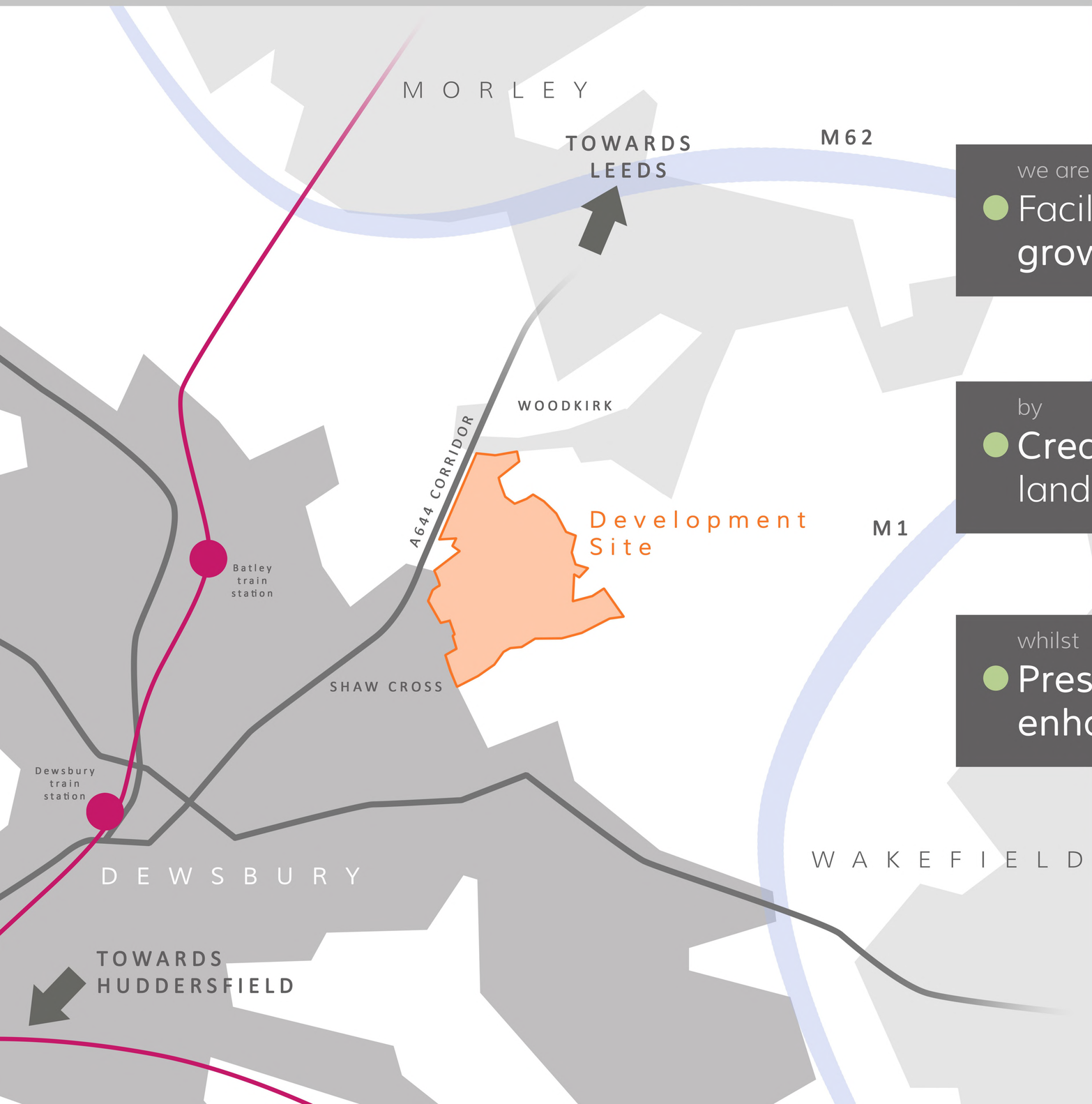
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Site MXS7

Local Plan ID	MXS7
Site address	Land east of, 932-1110 Leeds Road, Shaw Cross/Woodkirk, Dewsbury
Ownership	Private
Gross site area (Ha)	120.78
Net site area (Ha)	114.59 - UK BAP Priority Habitat removed from the developable area
Constraints	• Third party land required for access • Multiple access points required • Public rights of way cross the site • Additional mitigation on the wider highway network may be required • Power lines cross the site • Multiple watercourses cross the site • Air quality issues • Noise source near site • Odour source near site • Potentially contaminated land • Part of the site lies within a UK BAP priority habitat • Site is within the Wildlife Habitat Network • Part of the site contains a Habitat of Principal Importance • Site is close to an archaeological site • Part/all of the site is within a High Risk Coal Referral Area
Allocation	Mixed use - housing and employment
Indicative capacity: Housing	1,535 dwellings
Indicative capacity: Employment (sq.m)	122,500
Reports/commentary	• Transport Assessment • Travel Plan • Flood Risk Assessment • Drainage masterplan required • Air Quality Impact Assessment • Noise assessment • Odour assessment • Contamination report (Phase 1) • Ecological Assessment • Predetermination archaeological assessment
	• Health Impact Assessment • Coal Mining Risk Assessment
Other site specific considerations	• Landscape character assessment has been undertaken for this site which should be considered in the development masterplan/site proposals. • This location is identified in the Leeds City Region Strategic Economic Plan and in the Kirklees Economic Strategy and the site will play a key role in helping transform Dewsbury. Proposals should indicate how the place shaping strengths, opportunities and challenges can be addressed through reference to policies in the Local Plan, the Dewsbury Strategic Framework and other regeneration and urban renaissance strategies and initiatives. • The provision of a new 2 form entry primary school will be required on this site • The provision of secondary school places will be monitored and delivered to meet demand as new housing is delivered during and beyond the plan period. • Early Years and Childcare provision will also be required relating to this allocation • This site requires the provision of multiple access points and will need to be carefully phased to ensure it complies with other policies in the Local Plan regarding transport. Access to HS47 will be provided as part of this allocation, including no left turn onto Chidswell Lane and the provision of a new roundabout at the junction with the B6128 (Owl Lane) • Residential amenity will need safeguarding through sensitive siting of buildings and landscape buffer areas • Adjacent to cycling network • Additional mitigation on the wider highway network will be required. Development of this site has the potential for a significant impact on the Strategic Road Network. Measures will be required to reduce and mitigate that impact. The transport assessment will need to demonstrate that any committed schemes are sufficient to deal with the additional demand generated by the site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, development may need to contribute to additional schemes identified by Highways England and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes. If development is dependent upon construction of a committed scheme, then development will need to be phased to take place following scheme opening. • In accordance with LP13 (part a, paragraph 4) the creation of a new local centre commensurate with the scale of growth proposed will be supported, subject to the sequential test and impact assessment • A masterplan is required for this site to be prepared in accordance with policies in the Local Plan • A buffer will be required to protect the ancient woodlands at Dum Wood and Dogloitch Wood

Land East of Leeds Road



we are

- Facilitating **economic** and **social growth** in line with the Kirklees Local Plan

by

- **Creating** 35 hectares of **employment** land and approximately 1,500 new **homes**

whilst

- **Preserving** historic **woodland** and **enhancing** pedestrian **access** routes

The current evolving masterplan has developed following an extensive analysis of the existing site and its contextual setting. An in depth appraisal was undertaken which recorded the opportunities and constraints of the site and included the following areas:

- The sites existing topographical features, levels and land formation
- Existing watercourses, swales and streams
- Inherent ecology, flora and fauna
- Existing green infrastructure including the ancient woodlands, existing trees, hedgerows and public rights of way
- Site infrastructure and services
- Existing / proposed vehicular and pedestrian access points
- Distance views and lines of sight
- Existing land uses and surrounding buildings / dwellings
- Surrounding development proposals and site allocations
- Sun path analysis and natural shading
- Site permeability and recreational analysis

The two form entry primary school and community hub have been strategically located to create a local centre at the heart of the site ensuring accessibility for both existing and proposed residents. This area is well connected to the wider site through a series of dedicated pedestrian and cycle routes ensuring inclusive accessibility for all.

Green corridors which include areas of retained trees and hedgerows follow pedestrian routes through the site and provide generous areas of public open space for the enjoyment of all. Strategically positioned fixed play equipment set within landscaped pockets provide amenity areas for residents.

Other landscape enhancements include a green development offset around the Dogloitch and Dum ancient woodlands ensuring the preservation of these areas for the enjoyment of future generations. A wildlife corridor is proposed along the eastern boundary between the two existing woodlands helping to enhance local biodiversity and provide a visual screen to the employment from long range views to the north east. Within the employment parcel Hey Beck sits at the heart of a landscaped amenity space designed to preserve the existing watercourse whilst providing recreational areas for employees to utilise.

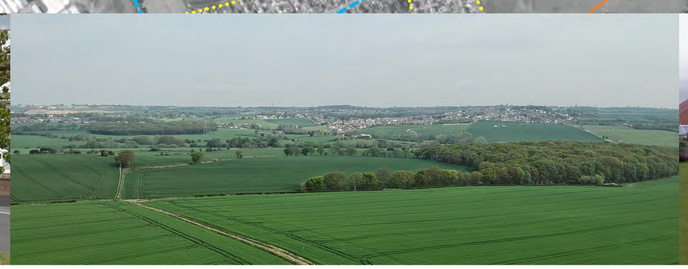
The location of employment and residential plots have been informed by the existing topography, surrounding residential dwellings and long range views both in to and from the site. Although indicative at this stage, the residential street layouts seek to follow the existing topography where possible and are broken with lines of trees to ensure a varied urban grain.

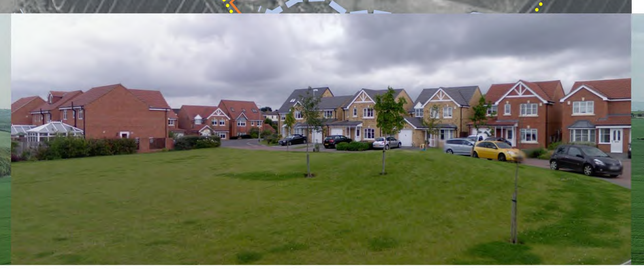
Soothill Wood
Hey Beck Lane
Green buffer zone to ancient woodland
B6124 Soothill Lane
Croft House Lane
Dum Wood
Distant views across valley to south east
Line of existing overhead pylons
Haigh Moor Road
Public sewer easement
A653 Leeds Road
Haigh Hall Spring Wood
Woodland link
Hey Beck
Batley Road
Allocated housing plot
Low point – Sustainable Urban Drainage
Green corridor linking Shaw Cross and Dogloitch Wood
B6128
Reinforce / extend existing landscape buffer zone
Green corridor
Dogloitch Wood
Distant views across valley to east
Green buffer zone to ancient woodland
Shaw Cross
Chidswell
Windsor Road
Allocated housing plot
Owl Lane
Chidswell Lane
Gawthorpe Lane

+125m
+100m
+67m
+83m

Highways
Public Rights Of Way
Water Course
Overhead Cables
Site Access
School
Green corridor


PHOTOGRAPHIC CONTEXTUAL APPRAISAL Leeds Road.


Aerial view North towards both Dogloitch & Dum Woods.


Windsor Oval, an example of contemporary development to the North of the site.


Aerial view West towards the water tower.

Site Constraints and Opportunities

Land East of Leeds Road

Land East of Leeds Road



- Primary access into the site from Leeds Road, Owl Lane Chidswell lane and Heybeck Lane.
- Independant accesses for employment and residential zones.
- Natural speed control of vehicles through layout design and surface materials.

Vehicular gateways, access and links



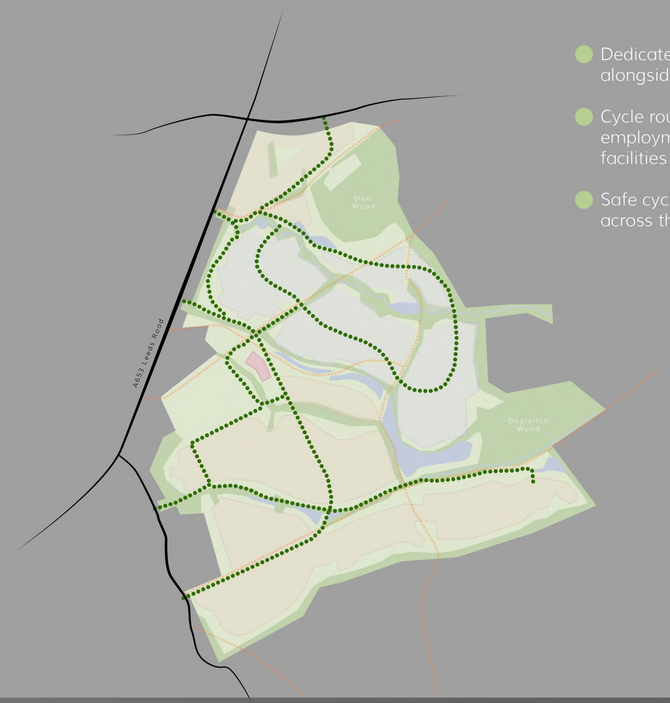
- Green development buffer to both Dum and Dogloitch Woods
- Creation of green spaces for recreational and wildlife corridors that span the full width of the site.
- Provision of Sustainable Urban Drainage Systems to improve drainage and enhance biodiversity.

Green and blue corridors



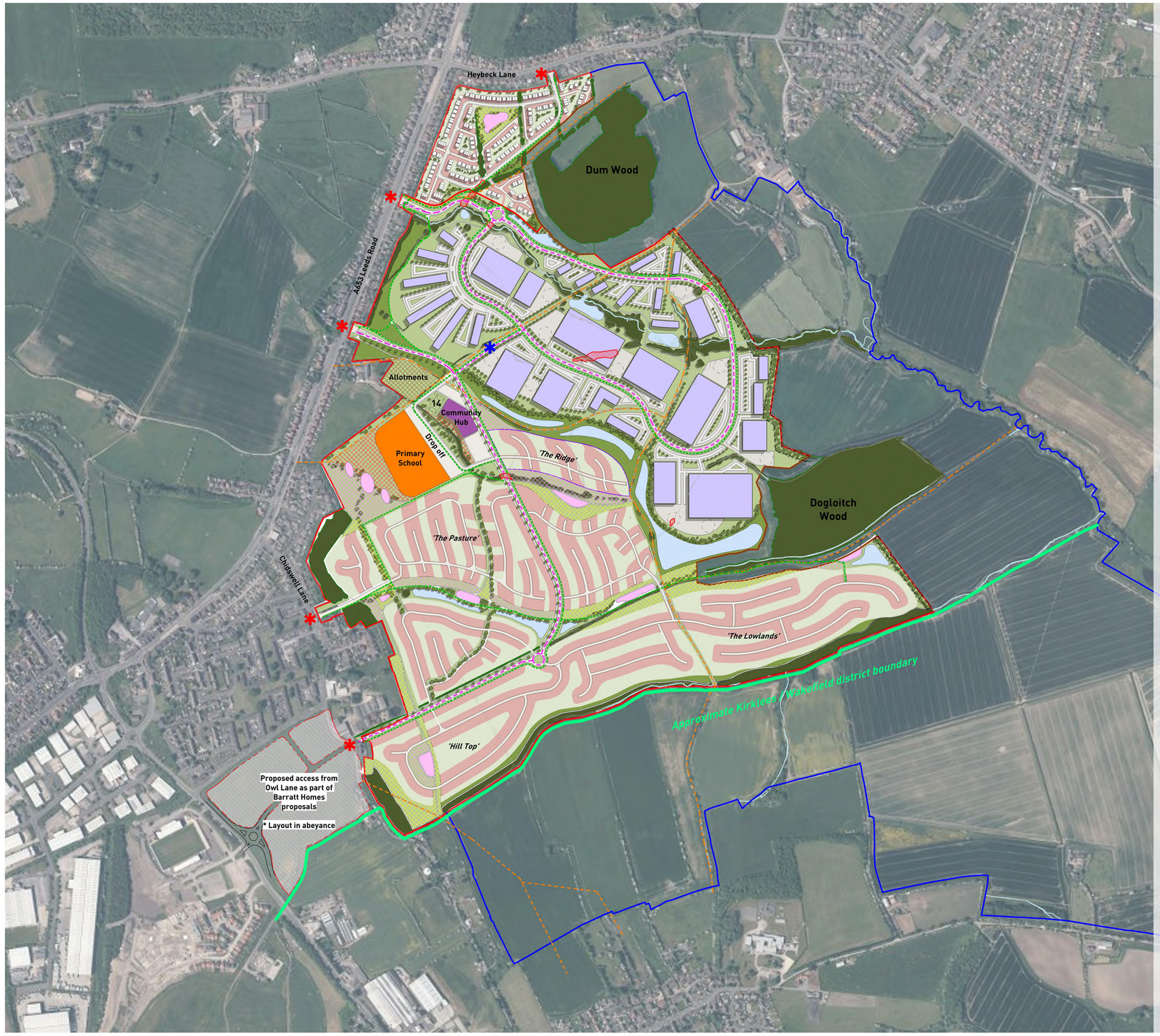
- Existing public rights of way maintained through the site.
- New pedestrian routes along green / blue corridors will provide greater interest and shading in summer months.
- Open green spaces, parks and play areas will be linked by accessible pedestrian routes.
- Surface treatments will provide suitable access for pedestrians with limited mobility.

Pedestrian access and links



- Dedicated cycle routes run alongside primary roads.
- Cycle routes will connect housing, employment and community facilities into the surrounding area.
- Safe cycle storage will be provided across the site.

Cycle access



The proposals at Chidswell form a key component of the wider North Kirklees Growth Zone and its vision for economic and social prosperity for the wider area.

The site aims to provide the following benefits:

- 35 hectares of employment land will be unlocked which aims to provide up to 122,500sqm of floorspace creating up to 2,500 new jobs providing opportunities for the local population.

- 1,535 new dwellings will include a range of unit sizes from 2 to 5 bedrooms including affordable accommodation set in over 15 hectares of public open space. There is potential for the provision of alternative specialist residential accommodation such as retirement or sheltered living.

- A new two form entry primary school is set within a 2 hectare plot and will provide school places for the community.

- The local hub will provide local amenities for residents and may include convenience retail, a pharmacy and doctors surgery amongst other uses which are yet to be determined subject to engagement with the local community and demand.

- The masterplan also features a multi-use games area adjacent the local centre, a series of allotment gardens and access to a range of fixed play equipment.

- Over 15 hectares of public open space will improve the sites accessibility for surrounding residents helping to provide inclusive access to a range of different landscaped areas including amenity greenspace.

- A sustainable urban drainage strategy will be provided and include a network of swales and attenuation ponds to ensure the site is adequately drained whilst promoting

Masterplan Legend

- Proposed site access
- Barratt Homes proposals
- Residential plot
- Employment use - B1, B2 and B8
- Community hub
- Primary School
- Potential Residential Parcel to contain Retirement accommodation
- Internal vehicular connection (no HGV access)
- Indicative Sustainable Urban Drainage (SUDS) **Refer to outline drainage strategy for further information*
- Parking and drop-off
- Allotments
- Multi Use Games Area (MUGA)
- Public Open Space, Equipped Play Area,
- Proposed natural / semi natural greenspace
- Existing ancient woodland, trees and hedgerows
- Ancient woodland buffer zone
- Proposed wildlife corridor
- Proposed tree planting
- Indicative residential gardens
- Existing TPO to be removed
- Proposed application boundary
- Land under applicants ownership
- Proposed primary link road
- Right of Way route (refer to stand alone drawing for additional details)
- Existing watercourse
- Proposed cycle route
- Proposed secondary road

Proposed Indicative MASTERPLAN

Land East of Leeds Road

Example Character Area ‘The Pastures’





Example Character Area ‘The Ridge’







Timescales

Over the next few months we will develop the proposals in more detail in response to the feedback we have received. Where possible, changes will be made to the masterplan to reflect the comments and ideas you have shared with us during the public consultation.

When the final masterplan is submitted for outline planning permission, residents and local communities will have further opportunities to make comments to Kirklees Council. All the comments received as part of this consultation exercise will be included in the Statement of Community Consultation which we will submit alongside the planning application*.

The proposed next steps are:

June – early August 2019
Review of consultation comments; further design development, option testing and analysis of the emerging development proposals.

Autumn 2019
Submission of planning applications to Kirklees Council; residents and local communities can make further comments on the proposals during the determination period.

Spring 2020
Decision on whether or not to grant planning permission issued by Kirklees Council.

Autumn 2020
Submission of reserved matters.

Winter 2020/2021
Approval of reserved matters.

Summer 2021
Development to be begin on site.

How to contact us

You can share your comments today by either completing one of our Comment Cards which are displayed on the tables in this room (ask a member of the Project Team if you can't see them), or by emailing us at:

consultation@deloitte.co.uk

We promise to keep your personal details completely confidential, and we will not share your information with third parties. Your comments (minus any personal or identifying information) will be reviewed by the Project Team and could be included in our report to the District Council.

Deadline for feedback: 31st July 2019

Planning Submission

A full range of technical documents will be submitted in support of the planning applications in order to ensure a robust assessment is made of the proposals and any potential impacts are mitigated. This will include the following documents:

- Environmental Statement including the following technical chapters:
  - o Air Quality;
  - o Archaeology and Built Heritage;
  - o Ecology and Nature Conservation;
  - o Flood Risk and Water Environment;
  - o Ground Conditions;
  - o Landscape and Visual Impact;
  - o Noise and Vibration;
  - o Socio-Economic and;
  - o Traffic and Transportation;
- Technical reports including the following:
  - o Air Quality Assessment;
  - o Archaeology Assessment
  - o Design and Access Statement;
  - o Drainage Strategy;
  - o Energy Statement;
  - o Flood Risk Assessment;
  - o Heritage Statement;
  - o Noise Assessment;
  - o Planning Statement;
  - o Preliminary Ecological Appraisal;
  - o Statement of Community Consultation;
  - o Transport Assessment; and
  - o Travel Plan.

*DATA PROTECTION
Any information you give to us will be held securely and in accordance with the rules on data protection. We will treat personal details as private and confidential and safeguard them. We will not disclose them to anyone unconnected with this consultation/ application unless you have consented to their release or in certain circumstances where, (1) we are legally obliged to do so; (2) disclosure is necessary to enable us to deal with your enquiry; (3) where "legitimate interests" are relied on in relation to specific processing operations.

Appendix 5: Feedback Forms

Land East of Leeds Road

Public Exhibition Event Comments Form

Do you support for the proposals?

Yes ☐ **No** ☐ **I'm not sure** ☐

Please provide any feedback you have on the proposals for land east of Leeds Road

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(Please continue overleaf if required).

(Continued).....

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Are there any specific uses that you would like to see in the new local centre?

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We would be grateful if you can please provide the first part of your postcode so that we can record attendance.....

You can hand your comments sheet to a member of the project team, or send it via email or post to the addresses below.

Please return any comments by <u>Wednesday 31 July 2019.</u>

Email: consultation@deloitte.co.uk

Post: C/O Land East of Leeds Road Project Team
Deloitte Real Estate
1 City Square
Leeds
LS1 2AL

We promise to keep your personal details completely confidential, and we will not share your information with third parties*. Your comments (minus any personal or identifying information) will be reviewed by the Project Team and may be included in our report to Kirklees Council.

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Appendix 6: Consultation Responses

Response form number		
1	No	Consultation 1
2	No	Consultation 1
3	No	Consultation 1
4	No	Consultation 1
5	No	Consultation 1
6	-	Consultation 1
7	No	Consultation 1
8	No	Consultation 1
9	No	Consultation 1
10	No	Consultation 1
11	I'm not sure	Consultation 1
12	No	Consultation 1
13	No	Consultation 1
14	No	Consultation 1
15	No	Consultation 1
16	No	Consultation 1
17	No	Consultation 1
18	No	Consultation 1
19	No	Consultation 1
20	No	Consultation 1
21	No	Consultation 1
22	No	Consultation 1
23	No	Consultation 1
24	No	Consultation 1
25	No	Consultation 1
26	No	Consultation 1
27	No	Consultation 1
28	No	Consultation 1
29	No	Consultation 1
30	No	Consultation 1
31	No	Consultation 1
32	No	Consultation 1
33	No	Consultation 1
34	No	Consultation 1
35	No	Consultation 1
36	No	Consultation 1
37	No	Consultation 1
38	-	Consultation 1
39	No	Consultation 1
40	No	Consultation 1
41	No	Consultation 1
42	No	Consultation 1
43	No	Consultation 2
44	No	
45	No	
46	No	
47	No	
48	No	
49	No	

50	No
51	No
52	No
53	No
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97	No
98	No
99	No

100	No

Response form number	Green Belt Development	Green space	Environment/Climate Change	Highways	Pollution	Flooding	Utilities	Services	View	Noise	Other
1	Building 1500 (or thereabouts) new homes on greenbelt land does not strike me as being in keeping with the spirit and ethos of the Church of England Why greenbelt? Once its gone its gone.		at a time when leadership on enviornmental, climate change and conservation matters is desperately needed. I suggest offsetting so that the new development is carbon neutral. Planing new forest 300 acres (or thereabouts) eleswhere is one possibility. Extra funding for solar panels on every home, hydrogas boilers, etc should be sought before going ahead with the development.								
2	Destruction of previous green belt land where we have wild bird/ flowers fauna and flora foxes badgers etc Mental Wellbeing destroying green belt land will not aid this			Road around Site are too congested currently 1500 houses at least three cars per house the roads cannot cope with that amount of traffic. Safety its already difficult to get across Leeds Road without further increase in traffic/ commercial vehicles	Pollution increase in cars vans commercial vehicles will have a massive effect on local health.			No increase in public services no new bigger hospitals/ doctors, dentists, schools		Noise pollution - we will have years of building lorrys and trucks on our roads	There have been no thought given to local residents It is a disgrace that the local council and the Church Commission are even thinking of this development what happended to our green and pleasant land
3				I think the size of the development is far too big for the area to cope with. The roads are strained as it stands already, adding 5000+ cars extra to the roads means nobody will be able to get anywhere.	There will be added pollution.			There is not enough doctors, dentists and hospital to support all the extra people who are going to move to the area.			There is no consideration of anybodies wellbeing and mental health - to strip the beauty that is there is just appauling. The pictures used here today are a false representation of what is actually going to end up getting built. We are going to have to endure 10 years of dirty works racing up and down our road like we have already had to deal with due to the houses at owl lane.
4					You havent given one thought to the pollution which is already bad			Doctors Dentists Senior School Places the list is endless			You are a set of liars & cheats. As I understand from this meeting we don't have a lot to stand on!! All this Christianity - I don't think so. I hope none of you involved get serious sleepless nights when its too late to reverse your decision!
5	In the space I have left I want to register my very strong objection to loss of green belt land when there are "brown" areas to be developed.	I understand that the "green corridor" which has been promised is in fact a roadway. Hardly a green corridor then.		Road access onto Leeds is proposed with 2 sets of traffic lights. One set of these lights is outside my house. I already have to queue for agres to get in and out of my drive due to volume of traffic with lights it will be impossible. I shall have to force my way into a queue of stationary traffic, Reversing into the driveway, already difficult will be impossible. Leeds Road A653 is already very congested stationary at beginning and end of day in rush hour periods. It is lunary to bring large volumes of additional traffic onto this road way.		The fields in the area of the set of lights furthest from the babes in the wood cross roads are subject to flooding over the winter period - up to 5 months. I am very concerned that as a result of groundworks this will affect water table beneath my house.	Water pressure to my property/ sewage services ie drains blocking have deteriorated in recent years. Will these services be improved to accommodate the extra development.				
6				How many extra cars will be on the road	How emission will be created.			What I would like you to tell me which school ill be, where is the doctors surgery. Which hospital will they use.			
7	The land is greenbelt. The houses on owl lane are not selling more empty houses to spoil the greenbelt.			The volume of traffic is going to be ridiculous				We are stuck in the middle of the development theres no provision for doctors or dentist	We own the Huntsman Pub the view is going to be spoilt		
8			The plans to preserve wildlife are poor. There are an awful lot of unusual wildlife and birds in this area and this developemt will impact that.	The plans are incredibly ill thought out. Not a single person at the consultation could provide statistical facts about the amount of congestion and pollution this development will create. The infrastructure that currently exists cannot currently cope. 1500 homes plus industrial units will cripple the roads for the people living in the area. Not only will the additional houses bring additional congestion but industrial units will also bring employees walking to and from work onto the roads.	The noise and pollution will also be terrible, and have a huge impact on quality of life.			I failed to see how the development will incorporate schools and additional and additional allocation of places to schools which are already over subscribed. I moved into the area and waited 3 years for a place for my child at the local school.			
9	You cant build on green land			The roads cant take the traffic							
10				Current traffic on Leeds Road/ Chidswell Lane/ Owl Lane currently log hammed. There will be lots more cars and commercial vehicles trying to access the roads, it will not be possible.	Massive increase in the noise/air pollution health impacts from car/commercial vehicle fumes.			Currently no NHS dental facilities available in Dewsbury dentist as they are full, where will all these people get health/education services. Massive increased requirement for NHS services where are these being provided?			Destroying human lives for profit by a church is is immoral
11				Traffic increase and parking. We already have traffic problems from the rugby fields, there seems to be a lack of consideration for the impact of increased traffic.Parking for the school looks insufficent. If the accomodation of additonal traffic results in more traffic lights this is the worst solution adding to congestion, pollution and journey times (roundabout preferable).				Need GP practice and care services - currently nothing nearby. Heard talk of increased public transport where existing properties already have 3 cars on each drive these residents will not use public transport.			Need to avoid creating alleys and passageways. There is drug dealing in the area.
12											REF Willerton Close all our back gardens are fenced of but roughly 15ft away are trees belonging to your company its just like a bomb site with weeds as tall as our fences and growing. Through our hedges every year costs myself a lot of money for weed poisons. We never see or hear from your agents at York. So what are your agents are doing to earn their wages (nothing). So if you take this attitude we can expect a life of hell so i am against any house building why dont you build it where your directors live we bought our bungalow to have a good retirement.
13	The land in NE Kirklees is the only remaining greenbelt for local residents to enjoy.	Leeds and Kirklees Country Way will no longer be a country walk. We need green space.	Loss of wildlife, the two woods (LW sites) will be destroyed not only through loss of water supply but also pollution.	Leeds road, Heybeck lane, Chidswelll lane will be gridlocked,	Standing traffic increasing air pollution through dangerous particle emissions choldren walking to and from school could be affected with ill health, asthma, leukemia.					Increased noise, light, air pollution	The impact form the unnecessary development of this land will impact on peoples lives affecting peoples wellbeing, mental health through stresses of development. Having an employment area will raise crime in area, plus vandalising the woodland. This development does not comply with the NPPF this development does not meet "exceptional circumstances" it does not meet with the social tests the development only serves the large profit for the pension fund. Typical of the church comms two consultation at times 4-7pm. Not good times for working people but you can say a consultation took place. We dont need to see maps.
14				I am concerned for the amount of traffic the development will operate - 1500 houses equate to approx an additonal 3000 cars. We already suffer on rugby days with inconsiderate parking along Leeds Road and Chidswell Lane and Willerton Close making egress from Chidswell Lane onto Leeds Road a nightmare this is companded by the traffic generated by the Jet garage. People being what they are inconsiderate and always che the note of least ethos we are worried for our safety and peace of mind.						
15				Currently Leeds Rd is congested at busy times and any new development will clearly impact on this current problem.							There has been major objections to this development from the beginning and the Local Authority has ignored all objections in the past without any consideration to what the local community require and needs for their community. I would like a copy of the proposed development plan which is to be submitted for outline planning so I can study it further
16		Impact on nearby ancient woodlands.	The development will have a major adverse effect on wildlife and countryside.	Roads are already seriously congested.				Insufficient allowance for public services - schools, doctors, dentist etc.			
17	Brown land sites should be redeveloped first. Greenbelt should be saved for future generations and the wildlife should be protected.			Too many houses and employment which will only add to the already poor air quality, noise pollution, traffic which is often conjested.							
18	The loss of 1 of Dewsbury best Green Belt areas and views			Traffic congestion now at peak times is horredous, now proposing 1500 more. Vehicles and industrial traffic is a joke.	Living on Leeds Rd the extra pollution from the traffic and industrial plant will directly affect on quality of life.			No surgery - dentist infrastructure is severly lacking.		Noise pollution which the council has a duty of care to its citizens will severley increase.	Building between Wakefield and Dewsbury has been enoded. The council should be ashamed of these proposals and disruptions to the lives of its local people. The COE should hang its head in shame for selling for a quick buck.
19				Why you think traffic light on Leeds Road will ease congestion is beyond me!	The fumes are bad enough now heaven help in when this is finished.			No definite Doctors, Dentist, Health Centre etc only maybes.		My other half works nights, what about the daily noise whilst he sleeps.	Totally against yus plans only people who will come here are the ones that wont shop in Dewsbury. Commuters on the motorways having easy access. How the Church could forget their parishes for a bag of gold just shows what they think of the community. I know you have made your mind up and you will probably dismiss all the feedback on the plans are in montion. Thanks for nothing.
20	I am also concerned overall that vital green belt land which meets three Council areas, Kirklees, Leeds and Wakefield will be lost. I am overall unhappy with the loss of green belt land with all the issues re wildlife and the loss of a great amenity for residents of kirklee			I disagree with the proposals because the A653 cannot sustain the volume of traffic at the present. Volume of traffic from the development and access roads will make this problem more acute.							It strikes me that this proposal is based solely upn the green both the church commission and kirklees coucnil. The are plenty of brownfield sites in North Kirklees but no doubt more "executive" homes can be built on what is virgin green land ie less site remediation costs and greater council tax revenue.
21				I have no confidence in traffic flows as it is apparent that no consideration has been given to traffic flow both along owl lane and chidswell lane after the huntsman pub.							I live in Wakefield District on Chidswell Lane I own the caravan site. People use the site for peace and quiet and the views. This development will remove both (peace & views). This will have a massive impact on my business and as such I expect it will close.
22			It is seriously opposes ecological and environmental issues that government policy proposes.	The proposed development will have a profound impact on the community, with expected increased carbone emmissions due to increased traffic, noise pollution, potential road block v congetsion. Kirklees council cant afford to maintain roads, paving etc.				As for the proposal to build a school and health centre where are these professionals coming from?			I have lost all confidence in the council and feel very vunerable. I feel this consultation is a complete waste of time and just a process. Who is going to accept that everyone who lives adjacent to this proposed site doesn't want this. No one is interested in our opinions. Failure to take residents concerns and acknowledge our emotional health + wellbeing isnt a priority. Where is the money coming from to maintain this estate effectively? Who is going to service this area. I have lived on Willerton Close for 35 years the Church Commissioners have failed to maintain the woodland to the rear of my house and have continually failed to reply to my emails regarding residents concerns (via savills, estate agency york). The Church Commissioners only concerns is to provide monetary security and increase pensions for their own establishment.
23	I live down Heybeck Lane and have done my whole life (26 years). My Dad has lived there all his life (75 years) and the main asset to our house is the beautiful countryside. It adds money onto our house as it's the main advantage of living down there. Why on earth is it acceptable to build on beautiful green belt land?	It will be horrible for surrounding nature (there is lots of woodland and even though its meant to be 'protected', when there are an extra 180 houses, the woods will end up trashed and thousands of animals will lose their homes).									I feel like no matter how much we have protested and stamped our feet, it has always fallen on deaf ears. Kirklees Council and the Church should be ashamed of themselves. To pride themselves on being a 'community' and then not listen to us is simply ignorant and unfair. I had dreams of having my own children to visit those woods and see our beautiful surroundings but just like everything it all comes down to money!! I am so dissapointed in the church and the council for these horrible and selfish decisions they have made. Where are the councillors to talk to? Hiding because they know how upset everyone in the area is and how much this will effect their lives and the lives of animals in the area.

24	Should consider developing brown field sites instead of taking away valuable green belt land.			I am totally against this or any other proposal for developing the land off Leeds Road. Currently Leeds Road and the surrounding roads are currently congested and cannot take any further traffic. 1500 houses will add 1500-3000 extra cars to the area. People buying the houses will not work in Dewsbury they will travel to Leeds, Wakefield, Sheffield etc.	This will cause pollution to the surrounding area.		The positioning of a school in the area will put children into a polluted area.			This development should be given serious consideration before any work is done. Kirklees have thoroughly let down the people of chidswell
25		An absolute travesity. A declination of greenfield just so Kirklees Council can fill its coffers.		How can a dual carriageway that is already deadlocked cope with the increase in traffic of 1500 homes. The homes will be marketed as easy access to motorway links so how is Dewsbury going to benefit?	A very small faction of greenery that is planning is not going to counteract the pollution created by this "plan"/		One small primary school is not going to educate the older children. Its alright planning a doctors surgery but who is going to run it? What about dentists? Dewsbury Hospital is already on its knees - how is it going to cope with extra patients?			
26				The exitsing roads cant cope with traffic conditions today. How on earth will the roads cope with 35 hectares of industrial use and 1500 more houses with a minimum of two cars each.						The Church Commisioners are not looking after their existing land to the rear of 6 WF12 7SQ. How will they cope with all the new land? No one seems to be listening - we (the local residents) don't want this
27			The effects on environment, natural habitat.	Access from Heybeck Lane, how are you going to access to site. Told by architect that the church own 1 property and that will be the only access to that site. Only 1 access for 180 houses!	Noise and pollution for up to 15 years.		Services affected, doctors, hospitals, schools.			Devaluation of property.
28			We have bats in our area of Leeds Road/ Heybeck Lane. These are a protected species.	Traffic is already conjested on the A653 main road into Dewsbury. This cannot cope with any more traffic, cars HGV lorries etc. It is always back up along this road. There are far too many accidents on the A653 as it is let alone more traffic. How will they make the A653 any better for traffic, it is already dual carriageway. Impact on roads. It does not work.	Extra traffic will cause more noise and air pollution.		One school will not be enough - primary school/ high school? Woodkirk academy is over subscribed. You can never get an hispital, doctors or dentist appointment for months as it is. What about the average household of people. They are wanting to close Dewsbury Hispital - so where will people go?			Why wasn't there a representative from the council present at today meeting - 19/6/19 - Dewsbury Rams
29							School near main road kids health suffers. Hospital schools doctors all full already.			Employment for builders building it not local. Area mot maintained now. How will they look after additional area.
30	This area of green belt is the only green space which seperates three separate councils.	Think of future generations before you destroy our green soace.		At the moment the local roads are heavily congested and the addition of propobably in excess of 3000 cars and heavy goods vehicles will drastically increase the problem. The access points are unfeasbible because the existing roads cannot sustain the amount of traffic.	Apart from the obvious fact (and all the recent publicity concerning the danger to the planet of increased pollution) that such development will be detrimental to the environment, the sheer numbers and scales of the development is completely disproportionate. The air quality will be seriously underminded.		There are not sufficent schools, doctors or infrasturcture to support such a development.			The need for food production within UK borders is likely to increase post Brexit. On the plans there is no buffer zone between existing homes and the new development. Both the council and the church is supposed to be there to support local residents - not to exploit them and teh landscape for their own monetary gain. The church and the church commisioners should be thoroughly ashamed of themselves.
31				Too many cars, people, children.			Total lack of basic facilities ie shops, schools, garages, leisure space/time.			It all boils down to money - "profit led". Church of England should be ashamed of itself.
32	This is greenbelt.		We have bats, these are protected.	Development will bring too much traffic including HGVs, congestion	Increased levels of air pollution.		Not enough doctors. Not enough dentists. Not enough school places. Hospitals - Dewsbury is to be closed. How will local transport link cope.	Noise.		My house will be de-valued. More homes means more crime, fact.
33	Greenbelt land, once its gone you cant replace it with ponds & trees on a road.		Different types of birds, foxes, bats, newts, the list is endless. Ancient woods that would be destroyed by pollution from the site as will we and nature.		I walk these fields every day, the air quality is clear & fresh.					The church should be ashamed of itself!
34				The roads are already overcrowded in the area and this will endager young children, OAPS and everyone in between.			Schools and surgeries are a minimal promise.			Its surely ridiculous! Lovely countryside ruined for greed and profit. Bullshit!
35				At the junction of Chidswell Lane you ned to be putting roundabout or traffic lights with four new enterance to the development and a possibility of 3000 cars getting out of Chidswell lane is impossible.						I live in a bungalow off the public right of way where you are planning on building the primary school with a communal kiddies play ground at the enterance of the public right of way my objection is this would cause a congregation of teenagers drinking alcohol and drugs. This would be better placed in the centre of the development. The plans at this stage are too vague yet the timeline displayed would give little time for local residents to effectively challenge them as and when the plans become definite.
36				I think its incredibly short sighted to propose such a significant development in an already heavily congested area. Accessing the local motorway junctions and A roads can only reinforce how busy the area is and the suggestion that this will lead to only 'a few hundred extra cars on the road' seems a convenient underestimate. Leeds Road and Heybeck Lane will not cope with the proposed access points.			No plans are in place to address primary health care which is the single most impact on the quality of life of residents. Plans are shown for a primary school but not secondary which is already an issue. Woodkirk school is already at capacity and kirklees secondary education is incredibly poor- hence why parents opt for woodkirk where possible.			
37	What is the point of complaining that you are taking existing green belt land - what is the point of establishing a green belt area - when you want to take it - you do!! It's a mockery.			If you lived on Leeds Road now and saw the chaos on Leeds Road traffic - can you tell me how it will cope with housing and its cars - and commercial development and its cars and commercial vehicles.						My home of 62 years will be devalued will I receive any compensation for my sons inheritance?
38										I live in a bungalow at the bottom of Willerton Close. I don't want a play area at back of my house it will attract teenagers and unwelcome people drink and drugs. Will invite more crime to the area
39	Proposed site is green belt. There are plent of empty buildings, trading estates with land that could be used.		Impact on wildlife and the environment	Existing roads are already overcrowded and cannot take any more congestion	More air pollution					
40							I live in a bungalow on Willerton Close according to the outline plan at the rear of my house there is to be a playground. I do not mind the school or the school playgroyund what I do not want is a playground full of teenagers balls in my garden followed by children noise litter possible drug taking and alcohol drinking that already occurs in the country walkway enterance to the field at present. Please can the playground be allocated elsewhere on the site.			
41	I think this is an absolute disgrace! Green belt land (they don't make it anymore)		Wildlife!	Already busy road network cant cope. Pedestrain safety on created rat runs						Extension of the dump they call Dewsbury. Who are all these people wanting housing. Empty buildings and brownfield sites in dewsbury develop them. We do not want development! Disappointed that the Chruch of England have already purchased housing earmarked for demolition. These are properties currently rented so Chruch of England gain more money. Please forward a copy of the masterplan to....
42										
43				Access to the proposed housing is going to have a massive impact on congestion of traffic in the area. The area is grid locked at peak times.						
44		I feel that derelict land and buildings in the area should be considered for development prior to destroying the small amount of green landscape that is all that's left in the local area.								
45			This proposal goes against everything that is good. The current government is looking for a zero carbon target certainly not around this project.	Traffic will be horrendous. It must be stopped.						Please reconsider it is on affect to all residents. Profit before atmosphere and people lives.
46	I am appalled that this can happen on Green Belt land. I understand we require new affordable housing but this is not the right area as its green belt and shouldn't be developed.	A site of beauty and a habitats of wildlife simply for the profit of the council and church		the impact on roads as these are already very busy.	The air pollution		Impact on local services. Funding a new school for 'new' residents when already local schools are suffering due to lack of funding from the council.			I am appalled at the proposed development. The impact on the local area I feel strongly about as I believe local residents will suffer. Not only will this affect residents on Leeds road it is surrounding areas owl lane, Gawsthorpe, shawcross.
47		Will impact remaining woods etc - will be so many children playing there		Traffic flow around Shaw Cross and Owl Lane is already over congested - how will this be mitigated.			Is it definite there will be doctors etc built and at what point?			Too large an area.
48				Whilst visually impressive, the information presented gives little detail regarding access points to the scheme. The major reason for our lack of support for the scheme is the additional traffic created in an area already plagueised by congestion and pollution (both climatic and noise). Anyone familiar with the area is aware of this problem. Indeed this very morning (25/6/19) traffic was at a standstill from 7.30 onwards leeds bound for over an hour when traffic does from there are frequent instances of vehicles travelling at speeds of 60-70 mph. In our opinion soem though should be seriously given to routing heavy goods vehicles away from the A653 by creating a link to the M1 between junctions 40 and 41 should this proposal be granted.						There also appeared to be a marked resistance to enage in discussion of the proposals by representatives. It would have been helpful for proposers to whave worn name badges identifying their affinations.
49				The roads will not take the amount of traffic on Heybeck Lane.	Pollution.	Drainage?	Schools are already full to capacity.	I do not want to look out at industrial estates.		Far too big of a proposal. This will devalue my property.
50	Losing more greenbelt	Destroying the great outdoors for future generations, theyre only going to know playing games indoors not playing free outdoors in fresh air.	Loss of wildlife habitats	Congestion. Highways already cant cope with the amount of traffic. Access points arent big enough to cope with sheer amount of traffic.	Pollution air and noise					Large population attracts more crime.
51	Taking away greenbelt land		Wildlife	Congestion. Highways (cannot cope now with the amount of traffic) adding another 2,000 plus to the equation is just ridiculous. Mentioned acces points are both onto small lanes which again cannot take the amount of traffic that this will generate	Pollution					Crime
52	Taking away greenbelt land		Wildlife	Maintained acces points are both onto small lanes which again cannot take the amount of traffic that this will generate	Pollution					Crime
53		Loss of English countryside	Lots of wildlife and habitats	Road space, congestion	Pollution				Noise	Crime, eyesore
54		Plenty of land around the area kirklees to build on ie waste land not green fields.					No space in schools for more children that enter our local area. Therefore this means new schools, shops, doctors etc will have to built as well for the new people that live there because the doctors and hospitals we have now wont be able to accommodate for them.	People look out onto those field they don't want to be looking oyt onto newly built homes, they would rather look out onto fields		
55	People are already suffering with their mental health at the tought of Green Belt loss.	The proposal backs onto Dog Loitch Woods, once it is cclosed in what will happen? Who will monitor this ancient woodland- yes it is ancient. It will be full of rubbish. The wildlife will dwindle even though you are not directly touching the wood there will be a massive impact.					The infrastructure can not cope with such demands, it already struggles to cope.			No we are fighting to save our countryside. Kirklees/ Leeds and Wakefield need to get together. Three councils proposing massive developments in a small radius - Chidswell, Wren Thorpe Thorpe Lane, Haigh Woods, Soothill has just gone through. You talk of economic growth in the area- yet half of Dewsbury is closed!! an entire arcade is shut up so where is this economic growth coming from?? The Church should be ashamed of themselves destroying Gods beautiful countryside. Possibly the most idiotic idea Kirklees Council has come up with. Given the vacancy levels of industrial sites in kirklees these units will be vacant almost as soon as reduced rates are removed. Should focus on the redevelopment of Dewsbury instead of pushing costs to neighbouring councils.
56				The traffic volume from this and other proposed development will increase levels to unstainable amounts.						
57				The roads can not take it we have to queue now on morning and evenings. Soothill lane, Leeds road, Tingley roundabout,	Pollution from extra traffic.		Extra houses bring families - extra cars, children need schools. All local high schools are full to capacity now.			Too many houses being built in this area already.

58		The development will destroy the green 'lungs' between Dewsbury and South Leeds and have significant impact on air quality and wildlife.	Loss of green land will be damamging to environment and wildlife on established rural site.	Far too much development for access onto already busy (Leeds) road traffic will be awful. Leeds Rd already far too busy at rush hours. Access on Chidswell Lane not practical. Construction traffic will cause chaos and long delays. Work on crossroads at Babes in Wood today have proved how. Slight disruptions at busy times will cause chaos.					There will be substantial devaluation to existing properties whose owners will need to be compensated.
59	This is picturesque green belt land they don't make it anymore		Destroying wildlife	Congested roads	Pollution			Noise	The Church are making billions each year. There are plenty other brownfiled sites and empty buildings within the area this is just a destruction of communities and all residents have worked for all their lives. The church should practice what they preach instead of fuelling greedy politicians and developers.
60		The fields are to divide areas not to build houses and Industrial units.	Animals will lose homes	The roads can not take any more traffic. All roads around WF12 are conjested at peak times.			Schoold are over full. Doctors cant cope, hospitals cant cope with the high demands.		No more houses. No more Industrial buildings.
61		There is plenty of land around kirklees without taking Green fields. This is farming land for local farmers.	Wild animlas live on this land.	All roads leading to and from WF12 and planned proposals of this area are high with volumes of traffic already. Leeds Road / Dewsbury Road is chaos at peak times with more than its fare share of accidents it can not take more traffic.	Pollution is at a high with the volume of traffic.		Schools are over full causing conjestion at busy times of the day.		
62		The fields surrounding WF12 are to divide us from others	Killing wildlife	Build up of traffic			Schools are full		Too many houses being built
63	Destruction of Greenbelt land	Destruction of valuable green spaces, destruction of prime farmland are all reasons to reject the proposals completely.		I object to all the proposals. The level of traffic, pollution, over development.					I see nothing that is positive in any of these proposals.
64									This will probably result in Woodkirk/ Chidswell becoming a temporary third world enclave as the influx of undesirables into affordable housing influence the surrounding area
65	We don't want to loose our green belt	Wildlife will be homeless!! Not only WF12 area but the surrounding areas of Dewsbury and Leeds bound.		This area has a high volume of traffic now. The highways can not take more!!			The schools are full to overflowing. The doctors and hospitals are pushed to the limit.		Build it in your own garden!!
66	Green belt is precious and should be preserved. Use brownfield sites first!			Congestion. I live on Syke Rd, under Leed Council and its already very congested and several RTAs on both Syke Rd/ Baghill Lane and A653	With proposed building on Soothill, Chidswell, Haigh Wood, Wrenthorpe etc, it will mean more pollution. Leeds Council keep referring to high air pollution and to use bus, bike, walk or share! Please do not allow 2,000+ houses to be built in the area and make air pollution worse.		Not enough facilities ie schools, drs, dentists, shops etc		
67	Loss of Green Belt and open Sapces			Congestion on main road.	Noise and air pollution		Lack of infrastructure		Devaluation of existing properties.
68	Whats happening to our green belt.			Traffic will be horrendous just attending tonight its bad and 1500 ore houses will be a bigger problem.					You say your improving Dewsbury what about sorting the town centre, the number of shops closed it's a disgrace. I think its one way of making money, as whats its been bought for and what you will get from the building company and I bet you don't live around here if you did you wouldnt be preparing this. If you go from Scout Hill to For Cottage there are 21 food outlets ie take away shops within a mile and half why has this been allowed??
69				The congestion at rush hour is already bad, lots of queueing and exhaust fumes both morning and evening. This is only going to make this much worse.			Which doctors are all these new people going to go to??		It seem ludicrous that there are going to be new factories and office space when there are lots of empty units just down the road in Batley and Wakefield. Cant understand the 'demand' for new housing when there are houses standing empty all across the area. If every council allocates housing and factory space to this 'future plan' whuch land is to be use to grow the food to feed us all? It is currently farmed to produce food.
70		Taking away our right to roam. These areas are of great value to teach children and appreciation of the countryside.		The effect on traffic into Leeds - Wakefield. What is going to happen to Chidswell Lane	What about peoples health from increase in traffic		I don't think you have thought things through ie school built to take 500 approx. not enough. What about secondary schools.		Peopkes general health. Taking away land used for food growing.
71				I and my family have lived in Gawthorpe for 35 years. The congestion on Chidswell Lane at peak times is massive all the traffic is forced through the centre of Gawthorpe with the introduction of a small town on the Windsor site the situation will only escalate as Gawthorpe will always be a 'short cut' route. Leeds Road traffic is unable to cope with the volume as it stands so to increase this is totally unreasonable.					There is plenty of industrial area eg grange road, shaw cross ind estate so no need for me. This land is most peaceful and tranquil and it is unbelievavle that the church of england would wish to destroy it!
72	Not to mention destroying some beautiful green belt land.			The proposal will increase congestion on already congested roads	Will increase pollution				Living on Manor Park (and backing on to the allocated land) we are devastated by the proposal. Our garden backs on to a proposed footpath, so security has become a major concern, as well as privacy. As a young couple who will be having children in the next few years, we are seriously concerned about bringing children up in this environment but unfortunatley we are trapped by the huge negative impact this will have to our house value.
73							Schools are full. Hospitals/ doctors wont be able to cope.		Spare land is being taken over by buildings whether its houses or for industrial use. Too many houses!
74		No green space			Air pollution. Traffic pollution,				Over crowded
75	Buildings stand empty in and around this area and should be used instead of our green belt land.		We should be saving our environment!	Objections are schools and roads already overcrowded.	Pollutions would be awful and already the environment is spoilt.		High Schools in area already full and overcrowded.		
76		Too close to Ancient Woodland. Destroying untouched area of outstanding beauty.	Impact on wildlife.	Traffic congestion	Pollution	Drainage/ flood risk	Lack of schools, dentists, doctors		
77		Don't spoil what only available land there is .	Chidswell has a lot of wildlife that presumbly would be killed off due to not being able to feed/ roam etc.	This area is incapable of accepting the volume of traffic that will be made. 1500 houses alone would create at least 3500 extra cars to the area we are no longer in a 'one' car household, most children get cars at the age of 17/8 these days.			There is no mention of any additional services of drs or dentist facilities which are already incapable of coping with the current need In the area. What facilities are available for the elderly - none!!!		Soothill Lane has just been allocated 500 houses again impacting on the whole area- infrastructure, wildlife, air pollution you name it! As for commercial buildings - go into Dewsbury to see empty units that could be used of the listed buildings used for office facilities. Make the most of what the area already has available. Its ok for statistics but in real life this isnt always the correct way to. As for the Church Commissioners - disgusted with them - we plough our fields and scatter what a joke!! If you dont live/yse the area already you havent got a clue to how much effect this planning will do to an already deprived area. When carrying out surveys do them during winter periods when holidays are over, weather is not good and see the difference to the statistics.
78			A large wildlife population will be lost	Roads are already at busting point and will not take anymore. For example 1500 houses = 3000 more local cars plus HGV	Pollution from all extra cars, HGV etc will make our area polution levels go sky high			Houses will lose their views along with there value	There are already stacks of empty industrial units in the area which are not been used and run down, this is what the council allowed. If the council think this is good for the area they should re look at there position. The only people wanting this is the church to make even more cash.
79		We need green areas where we live. This development will destroy this area.		The roads in the area cannot cope with this amount of traffic.	Air quality is going to suffer wil be 6000 more cars minimum. Trucks constantly on the roads.		Cant get to see the doctor at the moment. Where are all these people going to?		This development is huge.
80		Beautiful walks and countryside semi rural area destroyed.	Wildlife will be destroyed in 3 current woodlands. Dum Wood, Dogwitch and Haighwood. Bats, red kites, red squirrels lots of rare wild life are living in these woods that will have their habitat severley distrubed.	The traffic congestion is already bad with speeding cars, taxis, trucks and double decker buses on a residential lane (Heybeck Lane). This has been reported several times to the council, MPs and councillors of Batley East ward only to be ignored. Fatalities have already occured. Not even a speed limit sign on Heybeck Lane. With the amount of houses + industrial units, we are not going to be able to get out of our own drives. Traffic is going to be 24hrs past my house.	Pollution air quality from huge industrial site along with additional traffic. Lorries this will cause more fatalities on our roads.		Doctors surgeries are already over full (6 wk waiting list0 presently. Dentist. High School to maximum.	Litter, noise nuisance.	Home devaluation - disgusting
81	The proposed building of 1500 homes and industrial units on green belt land is frankly, ridiculous. Surely there are enough brownfield sites that could be redeveloped without the need to destroy such beautiful open countryside.	We need our open space.	The green belt land is a haven for wildlife, the development would rob all of those animals of their habitat.	Traffic in the area is horrendous as it is, you only have to look anytime of the day to see the roads cant cope.			I've noticed that a new primary school is included in the plans, what about a secondary school, as the ones in the surrounding areas are already full to capacity.		
82			Environmental impact - removal of green space will destroy natural protected woodland. Removal of habitat for wildlife.	Site too large for infrastructure. Highways will not cope with additional traffic. Proposed road improvements will not improve traffic flow.	Air pollution increased road taffic especially statutary traffic - health effects. Increased traffic flow from Hanlace.	Potential flooding - how will watercourts be controlled to ensure no flooding occurs.	Total into area - 1500/300 new homes which is too great for services/ school places etc. Consideration of tital development not just this one.		
83				Chidswell Lane will be a death trap with the extra traffic. As it stands now during mornings/ tea times the road cannot take the traffic as it is. People ride their horses, children on bikes, dog walkers. Too dangerous for more traffic.				The houses, each house will have at least two cars and roughly a family of 4- what anout schools! Doctors! And the environment.	You also have to think of the residents on the lane and the people who have live stock, what will they do? As for the extra houses and industrial estates, the industrial estates will end up empty after a few years. Money, money money is all you think about!! not the welfare of the local residents.
84	Over use of green belt.								
85		Nice to see wide open spaces. Improves land use in the area			Minimal air pollution.				Too many industrial units stood empty locally.
86	Totally against this. Ripping up green belt. Why do we need to rip up green belt, there are plenty of derelict sites and brown field sites in the area (but of course they are too costly to build on?)			Traffic on leeds road is already very heavy, adding thousands of extra vehicles into the mix is too mych. Also HGV etc from factory units will make things even worse.	Extra noise and pollution also not wanted				
87			Plus where is all the wildlife going to go.	Leeds Road and Chidswell Lane cannot take all extra traffic at rush hour morning + night its bad as it is now.				Cant believe anyone would spoil the views that we have too	There is plenty of scrub land around Dewsbury + Huddersfield. Build on these at it would clean the places up. Instead of looking derelict.
88		Too much green space will be lost, affecting wildlife etc.		Have concerns regarding volume of traffic + type ie articulated lorries etc.			Also concerns ie cemeteries, doctors/dentists which are already stretched.		Also size of development is immense. If housing is required why is so much land being scheduled for warehousing/ industrial use?
89	Why use green belt land, destroying wildlife habitats, when there are many brown field sites around Kirklees?			Traffic is an already busy road will likely increase dramatically. I'm not just talking cars but heavy vehicles too. It's a 15 year plan - does this mean I'll have 15 years of heavy plant working on the land behind my house and travelling up and down the road? Shawcron is a total bottle neck, is anything being done to improve this? I'm concermed the introduction of 2 additional sets of traffic lights on Leeds Road will further add to the air pollution issues. Further they could make entering and exiting our driveways really difficult. How will the road be changes at the 'industrial' entrance to accomodate the trucks.	Are there going to be any provisions to clean the air given the extra pollution from the extra vehicles?				
90	We genuinely do not understand the need to build on this Greenbelt land when there are plenty of other existing brownfield areas.		Vast amounts of wildlife will be lost with the building of this site.		The added traffic going to and from the houses and primary school would increase pollution as well as the commuting time of everyone in the area.	We are aware the land floods; where will the water be re-routed to?		In addition to traffic pollution we also face increased noise pollution, initially while building and then from the larger number of houses and industrial/commercial allocation.	As a resident of Manor Park that backs on to the proposed site I have serious concerns about the development. A narrow path down along the bottom of our garden would cause security issues, as it would provide a secluded access route. On top of this, any development would impact the value of our (newly purchased!) house, which is a particular frustration as this proposal did not show up in our thorough surveys prior to buying the house. In short - traffic levels and flooding concerns in addition to needless destruction of greenbelt land make this proposal unacceptable to me.

91			There will be a huge environmental impact - particularly on the ancient woodland - children from the 1500 houses will naturally want to go into the woods and climb trees, , ride bikes and could be an area that could attract anti-social behaviour, drugs, substance misuse, fire risks. The woods currently are a haven for wildlife, including treecreepers, woodpeckers, pheasants, partridges etc and the beck at the bottom has kingfishers- this will be destroyed by the level of development and huge increase in human activity in the area.				The infrastructure will not sustain the level of development.			The proposals are appaling
92	This land should never have been adopted in the Kirklees local plan. This was beautiful greenbelt land offering a buffer between the different council districts- Residents have been fighting these plans for years. Why are you developing greenfield land whn there is ample brownfield.		What about the wildlife?	Traffic will be horrendous - traffic will take the shortcut through West Ardsley village to the detriment of existing residents. The A653 & A650 are already a concern to Highways as are J28 at M62. What are you doing about the highways issues?	Pollution will increase when Leeds are already in excess of the safe pollution limits and are trying to implement a clean air policy.	What about drainage?	Where will secondary aged school children go to school? Who will building the school? Please listen to the communities this affects!			What about the children? What legacy are leaving them
93		Area is already pleasantly green doesn't need all these houses and industrial units to spoil it.	Narrow corridors supposedly to protect ancient woodland are no where big enough and wildlife and water table will be effected which will be detrimental to wildlife.	Roads chock a block now. What will happen when each new house has 2 cars and 2 children?						Already too much building planned in the area. No account of houses due to be built up Haigmoor Road etc.
94							Where are the children going to play. The plans I have seen do not provide enoygh facilities for children (schools) older people (doctors and chemists)		Where is a new secondary school going to go. Other local schools are full both primary and secondary.	
95				The area cannot cope with the increased traffic it is already grid-locked at peak times. It is all too much Too many houses that will lead to possibly 1,000s more vehicles on the roads- roads which already struggle with the current traffic.						There are a lot of unoccupied industrial units in the area, the area does not need anymore!! This development is ridiculous - it is absolutely not needed and will not contribute to the area in anyway. It also appears other developments in the area have not been taken into account.
96	and destruction of our greenbelt			Not to mention the extra traffic,	Think about the air quality for local children? pollution,	The drainage is proposed to be directed to West Ardsley which cannot cope with the drainage in the local area. The drains are old and substandard.	The Schools/ Doctors etc also cannot support this development.	If this development goes ahead we will be looking out over industrial units - who wants that?!		I feel the development will greatly destroy Gawthorpe. I am strongly against this change.
97	Greenbelt land should be protected and rightly so for a reason. Isnt that what the covenant was intended for?	I think its disgusting that the council/ church have agreed to even think about building on green land. Waste of tax payers money when the council are looking at green strategies but are also planning to build on green land.	Destroying wildlife. What will happen to the wildlife? Red Squirrels, foxs, pheasant, owls, wild birds (wood pigeons, eurosion jayb)	Traffic congestion for another 3000 + cars and hundreds/ thousands of HGVs. Leeds Road and Tingley roundabout are already conjested.	Air pollution		Where is the new surgery? New secondary school? Funding is already ltd at local schools. Doctors surgeries + dentists are already full!			Local residents will suffer. The council and church should be ashamed of themselves.
98	We would like to keep our green belt		We will lose all the owls.	More traffic on roads will not be able to take it		I live local and the land will flood with all the new houses.				
99				What about volume of traffic on Leeds Road. This is bad enough with noise and amount of traffic.						Who do you think are going to move into these industrial units? You only have to look at the existing Industrial Estates around this area and see how many are vacant to let, why not use these and all the other derelict building ie mills that are dotted around the Dewsbury area.
100					Also pollution.					After all the feedback given over the proposed site I do not believe Kirklees Council or any developers have listened to residents or acted on what has been expressed as opposition. It all comes down to money and there is no regard for any residents views or the impact on wildlife, environment or public health. Stop the development now.

Response form number	
1	-
2	No uses for the new centre because we don't want the development
3	I don't want the development built I would rather look at the beautiful views and enjoy walks through the green fields
4	No building what so ever!
5	-
6	-
7	-
8	Just don't build one. Just don't built the development.
9	-
10	NHS Hospital, helictoper pad for access out of the new sites. Car parks for additional 10,000 cars. Playing fields. Mosque for locals as they will not be going church anymore.
11	Improved health facilities would be really good.
12	-
13	No local centre leave as greenbelt. This sweetner, residents are no fools.
14	If this proposal goes ahead there would need to be a shop dentist and doctors.
15	No I would prefer to use the green space as it is with better access for cycles etc.
16	-
17	-
18	Natural Wildlife and Green Fields
19	You know what your buildings are and who and what you want in this "centre" so our voice means nothing. The fields and wildlife too mean nothing.
20	Please could you email me the copies of the boards please as the paper copies have run out.
21	-
22	None, not applicable. Totally disgusted with Kirklees Council and have lost all faith in their ability to represent their constituents and local public. Would appreciate a reply, I doubt I'll get one.
23	Nothing leave it alone!
24	-
25	Don't build it.
26	I don't want a new local centre!
27	-
28	Don't build leave our 'Green Belt' alone. Why build directly outside everybody's house blocking/spoiling everyones view. Can it not be moved further down towards the dip so everyone isnt affected.
29	No don't do it.
30	What new local centre? - I'd rather have air that I can breathe!

31	-
32	Leave everything as it is.
33	X
34	Rural activities - not commerical buildings and homes.
35	-
36	-
37	No
38	-
39	None
40	-
41	No
42	No
43	Would prefer the greenland to be left alone for all to enjoy
44	-
45	None - don’t do it
46	Don’t build the warehouses.
47	-
48	-
49	N/A
50	No need to make use of the empty buildings within Dewsbury and Baltley its self without building uneccessary ones on greenbelt. Old Dewsbury college is empty, warehouses infront of Lidl are emoty, Birkdale high school building is empty. These must be used before even considering taking more precious greenbelt its outrageous.
51	No only provide the new local centre within Dewsbury Town itself where there are plenty of areas empty buildings that can be utilised
52	No need to make use of empty buildings within Dewsbury and Batley without building uneccessary ones on greenbelt. Old buildings can be utilised.
53	No make use of empty buildings in Dewsbury
54	Greenfields!
55	Leave it be!! I want to see Greenfields and woods, woodpeckers, kingfishers and bats are all in the area.
56	Farming
57	-
58	There will need to be lots of activities, social clubs etc for the large numbers of young people in the new development. Health and social centres will be needed as well as nurseries, schools, doctors surgeries etc for new residents
59	Yes put it in one of the many empty buildings in dewsbury
60	Our green fields
61	Green belt land
62	Leave our fields alone
63	-
64	-
65	-
66	Green land!

67	-
68	Improve Dewsbury town centre.
69	-
70	-
71	-
72	-
73	Green land
74	N/A
75	Leave it alone. We need our greenbelt.
76	-
77	Greenfields for the future generations to enjoy. No to planning of this extent
78	Don’t want centre or the development.
79	No I don’t want a new local centre. Put some money into the centres we have now.
80	Yes not to be built ludicrious. Why bring the industrial site right up to woodland dumwood and dogwitch which will destroy exisiting wildlife and homes. Why not in the area of your new named hill top and the pastures
81	-
82	-
83	-
84	-
85	Better use of outdoor areas such as public footpaths and green space.
86	-
87	-
88	What is proposed to be in the centre? Doctors/ dentist/ chemist plus other services need to be made available.
89	Doctor, NHS dentist, some form of youth club/ services.
90	-
91	Nothing! Don’t want or need a centre!
92	I don’t want this building - the plans need to be refused
93	-
94	-
95	n/a
96	-
97	None as don’t want plans to go ahead. Or just build the houses - not the industrial estate!
98	No
99	-
100	Do not need one it will be full of yobs.

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