February 2023

PLANNING STATEMENT

NEW B2/B8 INDUSTRIAL UNIT AND ASSOCIATED WORKS ON LAND AT GRANGE MOOR WF4 4DR

Job 2753

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SECTION 1: INTRODUCTION

1. This Planning Statement has been prepared on behalf of PCS Property Solutions Ltd (the 'Applicant') for the proposed development of the land to the west of A637 Barnsley Road, Grange Moor Huddersfield.

2. The proposed development will see the construction of a new purpose-built technology assembly facility, offering high quality production space tailored to the client's needs. The proposal briefly comprises a warehouse incorporating production and testing mezzanines, with a 3 storey office block to the front of the building. There are various elements of external works included within the application.

3. Whilst the site is within the Green Belt, this statement sets out the Very Special Circumstances associated with the proposed development and demonstrates how these outweigh any potential harm to the Green Belt. The proposal represents a significant investment in Kirklees, creating a substantial number of jobs and will make use of the site's excellent accessibility. The proposed development will secure the growth and expansion of a major employer in Kirklees. The proposed development will see the re-development of a contaminated brownfield site that causes a huge detriment to the visual character of the area, which currently causes harm to the Green Belt.

4. The application proposal is comprehensive and is supported by a robust technical suite of assessments across all relevant matters.

5. The applicant and project team have voluntarily briefed Local Ward Councillors and the Cabinet Member for Regeneration about the proposed development. Prior to the application being submitted the applicant has made details of the proposal available to local social media groups, in which comments from the public have been sought. This has allowed members of the public, local businesses and ward members to comment and input on the scheme prior to the planning submission.

6. This Statement should be read in conjunction with the plans documents and supporting documentation which are list in the accompanying Schedule of Supporting Information.

SECTION 2: BACKGROUND INFORMATION

Application Site and Surrounding Area

7. The Application Site comprises a 7.2hectare parcel of land located to the west of A637 Barnsley Road, approximately 100 metres to the south of Grange Moor Roundabout, where the A642 Wakefield Road meets the A637.

8. Grange Moor Roundabout is a key strategic location in the district, that links Huddersfield, Wakefield and Barnsley, as well as traffic from Huddersfield looking to join the M1 (south).

9. It's strategic location within the local road network means Grange Moor Roundabout is an established focal point for the people of Kirklees and beyond. It is the junction where Wakefield Road meets Lilley Lane to the north and A637 Barnsley Road to the south.

10. The site is within the Green Belt as defined by the Kirklees Local Plan; however, a significant part of the site is previously developed land, benefitting from planning permissions (Ref: 90/05617, 99/93828, and 2000/93294.) The site is occupied by two businesses which are Grange Moor Coach Works and Holgate Construction Limited. An extended part of the site is used by Holgate Construction for what appears to be the dismantling and storage of dismantled machinery and vehicles. The area used for this process has increased year on year to an extent where the developed land appears to extend to over 2.3 hectares.

11. The application site is partially developed to the north, with open grassland to the southern half of the site. Currently, the application site accommodates an existing employment facility with the existing noted:

    - An existing employment building (circa 1,350m^2) which stands circa 7 metres in height. This building has steel cladding in green with the ground floor finished in red/brown brick and grey roof. This building has a number of external advertising signs to the eastern elevation;
    - An existing single storey office block (circa 120m^2) which stands 7metres in height. This building adjoins the above building and is formed of a similar red/brown brick. The roof is tiled with a brown tile.
    - Access to these facilities is from the east , from Barnsley Road, providing a car park to the eastern periphery of the site, and to the south of the existing employment building;
    - Single storey portacabin accommodating catering facility;

- These existing buildings is an open area of all-weather surfacing and open compacted ground which is utilised for the storage of salvaged vehicles, plant and equipment, which include large earth moving equipment, tracked diggers, heavy goods vehicles and trailers, as well as vans and sea containers (some sea containers stacked two high). This open area of storage totals approximately 12,000m^2;
- Further open-air storage of similar plant, vehicles and equipment in the adjoining field (western periphery) which is approximately 8,000m^2;
- The wider field area is managed as pasture grassland to the south of the foregoing.

12. Whilst predominantly Green Belt, Grange Moor is a hub of built development. The application site is surrounded by the following land uses:

- North: The site adjoins the Blacksmiths Arms, a public house, which is a two-storey brick-built building. Access to the customer car park is from the east from the A537 Barnsley Road;

- Northeast: The A642 Wakefield Road runs to the north east (east to west), beyond which are extensive employment B2/B8 buildings and offices situated beyond an extensive landscape buffer of native trees. These buildings are situated within 0.15km northeast of the application site, and there is intervisibility from the site. The village of Grange Moor is situated beyond these buildings and the extensive mature landscape buffer planting;

- East: The eastern site boundary adjoins the A637 Barnsley Road. Beyond the A637 are open fields predominantly managed for livestock pasture. The Newhall Farm is situated circa 0.45km east of the application site. The outlying village of Overton is circa 3.5km east of the application site, beyond the national Coal Mining Museum (circa 3km east), with a number of woodland blocks and tree belts within the intervening distance;

- Southeast: Open agricultural fields managed for arable crops and livestock pasture dominate. The route of the A637 Barnsley Road runs to the southeast. There are a number of scattered dwellings and farmsteads in the wider open countryside. The outlying villages of Flockton and Flockton Green area circa 1.15km and 2.0km southeast of the site, with a number of woodland blocks and tree belts within the intervening distance;

- South: Open countryside with scattered farmstead and dwellings. The outlying hamlet of Emley and Cross Roads is circa 1.55km south of the site, with a number of woodland blocks and tree belts within the intervening distance;

- Southwest: Open agricultural fields managed for arable crops and livestock pasture dominate. Minor vehicle routes (‘Lanes’) are common. The outlying hamlet of Flockton Moor is located circa 0.85km south west with a number of woodland blocks and tree belts within the intervening distance. There is

a farmstead and agri-buildings and a small number of scattered dwellings within the intervening distance;

- West: Open agricultural fields managed for arable crops and livestock pasture dominate, with a smaller number of scattered dwellings. The outlying village of Lepton is circa 1.7m west, with a number of woodland blocks and tree belts within the intervening distance.

- North west: The A642 Wakefield Road runs to the north east (east to west), beyond which, are open agricultural fields with a number of woodland blocks and tree belts within the intervening distance. There are a small number of wayside dwellings and an automotive mechanics situated on the route of the A642. A public allotment is situated beyond the A642/A637 roundabout.

PC Specialist (PCS) (The Applicant)

13. The proposed development is to be occupied by PCS, which is a local firm that manufacture performance custom computers and laptops.

14. The company was established in 2003 by a Local Entrepreneur. After briefly being located in Lepton, and then Shepley and then Brockholes, PCS moved to Grange Moor in 2013. The business has flourished to where they now supply computers to over 30 countries across Europe. They have registered branches in France, Italy and Spain, a subsidiary in Germany and are registered for VAT in 13 countries. However, the manufacture of the computers remains at Grange Moor and the company now employs 205 staff.

15. Due to the company's expansion, it extended into a second unit at Grange Moor in 2015. Operating from two separate units is not efficient as the business has to duplicate processes in each building as the high-tech nature of the product means the computers can't effectively pass between the two buildings. As a result, each building has its own assembly line, product testing/quality assurance section, packing and distribution section, as well as warehouse and delivery bay for the components.

16. As a result of the company's continued growth the business now requires new bespoke premises, to allow the business to expand to meet the demand. The demand is such that if premises were readily available the business would be able to increase its workforce to 400 staff on site. With continued growth the business can see employee levels reaching between 800 -1000 FTE (full time equivalent) in a few years.

17. PCS has been looking for new premises since 2019. PCS approached Kirklees Council's Inward Investment Team for assistance in finding new premises in October 2020. A statement prepared by Kirklees Council's Inward Investment Team accompanies this planning statement (Appendix 1) confirming how the applicant has been looking for suitable premises with no success. Two years have now passed since then and PCS are no closer to finding new premises which is becoming an increasing concern.

18. The only suitable premises that the applicant has found that would allow the business to expand to meet demand are in Barnsley. This would mean many of the staff who are local to the existing premises, would increase their journey time to work, and many of the new jobs created by the business would fall to people local to the new premises who are residents in Barnsley. The local people in Kirklees would miss out on these employment opportunities.

19. Due to the technical nature of the business, the jobs at PCS are predominantly highly skilled and well paid, with only 23% of the employees being on the minimum wage. The company heavily invests in its work force, providing apprenticeships and training to allow young, in-experienced, un-skilled staff to enter the business, knowing that if they are willing to work hard there's a long and successful career to be had at PCS.

20. PCS has been working with Huddersfield University to help job retention levels within Huddersfield, by supporting networking events and promoting the district as a place to work and invest in.

21. The staff predominantly come from the local area with 43% of the staff living in Kirklees, many of whom are higher salaried in key management roles.

SECTION 3: THE DESIGN SOLUTION

Design Proposal

22. The development comprises the demolition of the existing buildings on site, including the steel-clad engineering building, and attached brick-built office block with tiled roof. As part of the demolition and clearance works all scrap vehicles will be removed from the site.

23. The proposal seeks to gain consent for the erection of a new technology assembly centre, including office and staff welfare accommodation.

24. The proposed building will be surrounded by external areas of parking and functional yard space, as well as electricity intake substations.

25. The proposed building will be clad in goosewing grey wall cladding, with matching roof cladding. The roof will be covered with solar panels as detailed in the submitted drawings. The front of the proposed building will feature a striking glazed feature, surrounded by a black clad frame.

26. The proposed building will be surrounded by external areas of parking and functional yard space, as well as electricity intake substations.

Amount

27. The proposed building footprint is circa 7,350 sq. m.

Layout

28. A proposed site layout plan is provided in the application documentation.

Scale

29. The proposed building will be 15.5m tall when measure from the lowest adjacent ground level to the top of the parapet. The height of the building has been set by the minimum operational requirements of the client, in achieving 11m internally from the finished floor level to the underside of the steel frame. The proposed building is 64m wide by 115m long.

Appearance

30. The proposed building is to be finished in composite wall cladding, due to the scale and nature of the scheme. The cladding panels are to be goosewing grey, to allow the building to blend into the skyline as much as possible.

Landscaping

31. As part of the application, there has been a landscaping strategy and detailed planting scheme submitted. The proposed landscaping scheme is explored in more depth within this statement.

Sustainability

32. The client is keen to produce a scheme which is environmentally sensitive and offers high levels of sustainability, over the required minimum. The proposed sustainability strategy for the development is explored further within this report.

Designing out Crime

33. Security for the proposal has been considered against the recommendations of 'security by design'. Entrances are visible, frequent and accessible along the street to promote activity, interaction and natural surveillance.

SECTION 4: THE LOCAL PLAN PROCESS

34. The Council's Local Plan was adopted in February 2019. In paragraph 7.1 the Local Plan sets out national planning policy and states that local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Local Plans should therefore set policies that recognise and seek to address potential barriers to investment and have a clear economic vision and strategy to help deliver sustainable economic growth that is responsive to these economic signals. In preparing the Local Plan much work was done by the Council in assessing other employment sites. Whilst some of these sites were not adopted in the Local Plan, the assessments used provide a robust starting point the assessment of this application site.

35. The Council published the Publication Draft of the Local Plan in November 2016. The document set out the Council's Strategy to develop a strong and thriving economy. It explained the Local Plan will assist in the creation of new jobs in a variety of ways, most obviously through the allocation of new prime land for employment uses.

36. The Publication Draft continued to explain **"***The council's overarching objectives for the economy place significant emphasis on the need to support the growth aspirations of the districts indigenous businesses, as well as securing the inward investment opportunities which are likely to occur during the course of the plan period. Much of this emphasis has been placed on taking advantage of the districts key manufacturing assets with focus being placed on the precision engineering and advanced manufacturing sectors.* ***In order to accommodate this, prime employment sites need to be made available to accommodate these growth aspirations. Such sites do not currently exist within the existing urban area and therefore the majority of the existing supply does not meet the site criteria or locational requirements to deliver on these economic objectives for Kirklees. Consequently it has been important to identify prime sites that provide large areas of undeveloped land, that are well placed to take advantage of established business corridors, with good access to the workforce, public transport and motorway junctions*****" (my emphasis).**

37. The Council calculated that 108 hectares of additional employment land was required across the district. The Publication Local Plan explained that the Leeds City Region Strategic Local Plan had identified 2 strategic sites within Kirklees. These are Land at Cooper Bridge and Land in the Chidswell area.

38. In assessing the location for other employment allocations, the Council's Employment Technical Paper April 2017 identifies three market areas within Kirklees. These are North Kirklees, Huddersfield and South Kirklees. The application site falls within South Kirklees, which as set out in the Technical Paper 2017:

    - *"South Kirklees is considerably more rural in nature with a more limited workforce catchment and poorer strategic access.*

- *The perception from the market is that it caters for local demand, smaller scale businesses and smaller operational requirements.*
- *South Kirklees is less likely to attract strategic demand and national or regional occupiers.*
- *The eastern part of the South Kirklees market zone benefits from the Wakefield Road corridor"*

39. In response to this Strategy the Council identified a number of smaller and medium sized sites in South Kirklees. The largest was Land to the north and south of Wakefield Road, Clayton West (Ref: E2333), with a site area of 17.67 hectares. However, in her report on the Examination of the Kirklees Publication Draft Local Plan the Planning Inspector concluded that the inclusion of this allocation is contrary to National Policy and that it should be removed from the Plan.

40. The adopted Local Plan saw the removal of this employment allocation in Clayton West without the provision of an additional allocation or allocations to compensate for the loss of the employment land, relying on windfall sites to come forward from within Priority Employment Areas to make up the shortfall. This clearly leaves a shortfall in the provision in employment land, particularly for major development. This means the Local Plan will be unable to deliver the scale of development that is required by the market and has been deemed appropriate in South Kirklees Market Assessment Area by the Council (based on its own Evidence Base) to deliver its Spatial Growth Strategy and its Economic Strategy.

41. The remaining employment allocations in the South Kirklees Area will not fully respond to existing negative commuting patterns experienced throughout Rural Kirklees in order to help create more sustainable communities and patterns of travel. This is especially important given the Council's allocation of sites in the Local Plan to accommodate substantial housing growth in the local area over the Plan Period.

42. Had the Clayton West allocation been retained within the Local Plan, the applicant would have considered relocating to Clayton West as the site there would have allowed them to meet their expansion requirements, whilst maintaining their local workforce.

43. The application site provides the same opportunities for the applicant, allowing them to retain the same local workforce. The only alternative would be for the applicant to relocate to suitable sites outside Kirklees. They have already identified a site in Barnsley, but this would exceed the commuter distance for much of the existing workforce, and it means employment opportunities created by the business expansion will fall beyond the residents of Kirklees.

Suitability of the Application Site

44. A site close to the application site, to the north of the A642 (Land Between Wakefield Road and Liley Lane), was promoted through the Local Plan Process but was rejected by the Council whilst they prepared the Publication Draft of the

Local Plan in November 2016. The site was rejected in favour of the Clayton West Site, due to its superior links with the motorway network, which is considered a primary consideration for employers. Whilst the application site itself was not promoted through the Local Plan, in a strategic context it is very similar to the site between Wakefield Road and Liley Lane, that was promoted during the Local Plan process.

45. Whilst we believe the application site has advantages over the previously promoted site at Wakefield Road/Liley Lane, in a strategic context much of the assessment for the Wakefield Road/Liley Lane site can be used for the application site.

46. Whilst not as close to the M1, the application site is 5.7 miles from the motorway compared to the Clayton West Site, which is 3.8 miles away. The preferred Clayton West Site is less than 2 miles closer to the motorway network than the application site.

47. The Planning Inspector recommended the deletion of the Clayton West Site from the Local Plan as she explained the open fields provide an attractive green setting for the village. The Planning Inspector explained the proposal would introduce industrial buildings at this key entrance point and would significantly extend the built-up form of Clayton West into the open countryside. She also explained that an industrial estate in this open location, particularly on the prominent sloping northern section, would be highly visible on the approach towards and out of the village, the nearby Kirklees Way, and in longer distance views from the surrounding countryside. Development of the Clayton West Site would appear incongruous and encroach into the countryside, resulting in significant harm to the character of the area and the setting of the river and the village.

48. Whilst in Green Belt, the application site cannot be considered to be open countryside. Much of the site is developed and benefits from several planning applications that allows buildings of a significant size on the site. Furthermore, an extended part of the site is used by Holgate Construction for what appears to be the dismantling and storage of dismantled machinery and vehicles. The area used for this process has increased year on year to an extent where the developed land appears to extend to over 2.3 hectares, which is greater than the application site.

49. The wider area is a partially industrial in character with the development of the industrial estate surrounding Jubilee Way to the east of the application site.

50. As part of the Local Plan process, each of the promoted sites were subject to a Sustainability Appraisal[1] (SA), the results of which show that the Wakefield Road/Liley Lane site is just as suitable, if not more so, than some of the employment allocations within the Local Plan.

51. The SA process assessed 19 objectives which are set our below:

[1] https://www.kirklees.gov.uk/beta/planning-policy/pdf/sustainability-appraisal-annex-2-2015.pdf

- SA Objective 1: Increase the number and range of employment opportunities available for local people, and ensure that they are accessible.
- SA Objective 2: Achieve an economy better capable of growth through increasing investment, innovation, and entrepreneurship.
- SA Objective 3: Ensure education facilities are available to all.
- SA Objective 4: Improve the health of local people and ensure that they can access the health and social care they need.
- SA Objective 5: Protect local amenity including avoiding noise and light pollution.
- SA Objective 6: Retain and enhance access to local services and facilities
- SA Objective 7: Make our communities safer by reducing crime, anti-social behaviour and the fear of crime.
- SA Objective 8: Protect and enhance existing and support the provision of new recreation facilities and areas of open space and encourage their usage.
- SA Objective 9: Ensure all people are able to live in a decent home which meets their needs.
- SA Objective 10: Secure an effective and safe transport network which encourages people to make use of sustainable and active modes of transport.
- SA Objective 11: Secure the efficient and prudent use of land.
- SA Objective 12: Protect and enhance the character of Kirklees and the quality of the landscape and townscape.
- SA Objective 13: Conserve and enhance the historic environment, heritage assets and their settings.
- SA Objective 14: Maximise opportunities to protect and enhance biodiversity and geodiversity.
- SA Objective 15: Reduce air, water, and soil pollution.
- SA Objective 16: Prevent inappropriate new development in flood risk areas and ensure development does not contribute to increased flood risk for existing property and people.
- SA Objective 17: Increase prevention, re-use, recovery and recycling of waste close to source.
- SA Objective 18: Increase efficiency in water, energy, and raw material use.

- SA Objective 19: Reduce the contribution that the district makes to climate change.

52. Within the sustainability appraisal assessment each site was scored against these 19 criteria with a range of double positive (++) to double negative (--). Using this scoring system, we can attribute a score to each site by replacing ++ with 2, + with 1, - with -1 and -- with -2. Using this scoring system, the table below compares how the Wakefield Road/Liley Lane site compares with other employment sites that have been included as an allocation within the Local Plan. The results of this are shown in Figure 1 below.

53. In the assessment we have looked at the large employment sites that have been included within the Local Plan. We have also included the Clayton West site that was discarded by the planning inspector. We have then scored the application separately to assess how that compares with the allocated employment sites.

Figure 1: Local Plan Sustainability Appraisal for Employment Sites

S A Objective		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	Total
Grange Moor	E1827	2	2	0	0	-1	0	0	0	0	1	-2	-2	0	0	0	-1	-1	0	1	**-1**
Cooper Bridge	E1832	2	2	0	0	-1	0	0	-1	0	1	-2	-2	-1	0	0	-1	-1	0	1	**-3**
Whitehall Road	E1832	2	2	0	0	-1	0	0	1	0	1	-2	-2	0	-1	0	-1	-1	0	1	**-1**
Waste Water	E1985	2	2	0	0	-1	0	0	-1	0	2	-2	-2	0	-2	0	-1	-1	0	2	**-2**
Chidswell	MX1905	2	1	0	0	-1	0	0	0	2	0	-2	-2	0	-2	0	-2	-1	0	0	**-5**
Lindley Moor	MX1911	2	1	0	0	-2	0	0	0	2	1	-2	-2	0	-2	0	-1	-1	0	1	**-3**
Clayton West	E1748	2	3	0	0	-1	0	0	1	0	1	-2	-2	0	0	0	-2	-2	0	1	**-1**
Application Site		2	2	0	0	-1	0	0	-1	0	1	-1	-1	0	0	1	-1	-1	0	1	**1**

54. The assessment above shows how the promoted site at Wakefield Road/Liley Lane Grange Moor (Ref: E1827) compares with the other large sites that were included within the Local Plan. The assessment shows that the Grange Moor Site scored higher than all other sites except Whitehall Road and the discarded Clayton West Site that were the same. Clearly this assessment suggests that there are good planning reasons for the Grange Moor site to be developed. As mentioned above the site was rejected in favour of the Clayton West Site, due to its superior links with the motorway network, which is considered a primary consideration for employers. It should however be noted that in this instance the development does not have to be attractive to potential employers as the application site is not a speculative development. We know there is the demand by an employer for the development in this location, so the proximity to the motorway in terms of making it attractive to the market should not be a consideration.

55. We have carried out our own assessment for the application site which shows it scores better than any other site. As a starting point we have used the same scores as the Wakefield Road/Liley Lane Grange Moor site, but we have included changes where we believe there are differences. The changes in our scoring relate to:

- SA Objective 8: Protect and enhance existing and support the provision of new recreation facilities and areas of open space and encourage their usage.

  We have scored the application site lower than the Wakefield Road/Liley Lane Grange Moor site. There are a couple of playing fields on the Wakefield Road/Liley Lane site. We would assume any development of this site would require replacement and enhanced playing fields and facilities. Our assessment has taken the robust position that the application site won't provide the same benefits.

- SA Objective 11: Secure the efficient and prudent use of land.

  The Wakefield Road/Liley Lane Grange Moor site was marked down as the site is predominantly greenfield land and the site is Grade 4 agricultural land. Part of the application site benefits from planning permission for industrial buildings and industrial activities and therefore it is considered to be brownfield land. Furthermore, a larger part of the site is used for what appears to be the dismantling and storage of dismantled machinery and vehicles. We therefore don't believe the application site is of any value and therefore it's development should have a lesser impact than if the Wakefield Road/Liley Lane Grange Moor site was developed. We have taken the robust approach of scoring the application site as '-1', whereas it could reasonably be scored '0'.

- SA Objective 12: Protect and enhance the character of Kirklees and the quality of the landscape and townscape

  For the same reasons as our assessment of SA objective 11, we believe that the application site is preferable to the Wakefield Road/Liley Lane Grange Moor site for SA objective 12. Part of the application site is previously developed land, and the site is unsightly as it is being used for the dismantling and storage of dismantled machinery and vehicles. We have taken the robust approach of scoring the application site as '-1', whereas it could reasonably be scored '0'.

- SA Objective 15: Reduce air, water, and soil pollution.

  We expect that the application site is contaminated due to the recent use of the site for the dismantling and storage of dismantled machinery and vehicles. The development of the site will see the de-contamination of the site, with a full site remediation scheme. We have therefore given this SA objective a positive score of '+1'.

56. As a result of this assessment there is a strong argument to suggest that the proposed development site is preferable to the other large employment sites that were promoted and adopted within the Local Plan. We believe that if the application site was promoted through the local plan process there is a chance that the site may have been adopted. In light of this we believe the application site is a suitable site for employment purposes and should be considered favourably by the Local Planning Authority

SECTION 5: PLANNING POLICY CONTEXT

National Planning Policy Framework

57. The revised National Planning Policy Framework (NPPF) was adopted in 2021. The NPPF is the overarching national planning policy document and provides direction on plan-making and decision taking in England. Key policies contained within the NPPF which are considered relevant to the application proposals are set out below.

58. Paragraph 7 of the NPPF notes that the purpose of the planning system is to contribute to the achievement of sustainable development, the objective of which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

59. Paragraph 8 identifies that achieving sustainable development means that the planning system has three overarching and interdependent objections which are:

    a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

    b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

    c) an environmental objective – to contribute to protecting and enhancing our natural, built, and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy'

60. The NPPF states clearly at paragraph 9 that these are not criteria against which every decision can or should be judged against, and notes that policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

61. Paragraph 38 requires Local Planning Authorities to approach decision making in a positive and creative way and to approve applications for sustainable development where possible. Paragraph 47 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise.

62. Section 6 of the NPPF refers to the importance of economic growth (paragraph 81). It sets out that:

"Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weakness and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential."

63. Paragraph 83 explains that "*Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations*."

64. Section 9 of the NPPF relates to promoting sustainable transport. Paragraph 104 advises that "*Transport issues should be considered from the earliest stages of development proposals so that "opportunities from existing or proposed transport infrastructure are realised*", i.e. in relation to the scale, location or density of development that can be accommodated. It also calls for proposals to promote sustainable modes of travel. Paragraph 111 states that "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".

65. Section 11 of the Framework places importance on conserving and enhancing the natural environment. Paragraph 119 sets out that *"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses*".

66. Paragraph 120, amongst other things explains that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

67. Section 12 encourages achieving well-designed places. Paragraph 126 highlights that good design is a key aspect of sustainable development, creating better places in which to live and work.

68. Paragraph 130 requires planning policies and decisions to ensure that developments:

a) *Will function well and add to the overall quality of the area over the lifetime of the development.*
b) *are visually attractive through good architecture, layout and appropriate and effective landscaping;*

c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)*
d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

69. Section 13 focuses on protecting Green Belt Land, with paragraph 138 setting out the five purposes of Green Belt, which are to:
    a) *check the unrestricted sprawl of large built-up areas;*
    b) *prevent neighbouring towns merging into one another;*
    c) *assist in safeguarding the countryside from encroachment;*
    d) *preserve the setting and special character of historic towns; and*
    e) *assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

70. Paragraph 147 sets out that Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

71. Paragraph 148 continues to explain that "*When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations*".

72. Paragraph 149 states that the construction of new buildings in the Green Belt should be considered as inappropriate, although one of the exceptions to this is 'limited infilling' or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt.

Kirklees Local Plan

73. The Kirklees Local Plan explains in paragraph 7.1 "*National planning policy states that local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century*."

74. Paragraph 7.12 explains *"The council's overarching objectives for the economy place significant emphasis on the need to support the growth aspirations of the district's indigenous businesses, as well as securing the inward investment opportunities which are likely to occur during the course of the plan period. Much*

of this emphasis has been placed on taking advantage of the districts key manufacturing assets with focus being placed on the precision engineering and advanced manufacturing sectors".

75. Policy LP9 'Supporting skilled and flexible communities and workforce' sets out that "*Wherever possible, proposals for new development will be strongly encouraged to contribute to the creation of local employment opportunities within the district with the aim of increasing wage levels and to support growth in the overall proportion of the districts' residents in education or training*".

76. Policy LP20: Sustainable travel states that new development will be located in a way to ensure that the need to travel is reduced and that travel needs can be met by sustainable transport other than the car. The Council will support measures which discourage single occupancy car travel within new development and encourages the use of low emission vehicles. Travel Plans will normally be required for all major planning applications.

77. Proposals for new development should be designed to encourage sustainable modes of travel and utilise links to encourage connectivity. The needs of pedestrians, cyclists, public transport and private vehicles should be facilitated in that order of priority.

78. Chapter 19 of the Local Plan deals with issues relating to Green Belt and Open Space. Policy LP59 deals with the development of Brownfield sites in the Green Belt. It sets out that "*Proposals for infilling within existing brownfield sites or for their partial or complete redevelopment will normally be acceptable, provided that:*

b in the case of partial or complete redevelopment the extent of the existing footprint is not exceeded; and
c redevelopment does not result in the loss of land that is of high environmental value which cannot be mitigated or compensated for."

SECTION 6: PLANNING POLICY ASSESSMENT

79. This section assesses the proposed development within the context of the relevant planning policy. The key points for consideration have been identified as:

- Principle of development
    - Impact on Openness of Green Belt
    - Impact on the purpose of including land within the Green Belt
    - Very Special Circumstances
- Transport
- Scale and design
- Landscape character, visual amenity and landscape provision
- Trees and Ecology
- Air Quality, Noise and Contamination
- Flood Risk & Drainage
- Sustainability

Principle of Development

80. As set out above, the site is located within the Green Belt. The key policy consideration in determining whether the principle of the proposed development is acceptable is set out in paragraph 147 and 148 of the National Planning Policy Framework and whether the proposed development is 'Very Special Circumstances' and whether this outweighs the harm to the Green Belt.

81. Paragraph 149 also notes that the partial or complete redevelopment of previously developed land is not inappropriate development, provided that the redevelopment would not have a greater impact on openness or the purpose of including land in the Green Belt.

Impact on Openness of the Green Belt

82. As described in Section 2 of this statement the site is occupied by two businesses which are Grange Moor Coach Works and Holgate Construction Limited. An extended part of the site is used by Holgate Construction for what appears to be the dismantling and storage of dismantled machinery and vehicles. The area used for this process has increased year on year to an extent where the developed land appears to extend to over 2.3 hectares.

83. There is a long planning history for this site with attempts by the Local Planning Authority to take enforcement action against the current land use, however, attempts to cease the current activity have so far failed, with little to suggest that the current landowner has the resources to return the site to its natural form should enforcement action be successful.

84. Accompanying this planning application is a Landscape and Visual Appraisal (LVA) that explains that the application site is unremarkable and contributes little if anything to the wider host landscape. The built form and storage of salvage vehicle, plant and paraphernalia is one of the dominant elements of the site when seen from the roadway to the east (A637 Barnsley Road), and when approaching Grange Moor from the south. The LVA explains that there is limited landscape fabric, if any, that is typical of the host landscape character within the northern site area, and the hedgerow and grassland is poorly maintained where further salvage and paraphernalia is stored to the western edge of the site.

85. The northern part of the site is used for employment uses and is busy with vehicles coming and going for work purposes.

86. The physical constraints of the site and existing development patterns have been taken into consideration to minimise the potential for the proposed development to break skylines and represent prominent new structures in views towards the site.

87. The accompanying Landscape and Visual Appraisal explains how the architectural form and vernacular of the proposed development have been integrated into the architectural design and the overall layout of the site. Additional landscaping and landscape mitigation measures further reduce the visual impact of the proposed development. These landscape mitigation measures are illustrated on the accompanying Landscape Strategy plan (ref: ZLA_1386-L-200).

88. The LVA explains how the quantum of the proposed scheme would be limited. The new built form will be stepped into the application site to the approximate location of the existing built form, rather than extend the built form to within the wider greenfield of the site, and then outwards into the open countryside. When the proposal is seen in combination with this wider backdrop from the wider open countryside, and elevated landform, it creates the visual backdrop of built form and similar land use to the edge of Grange Moor village.

89. In collaboration with the consulting Ecologist for this proposal, several green infrastructure and ecological enhancements have been integrated into the proposed development. The focus of these measures is less about screening and filtering views, rather, the enhancement of the local landscape character and the site's habitat value. These measures are listed in detail in the accompanying LVA.

90. The LVA provides a detailed analysis of the residual levels of effect or impact of the proposed development, which should be read in conjunction with this report.

91. Whilst assessing the Landscape Character of the area, the LVA explains that given the current industrial land-use in the northern and north-western parcel of the application site, this section of the site fails to demonstrate characteristics associated with the host landscape. Within the site, the typical fabric is missing from the northern site area, with an absence of undulating farmland plateau, a lack of broadleaved copse, native hedgerow and gritstone walls which enclose the field system. The field pattern has been deleted through the employment land use, and the existing open-air storage of salvaged plant, equipment and paraphernalia

which has extended through the existing hedgerows of the site and degraded the noted field pattern found locally within the Emley Moor Landscape Character Area.

92. The LVA explains that the site contributes little if anything to the wider host landscape type. The built form and storage of salvage vehicle, plant and paraphernalia is one of the dominant elements of the site when seen from the roadway to the east (A637 Barnsley Road), and when approaching Grange Moor from the south. The site is not visually prominent in the way it is not seen wholesale, and it is seen against the neighbouring built form of the public house, wayside buildings along the A642 Wakefield Road, and further B2/B8 buildings along the southern edge of Grange Moor village. The site is situated nestled below these features and so does not form the skyline when seen from the wider open countryside.

93. The LVA concludes on the Landscape Character Assessment by explaining that the current built form and storage of salvage vehicle, plant and paraphernalia are the dominant elements of the site when seen from the roadway to the east (A637 Barnsley Road), when approaching Grange Moor and from the wider open countryside. Consequently, for the application site, the landscape sensitivity and susceptibility is low, i.e., few distinctive landscape elements with the presence of landscape detractors. The landscape is able to accommodate large amounts of change without changing these characteristics fundamentally.

94. The LVA explains that the construction of the proposal would have a degree of adverse effects for a temporary time period, which would cease on completion of the construction phase. However, this effect would not be detrimental to the enjoyment and appreciation of the wider landscape, and should not, in itself, be a reason to raise an objection either by the LPA or consultees.

95. The LVA concludes that the application site does not play an important role in the function and integrity of the Green Belt in its current arrangement. Subsequently, as the site is already part development with built form (brownfield), the proposal would not detrimentally impact the perceived openness of the Green Belt, and through the site's significant natural features such as landform and extensive tree cover as well as man-made features neighbouring the site, and to be developed through the establishment of mitigation measures, would in combination protect the openness of the Green Belt.

96. For these reasons we don't believe the proposed development will have a greater impact on the openness of the Green Belt.

97. The second part of paragraph 149 requires an assessment of whether the proposed development impacts on the purpose of including land in the Green Belt.

Impact on the purpose of including land within the Green Belt

98. Paragraph 138 of the NPPF defines the five purposes of including land within the Green Belt.
These are:
a) to check the unrestricted sprawl of large built-up areas;
b) to prevent neighbouring towns merging into one another;
c) to assist in safeguarding the countryside from encroachment;
d) to preserve the setting and special character of historic towns; and
e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

a. Checking the unrestricted sprawl of large built-up areas

99. The site is well-contained and largely previously developed. It already has an urbanising influence on this area and therefore only plays a limited role in restricting the sprawl of built-up areas.

100. The development of this site is set in the context of a need for more development land as described later in this report, which justifies the extent of the land required. The assessment of all development sites in the area means it is therefore necessary for land within the Green Belt to be developed.

101. The site is well-contained by Barnsley Road to the east and the curtilage of the Blacksmith Arms Public House and adjacent residential development to the north. The proposed use will sit within a defined boundary whereas the current use is encroaching further to the south, with dismantled machinery and vehicles seemingly spreading into the fields to the south. The proposed use will have a defined boundary and will prevent this seemingly uncontrolled sprawl of the existing use. The site as defined should not lead to further pressure to develop within the Green Belt as a result of ill-defined boundaries.

102. The site is therefore well-defined and, as it is largely brownfield land already, the extent to which it performs this function as Green Belt is extremely limited. The development would not represent 'unrestricted sprawl' or undermine the role of the remaining Green Belt in checking sprawl in this area, given the clearly defined physical boundaries. The extent to which the site performs this purpose at the moment is limited. Accordingly, harm to this purpose is also limited.

b. Preventing neighbouring towns from merging into one another

103. The site is located to the southwest of Grange Moor, and would see the natural extension of the developed area to the south west of Grange Moor roundabout.

104. The closest settlements are Flockton which is over 1km to the southeast of the proposed development and Lepton which is over 1.5 km to the west. In terms of the spacing between these urban areas, the proposed development is negligible and will not result in the urban areas from merging into one another.

c. Safeguarding the countryside from encroachment

105. Whilst a large portion of the site benefits from planning permission and is therefore brownfield land, the extensive development of the site beyond that which has planning permission is material to this planning application. Much of the site is used for the dismantling and storage of machinery and vehicles, and what can only be considered to be carcases from these machines and vehicles are piled up densely across the site. The extent of land required for this operation has continued to spread in a slow, but steady manner. Whilst there is a long history of enforcement action by Kirklees Council, this has had little impact, with the site operator successfully withstanding court action by the Council.

106. Notwithstanding the above, there are questions over the financial viability of any clearance of the site should the Council be successful with any enforcement action, so whilst much of the development on the site is unauthorised, there appears to be a degree of permanence to it.

107. The proposed development would result in the clearance of the site and the replacement with a defined structure and adjoining landscaped car park, on the same site as that which the dismantled machinery and vehicles now stand, so we would conclude that the proposed development will not result in encroachment into the countryside. Furthermore, it will see the cessation of a use that has a track record of encroachment into the countryside, and that appears to be immune to action by the Council to stop it. Therefore, the proposed development will not result in encroachment into the countryside, but it will also prevent the future encroachment by the current site user.

d. Preserve the setting and special character of historic towns

108. The application site is not located within or near a historic town. In particular, it is not close to a historic town which derives any special interest from its urban form, for example the compact and contained urban forms of York or Chester which help to define the character and setting of the city. Therefore, this purpose is not relevant to this development.

e. Assist in urban regeneration, by encouraging the recycling of derelict and other urban land

109. Development of the site would result in the use of derelict and urbanised land in the Green Belt. This section of the National Planning Policy Framework suggests that development here could divert investment from other more urban derelict sites, however in this instance the applicant would be willing to invest in urban derelict sites but they are simply not available.

110. The applicant first started looking for new premises in 2019. After a year he had made no progress and contacted the Council's Inward Investment team in October 2020. Since then, he has been in regular contact with the Council trying to find suitable premises or sites to develop with no success. The proposed development would therefore not come forward at the expense of a site in the urban area, as

there simply isn't a site in the urban area that is suitable for the proposed development.

111. Whereas the large sites promoted through the Local Plan process will be promoted and developed without an identified end user, this site has a defined user that has a real need for the premises.

112. A more detailed assessment of the sites considered for development can be seen in Appendix 1. This provides a record held by the Kirklees Inward Investment Team of the sites suggested for PCS and why they are not considered to be suitable.

113. We have demonstrated above that the proposed development does not impact upon, or conflict with the reasons for including land within the Green Belt and therefore we believe that the proposals accord with the second part of paragraph 147 of the National Planning Policy Framework.

Very Special Circumstances

114. Paragraph 147 of the NPPF explains that inappropriate development should not be approved except in very special circumstances. For this planning application we consider the very special circumstances (VSCs) to be:
    - The need for new employment land
    - The lack of preferable alternative sites to meet this need
    - The positive local social-economic effects of the development
    - The previously developed nature of the site
    - The visual improvements to a site that would otherwise not be cleaned up
    - Clearance of contaminated land

The need for new employment land

115. PC Specialists are a local business who are already well established on premises located at Grange Moor. They design, manufacture, and distribute high end gaming PC's which can be purchased directly from the company or via a number of different major retailers including Currys PC World.

116. PC specialists are a major employer for the area and the business has already expanded significantly over the last few years. The company currently employs 213 staff and intends to increase this number by a factor of 4 over the next few years based on current growth projections.

117. PC specialists will employ these staff across a variety of roles (administrative, sales, warehouse, RND, technical, production, catering, & cleaning). This will make them one of the largest employers in the area.

118. The proposed building is crucial for the business to expand in order to meet its expected growth requirements.

119. The NPPF sets out that every effort should be made to meet the business and other development needs of an area. The allocation of sufficient employment land is a prerequisite for a sound Local Plan in this case. The fact that the applicant is unable to find premises to meet a very real need suggests there is a lack of supply of suitable employment sites in the area.

120. As explained in section 3 of this statement, when assessing the location for other employment allocations, the Council's Employment Technical Paper April 2017 identified three market areas within Kirklees, comprising North Kirklees, Huddersfield and South Kirklees. The 2017 technical paper explained that South Kirklees is considerably more rural in nature with a more limited workforce, it caters for local demand and therefore less likely to attract strategic demand. South Kirklees is considerably more rural in nature with a more limited workforce catchment and poorer strategic access. In terms of South Kirklees:

- The perception from the market is that it caters for local demand, smaller scale businesses and smaller operational requirements
- South Kirklees is less likely to attract strategic demand and national or regional occupiers
- The eastern part of the South Kirklees market zone benefits from the Wakefield Road corridor

121. In response to this Strategy the Council identified a number of smaller and medium sized site in South Kirklees. The largest was Land to the north and south of Wakefield Road, Clayton West (Ref E2333), with a site area of 17.67 hectares. However, in her report on the Examination of the Kirklees Publication Draft Local Plan the Planning Inspector concluded that the inclusion of this allocation is contrary to National Policy and that it should be removed from the Plan.

122. The adopted Local Plan saw the removal of this employment allocation in Clayton West without the provision of an additional allocation or allocations to compensate for the loss of the Clayton West site, relying on windfall sites to come forward from within Priority Employment Areas to make up the shortfall. This clearly leaves a shortfall in the provision in employment land, particularly for major development. This means the Local Plan will be unable to deliver the scale of development that is required by the market and has been deemed appropriate in the South Kirklees Market Assessment Area by the Council (on the basis of its own Evidence Base) to deliver its Spatial Growth Strategy and its Economic Strategy

123. The allocations in the South Kirklees Area will not fully respond to existing negative commuting patterns experienced throughout Rural Kirklees in order to help create more sustainable communities and patterns of travel. This is especially important given the Council's allocation of sites in the Local Plan to accommodate substantial housing growth in the local area over the Plan Period.

124. The spatial strategy for employment land focussed on the provision of land for new businesses coming into the area. There is a lack of consideration for expansion opportunities for existing businesses, or the need for existing businesses to relocate within the district whilst maintaining their existing workforce.

125. The ability to predict the amount of expansion room required for existing businesses over a plan period is not straight forward as business expansion is a relatively quick process when compared with timescales involved in the Local Plan preparation. Companies such as PCS were not aware of their success and need for expansion room when the Local Plan was being prepared. However, larger sites such as the discarded Clayton West Site could have accommodated companies such as PCS with their expansion aspirations as well as new businesses looking to move to the area. The omission of the Clayton West site from the Local Plan, and the reliance on windfall sites to meet the need for land/sites has left a gap and a real need for employment land/sites in south Kirklees.

126. Had the Clayton West allocation been retained within the Local Plan, the applicant would have considered relocating to Clayton West as the site there would have allowed them to meet their expansion requirements, whilst maintaining their local workforce.

The lack of preferable alternative sites to meet this need

127. The Council's Local Plan sets out that "*The council's overarching objectives for the economy place significant emphasis on the need to support the growth aspirations of the districts indigenous businesses, as well as securing the inward investment opportunities*". It continues to explain that in order to accommodate this, prime employment sites need to be made available to accommodate these growth aspirations. It explains that "*Such sites do not currently exist within the existing urban area and therefore the majority of the existing supply does not meet the site criteria or locational requirements to deliver on these economic objectives for Kirklees. Consequently, it has been important to identify prime sites that provide large areas of undeveloped land, that are well placed to take advantage of established business corridors, with good access to the workforce, public transport and motorway junctions*."

128. The Local Plan therefore recognises:
    - The need to support growth aspirations of the districts indigenous businesses
    - Such sites do not currently exist within the existing urban area,
    - The importance of identifying prime sites that provide large areas of undeveloped land, that are well placed to take advantage of employers' requirements.

129. Since October 2020 the applicant has been in regular contact with Kirklees Council's Inward Investment Team with a view to finding suitable premises/site for them to move to. The applicant has a requirement for premises of approximately 15,000 square metres over multiple floors, with a floor plate of at least 7,500 square metres. The premises have to be serviced by range of vehicles from articulated lorries for the delivery of bulk items /raw material to smaller vans for deliveries and exports.

130. Appendix 2 provides a list of premises and sites that have been put forward by the Council's Inward Investment Team since October 2020, and explains why after assessment by the applicant the sites were considered to be unsuitable. In total the Council's inward investment team has discussed 8 separate sites with the applicant, as well as looked at opportunities within the areas identified as Priority Employment Areas within the Local Plan. The Council's Inward Investment Team can confirm the nature of the discussions and corroborate the applicant's conclusion that there are no suitable sites within Kirklees.

The positive local socio-economic effects of the development

131. As explained previously within this statement, PCS currently employ in the region of 205 staff. There is currently demand for PCS to expand their business and if suitable premises were readily available, they would be able to increase their number of staff to 400 people. Furthermore, should their expansion into European Markets progress as expected, it is envisaged that the required number of staff would be in the region of 1000 full time equivalent staff.

132. These jobs would be skilled and semi-skilled positions, with the current ratio of 79% of the staff receiving salaries above the minimum wage being maintained.

133. The imminent estimated 200 new jobs and then the potential additional 600 jobs will provide significant opportunities for entry level roles, such as warehouse operatives, where no previous training is required. These roles will provide substantial opportunity for those seeking to enter the workforce for the first time, such as school leavers and students as well as those who are currently unemployed, seeking a career change or lifestyle change. All entry level employees will have the opportunity to upskill and progress to new, more skilled roles within the company.

134. A large company such as this has its own on-site support functions, including Human Resources (HR), IT, Health and Safety, Administration, and various degrees of management as well as the more technical roles such as machine assembly, purchase, sales and account management. As such, a number of skilled specialist, managerial and professional roles will be available, such as HR assistants, IT technicians, administrators and operational managers.

135. New staff within the company will receive full work-related training and coaching. Employees will have the opportunity to develop their career within the company, with a prospect of a long and fulfilling career within the company.

136. As well as the direct employment benefits, there will be indirect benefits to the local economy as the majority of staff live locally. Using data published by the Office for National Statistics (ONS) we can estimate the amount of household income that is spent locally. The Family Spending Workbook 2: Expenditure by Income (March 2021) identified five income groups. Whilst not publishing sensitive company information we know that the income levels at PCS predominantly fall within the second and third quintile group. By looking at expenditure levels for these groups and subtracting expenditure that will not benefit the local economy, such as

household power and heating, hotels, transport etc, we can estimate that each employee potentially spends in the region of £9,053 - £11,999 locally per annum.

137. If PCS were able to expand with new premises this could potentially lead to an additional £1.8m - £2.3m being spent in the local economy each year. Furthermore, if the full potential of the business was realised and the number of employees reached 1,000, this would lead to an additional £7.2m - £9.5m being spent in the local economy each year. On top of this there are the benefits to the housing market for the homes that the employees will require, which is not factored into these figures.

138. It should also be recognised that if PCS were to relocate to new premises, their current premises would become available for new businesses to the area, or another expanding business. If we assume any new business(es) had a similar number of employees and salary profile as PCS there would be an additional £1.9 – 2.5m being spent in the local economy.

139. As well as the economic benefits identified above, the owner of PCS has been in conversations with Huddersfield University to create mutual benefits which are twofold:

    1. Linking the School of Computing and Engineering and School of Modern Languages to work with students potentially offering work placements which will hopefully lead to full time employment at the end of their course.

    2. The owner of PCS has also met with the Universities Supply Chain Programme to discuss collaborative work and support in making sure the new building is working as efficiently as it possibly can. Leeds City Region Supply Chain Programme is a business support programme, delivered by the University of Huddersfield, who support the growth and expansion of SMEs and associated services in the manufacturing sector, in Leeds City Region.

140. PCS have been in discussions with Kirklees Council's Inward Investment Team about these initiatives and have agreed to progress these initiatives if and when PCS secure planning permission for new premises.

141. The Council's Inward Investment Team have also been in discussions with PCS about them also working with the Council Apprenticeships for All team which can support them on recruiting new apprentices (including young people, people who are struggling to find work or people who have been in long time unemployment) and also offer apprenticeships to his current workforce to enable them to upskill.

The previously developed nature of the site

142. As described above in this statement the site is occupied by two businesses which are Grange Moor Coach Works and Holgate Construction Limited. An extended part of the site is used by Holgate construction for what appears to be the dismantling and storage of dismantled machinery and vehicles. The area used for

this process has increased year on year to an extent where the developed land appears to extend to over 2.3 hectares.

143. The LVA explains that the site is unremarkable and contributes little if anything to the wider host landscape. It explains that the built form and storage and salvage vehicles, plant and paraphernalia is the dominant feature of the site and there are wide views of the site from which these unsightly features are seen.

144. The LVA explains that the site is used for employment land uses and is busy with vehicles coming and going for work purposes.

145. Whilst the site is clearly previously developed, there is no structure to the development which has been destructive to the character of the area. It is simply not a case that the site is previously developed in name only, but it is unsightly and damaging to the character and visual appearance of the area, and the proposed development will provide an enhancement to both the character and visual appearance of the area.

The visual improvements to a site that would otherwise not be cleaned up

146. Accompanying this planning application is a Landscape and Visual Appraisal (LVA). In summary the LVA explains the proposed development would have a very minor effect on the spatial openness of the Green Belt. The salvaged vehicles, plant, equipment and paraphernalia is extensive to the northern site area, and forms a very dominant visual detractor in views, as well as detracting from the intactness of landscape character.

147. There is a long planning history for this site with some of the uses there benefiting from planning permission. For the other unauthorised uses there have been attempts by the Local Planning Authority to take enforcement action against activities on the site, however, attempts to cease the current activity have so far failed, with little to suggest that the current landowner has the resources to return the site to its natural form should enforcement action be successful. In reality the condition of the site will not change unless planning permission is granted for some form of development of the site.

148. To enable the proposed development, the applicant would remove off-site the extensive amounts of salvaged equipment, plant and paraphernalia. These features are stored around the existing building, along the northern periphery of the site, and extending southwards to the wider greenfield area. The removal of these features would enable the opportunity for enhancing the remnants of existing hedgerow and tree planting around these areas, as well as establish new landscaping (green infrastructure) to re-establish, and reinforce landscape character. The development would enable the undertaking of new landscaping, as well as the enhancement and bolstering of existing features. The LVA explains that in combination, these measures would have a beneficial effect on visual openness of the site.

Clearance of contaminated land that would otherwise not be remediated

149. As stated above, paragraph 120 of the NPPF sets out that planning decisions should give substantial weight to the value of using suitable brownfield land… and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

150. In this instance the proposed development will remediate despoiled, degraded, derelict, contaminated or unstable land.

151. As explained later in this report, Rogers Geotechnical Specialists have been commissioned to undertake a Phase One Desk Study. The report sets out that the northern section is a yard filled with vehicles and parts, some of which are derelict, some part restored and some fully restored. The remainder of the site is a grass field with some overspill.

152. There is visible evidence of contamination/contaminative sources, with multiple oil spills, lots of barrels present on site and staining in the yard.

153. At the time of writing this report Rogers Geotechnical Services have commenced work on Phase II Ground Investigations. Whilst contamination testing results are yet to be finalised, they have seemingly found black staining and hydrocarbon odours in some boreholes in the northern areas of the site (current storage area for plant and vehicles). They anticipate that such soils will be classified as contaminated. In addition, they confirm that significant made ground/fill has been recorded in the quarried area in the southern section of the site (currently a field). Again, they are yet to confirm whether this backfill material is contaminated, but it is certainly not natural in nature and were construction to occur here, some remedial works could be necessary.

154. In summary, the area has been used as a quarry with back fill and more recently the northern part of the site has been used as a scrap and breakers yard, with the potential for heavy contamination. The proposed development will see the remediation of the site which without development would remain heavily contaminated and have a direct and indirect impact on wildlife and ecology with further potential impact on watercourses through leachate.

155. Accompanying this report is a Biodiversity Accounting Assessment that identified that the Proposed Development would have a net a of +23.40 habitat BU, equivalent to a net gain of +78.85% and a net gain +11.40 hedgerow BU, equivalent to a net gain of +477.82%. Whilst this is not directly related to the clearance of the contaminated land it provides an indication of the benefits to ecology, wildlife and the wider environment that the proposed development would have.

Transport

156. The application site is located to the west of A637 Barnsley Road, approximately 100 yards to the south of Grange Moor Roundabout, where the A642 Wakefield Road meets the A637.

157. Grange Moor Roundabout is a key strategic location in the district, that links Huddersfield, Wakefield and Barnsley, as well as traffic from Huddersfield looking to join the M1 (south).

158. It's strategic location within the local road network means Grange Moor Roundabout is an established focal point for the people of Kirklees and beyond. It is the junction where Wakefield Road meets Liley Lane to the north and A637 Barnsley Road to the south.

159. Two vehicular access points are proposed to serve the site. The southern access from Barnsley Road provides the main access point for HGVs and cars and is open to all vehicles. HGVs then have to use a one-way system around the building to the goods yard and loading bays located to the north of the building. The HGVs would then use the egress on Barnsley Road to the north of the building, where the alignment of the junction means the HGVs will have to travel north to the roundabout, with the aim of diverting traffic away from the village of Flockton, and for those that go south, it will stop HGVs turning right and crossing the line of south bound traffic.

160. Cars will use the southern access for both entering and leaving the site. This point of access allows cars the enter the main parking area to the south of the building, as well as additional executive and visitor spaces to the front of the building. 8 disable parking spaces will also be provided to the front of the building.

161. Both pedestrian and cycle access will be from the southern access, and there will be a secure covered bike store to the front of the building.

162. The building will provide a total of 303 parking spaces, including the 8 disabled parking bays (which includes 45 executive and visitor spaces) for staff and visitors. Out of this car parking provision, 25 spaces will have EV charging points. As part of the development a public charge point/layby is to be provided to the south of the proposed business premises, with 4 parking spaces to be used for charging electric vehicles.

163. A Transport Assessment prepared by Sandersons accompanies this planning application and assesses the impact of the proposed development on the local highway network.

164. The Transport Assessment explains It can be considered that the site is accessible by sustainable modes, allowing staff who live locally to choose between walking and cycling to the site. However, due to the nature of the site, it may prove difficult for some staff to use sustainable modes due to early or late shifts, making public transport difficult to use.

165. In terms of traffic Impact, the development is not anticipated to have a discernible adverse effect on the operation of any of the junctions considered within the Transport Assessment. All junctions are understood to currently operate with reserve capacity and will continue to do so with 5 year traffic growth and development traffic. It is not considered that the introduction of the independent EV Charging Facility to the south-east of the main development site will have any impact upon the operation of the highway network.

166. Importantly, the assessment demonstrates that the proposals do not give rise to an adverse impact on the highway network in the surrounding area.

167. To supplement the above, a Travel Plan has also been prepared by Sandersons and is submitted as part of the planning application. The Travel Plan identifies a suite of measures to reduce reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable travel.

168. The main objectives of a Travel Plan are as follows:
    - To maximise the accessibility of the site by means other than the private car/single person car journey.
    - To encourage all staff and visitors to travel to and from the site via alternative means other than the private car/single person car journey.
    - To make staff aware of the benefits to be derived from the Travel Plan.
    - To minimise the level of vehicular traffic generated by the site.
    - To enable the development to protect and enhance the environment.

169. The Travel Plan will be further developed in conjunction with Kirklees Council once the development is operational and specific travel needs are identified.

170. It is therefore concluded that there are no severe transport or highways reasons to prevent the development and the proposals align with the requirements of Local Plan policies LP20, LP21, LP22, and LP23.

Scale and design

171. The scale and layout of both the building and the site have been influenced by a range of factors, including planning policy requirements, site characteristics and wider context, but the main driving factors are the operational requirements of PCS.

172. The overall height of the proposed building primarily sits at 15m from the lowest adjacent ground level to top of parapet, with the tallest plant equipment being a 18m from the same ground level. The footprint of the building is approximately 7,350 sqm and the total gross internal area is 13,200 sqm.

173. As explained in the supporting Design and Access Statement, a simple contemporary design approach has been applied to the exterior of the building. A light grey cladding has been selected to allow the building to blend with the horizon line to mitigate any potential visual impact. The front of the building is to be finished

with a feature wrap around glazed wall, surrounded by a feature black frame to add visual interest and break up the massing of the building from the road.

Landscape Character, Visual Amenity and Landscape Provision

174. The character of the wider area has been a key consideration throughout the design phase. A Landscape and Visual Appraisal (LVA) has been prepared by Zebra Landscape Architects and has been submitted as part of the application. The purpose of the LVA is to review landscape character and visual amenity, and to assess the resulting landscape and visual effects of the proposed development on the receiving landscape receptors and visual receptors.

175. The LVA explains that the long-term impact of the proposal on the landscape character of the site itself would be no greater than moderate/minor, with the new building being experienced in combination with the wider development around the southern edge of Grange Moor, and along the A642 Wakefield Road, which neighbours the application site.

176. The salvaged vehicles, plant, equipment and paraphernalia is extensive to the northern site area, and forms a very dominant visual detractor in views, as well as detracting from the intactness of landscape character. The removal of these features would enable the opportunity for enhancing the remnants of existing hedgerow and tree planting around these storage areas, as well as the establishment of new landscaping (green infrastructure) to re-establish, and reinforce landscape character. In the round this would have a beneficial effect on visual amenity, and local landscape character.

177. In relation to the wider landscape character, it should be noted that these effects would only be apparent within a very geographically distinct area, meaning the effects upon the wider Landscape Character Area, and in particular the main 'body' of the character area and wider rural characteristics, would be all but non-existent and likely fall at a negligible level. Any effects arising from the proposed development are predicted to be very geographically limited to within the initial close range of the site i.e., 0.5km distance.

178. The LVA explains that the effect of the proposed scheme on the host landscape character area diminishes rapidly with distance from the site. The effect of intervening landform, and typically found woodland, tree belts, tree lined roles and hedgerow tees within the Emley Moor Landscape Character is sufficient to mitigate the proposed scheme across the wider open countryside.

179. The proposed mitigation measures will make a positive contribution to the local landscape fabric, through the enhancement of existing hedgerows, bolstering of hedgerow trees, and new hedgerow planting, landscape buffer planting with tree belts and woodland blocks/ tree groups typically found across the host landscape character area (Emley Moor).

180. It is considered that, with the maturation of mitigation measures proposed, the effect at Year 15 can be considered to be beneficial, albeit largely perceived only from within the immediate setting of the site, including those Public Rights of Way within close to medium range of the site, vehicle routes passing the site and approaching Grange Moor village across the open countryside, and the small number of residential dwellings situated relative to the application site's location.

181. Across the wider context, the combination of landform, woodland and tree belts across the open countryside, is sufficient to screen and filter views, with the anticipated level of effect to be less than significant across the wider area outside of circa 0.5km distance from the site.

182. The LVA finds that notable effects of the proposed development on landscape and visual receptors is mostly contained well within the confines of the site and its immediate context. A small number of PRoW located at similar, or marginally elevated positions to the south of Grange Moor will be susceptible to the development.

183. However, this will form a small part of a wide panorama and mitigation has been included as part of the proposal. Beyond this, baseline landscape character and visual amenity are only marginally affected, and the likely effect would be benign rather than harmful to the landscape character, or visual amenity of Public Rights of Way users, road users, residential dwellings and outlying settlements.

Trees and Ecology

184. An Arboricultural Survey and Report and an Arboricultural Impact Assessment (AIA) have been completed by JCA in support of the planning application. The reports explain that the proposed development results in the loss of only a few trees, which are considered to be low value items of vegetation. The removal of the trees will be more than mitigated by the screen planting which forms part of the development proposals, and as such no further mitigation measures in the form of tree planting are considered necessary on this occasion.

185. The reports explain that no construction activities are required within the root protection areas of the trees to be retained on the site and as such no mitigation measures are considered necessary.

186. An Ecological Impact Assessment (EcIA) was undertaken by JCA to accompany this planning application The purpose of the survey is to establish a baseline of ecological information and assess whether the proposed development activities have the potential to adversely affect any protected or notable habitats or species.

187. The survey explains that the northern section of the site is in use as a service yard. It was likely once entirely covered in grassland, however due to heavy machinery use on the land, only small parcels of modified grassland remain.

188. The EcIA identifies two parcels of broadleaved woodland being present on site. The larger woodland parcel is within the centre of the site, and the smaller woodland parcel lies on the eastern boundary. A line of mature cypress borders the northwest of the site. A line of sycamore and elder border the southeast of the site. Within the centre of the site there is a large parcel of other neutral grassland. The parcel has been managed by grazing by sheep, cows and horses for the past 20 years, and has been cultivated for hay for the past 5 years.

189. A parcel of grassland dominated by tufted hair grass and Yorkshire fog lies to the southeast of the site. At the time of survey, the grassland was waterlogged. During periods of consistent heavy rain, the grassland is likely to flood.

190. The majority of the southern section of the site is covered in ryegrass and cloverley, which is cultivated for hay and mown twice yearly. This has been carried out for 5 years; the grassland was sown with cereal crops and cultivated for 15 years prior to this. Pollutant run-off (i.e. petroleum and oil) from the northern section of the site has resulted in artificial enrichment of the soil.

191. A hawthorn hedgerow borders the south of the site. Small amounts of raspberry, dogrose and oak are present. The majority of the hedgerow is flailed. Small parcels of mixed scrub are scattered throughout the northern section of the site.

192. A pond is present to the southeast of the site. There are several species of note in and around the pond. Ponds are a designated UK Habitat of Principle Importance under the UKBAP, when in occurrence with relevant protected species such as great crested newt and water vole.

193. Urban trees are scattered throughout the north of the site. Species include sycamore, silver birch, grey willow, elder, hawthorn, and ash.

194. The north-eastern entrance to the site is covered in aggregate hardstanding. Dry stone wall borders the south-eastern boundary of the site. There are eight buildings on site, including two workshop buildings, a large store, a café, portable cabin and multiple shipping containers. Details the buildings location and description, as well as any potential roosting features were identified during the survey.

195. The majority of the northern section of the site is artificially unvegetated, unsealed surface. Small amounts of gravel are present; however the habitat is broadly comprised of compacted soil.

196. In terms of protected and notable species a range of generalist flora was identified on site, however no protected or notable floral species were noted. No records of protected or notable invertebrates, fish, amphibians, reptiles, otters, water voles or beavers were returned from WYES. The pond to the southeast of the site is known to dry out during the summer so is unlikely to support fish, otters or water voles, however it does provide a suitable habitat for amphibians. The overall site represents a valuable mosaic of habitats, including dry stone wall and scrub, which could be utilised by foraging and commuting reptiles. Furthermore, the log piles, rubble mounds and boulders provide excellent resting and basking sites for reptiles.

197. A number of bird species were observed during the survey and seven species of bats were recorded within 2km of the site.

198. The report identifies recommendations and concludes by explaining that with the implementation of the mitigation and precautionary measures specified, the proposed development is not anticipated to result in any significant adverse residual effects to important ecological features.

199. JCA have also carried out a Biodiversity Accounting Assessment. The purpose of the assessment is to determine the baseline biodiversity value of the Site and to assess if there are sufficient biodiversity enhancement opportunities available within the site boundary to compensate for any residual biodiversity losses as a result of the Proposed Development.

200. On balance of impacts and habitat retention/enhancement/creation, the report concludes that the Proposed Development will result in a net gain of +23.40habitat BU, equivalent to a net gain of +78.85%, and a net gain +11.40 hedgerow BU, equivalent to a net gain of +477.82%. The Proposed development has not satisfied the trading rules due to a net loss across medium distinctiveness habitats.

Air Quality, Noise and Contamination

Air Quality

201. Local Plan Policy LP51 requires developments to protect local air quality. To demonstrate the proposal's acceptability in this respect, SLR have been commissioned to undertake an Air Quality Screening and Dust Risk Assessment. The report by SRL accompanies this planning application and should be read alongside this part of the statement.

202. The supporting documentation explains the potential air quality impacts associated with the proposed development relate to:
    - dust and particulate matter generated by construction activities
    - increase in concentrations of nitrogen dioxide (NO2) and particulate matter (PM2 and PM2.5) due to emissions generated by the emissions from construction traffic and additional road traffic once operational.

203. The assessment shows that the NO2 concentration at the site is likely to be below the annual mean objective limit of 40µg/m3. Future occupants of the development will therefore likely be exposed to acceptable levels of NO2.

204. The assessment shows that the PM10 concentration at the site is likely to be below the annual mean objective limit of 40µg/m3. Future occupants of the development will therefore likely be exposed to acceptable levels of PM10.

205. The assessment shows that the PM2.5 concentration at the site is likely to be below the annual mean objective limit of 25µg/m3. Future occupants of the development will therefore likely be exposed to acceptable levels of PM2.5.

206. The assessment of potential construction phase impacts has found that the proposed development is low risk for dust soiling, low risk for human health effects and low risk for ecological effects. Section 5.4 of the accompanying report presents mitigation measures that could be used to reduce the risk of air quality impacts during the construction phase of the proposed development.

207. The assessment identifies that the Institute of Air Quality Management/ Environmental Protection threshold for Light Delivery Vehicles may be exceeded during the operation of the proposed development.

208. The assessment sets out the overall dust risk to be low and sets out mitigation measures in section 4.4 of the report. The report also set out measures in Section 6.2 that must be followed where practicable regardless of the number of vehicles generated by the site.

209. In conclusion, the development (during construction or operational stage) is considered to suitably protect local air quality and is therefore in accordance with Local Plan policy LP51.

Noise

210. Local Plan Policy LP52 requires applicants to demonstrate that developments which have the potential to cause noise (and other) impacts have been sufficiently evaluated and measures have been incorporated to reduce impacts to ensure it does not reduce neighbouring quality of life.

211. A Noise Impact Assessment has been undertaken by SRL. The report by SRL accompanies this planning application and should be read alongside this part of the statement.

212. SRL have measured noise levels in the area, set limits for noise from plant and fixed equipment and assessed the potential impact of vehicle movements and mobile operations on the site.

213. The report explains that a simple assessment of noise from vehicle movements on the site shows noise from daytime deliveries, and any associated activity, will be well below the existing daytime ambient noise levels at the receptors. If deliveries are required at night, our calculations show that these may be audible at the nearby houses in the short term but at substantially lower levels than transient noise from existing traffic on local roads which are much closer to these receptors.

214. As PC Specialist currently operates out of a facility 150m to the north of the proposed site, the relocation is not expected to result in any significant changes in traffic noise levels from the surrounding roads and this has therefore not been assessed as part of the report.

215. In terms of noise from fixed plant and services the report explains that the nearest noise sensitive receptor to the proposed site is 1 Barnsley Road, located approximately 300m south-east of the proposed building and 2, 4 & 8 Liley Lane approximately 500m north of the proposed building.

216. The report concludes that the plant noise limits identified represent the upper limit for cumulative noise from internal and external plant and fixed equipment and at the boundary of the receptor, inclusive of any penalties for tonality, impulsivity or intermittency. If these limits are met, plant would be expected to have a low adverse impact on the receptors.

217. The report also assessed noise from vehicle movements and mobile operations on site. It explains the only significant mobile equipment operating outside the buildings will be delivery vehicles and associated forklifts serving the four HGV bays at the rear of the site.

218. The report concludes that the expected sound power levels are significantly below the existing daytime ambient noise level and also below the measured daytime background noise level. This is a positive indication that noise from daytime deliveries and associated activity are highly unlikely to have any adverse impact on the residential receptors.

219. The predicted level from vehicle movements is above the night-time background noise level. This means that the short-term noise from deliveries at night may be audible during quieter periods at night. However, the predicted level is well below the overall ambient noise level which is dominated by existing vehicle movement on the roads close to these receptors.

220. If night-time deliveries are required, noise impact could be mitigated with the adoption of appropriate on-site noise management. This can include broadband reversing alarms, switching off engines when idling, staggering of delivery times, and maintaining a good quality driving surface on site. On this basis it is not expected that noise from vehicle movement will have an adverse impact at residential receptors.

221. As a result of the findings of the Noise Impact Assessment it is concluded that the impact from noise will not materially impact neighbouring amenity in accordance with Policy LP52.

Contamination

222. In respect of contamination, Local Plan Policy LP53 requires an appropriate contamination assessment to be undertaken where land may be unstable or contaminated, with measures incorporated to remediate the land where relevant. Rogers Geotechnical Specialist have been commissioned to undertake a Phase One Desk Study and Coal Mining Risk Assessment.

223. The report sets out that the northern section is a yard filled with vehicles and parts, some of which are derelict, some part restored and some fully restored. The remainder of the site is a grass field with some overspill.

224. There is visible evidence of contamination/contaminative sources, with multiple oil spills, lots of barrels present on site and staining in the yard.

225. The report explains that in view of the sensitivity of the end users, that soil screening values for a commercial use should be employed. The report concludes that an investigation of the site should be carried out including a contamination assessment and Gas Monitoring.

226. Rogers Geotechnical Services also prepared a Coal Mining Risk Assessment (CMRA) as part of their wider site investigation undertaking. The site is in an area where the Coal Authority believe there is coal at or close to the surface.

227. The CMRA identifies a moderate risk of Shallow Coal workings, a low to moderate risk of mines, shafts and a high risk of mine gas.

228. The report concludes that further investigation is strongly recommended in order to prove or disprove the presence of illicit mining activity and to assess the thickness of competent overburden.

229. At the time of writing this report Rogers Geotechnical Services have commenced work on Phase II Ground Investigations. Whilst contamination testing results are yet to be finalised, they have seemingly found black staining and hydrocarbon odours in some boreholes in the northern areas of the site (current storage area for plant and vehicles). They anticipate that such soils will be classified as contaminated. In addition, they confirm that significant made ground/fill has been recorded in the quarried area in the southern section of the site (currently a field). Again, they are yet to confirm whether this backfill material is contaminated, but it is certainly not natural in nature and were construction to occur here, some remedial works could be necessary.

230. In summary, the area has been used as a quarry with back fill and more recently the northern part of the site has been used as a scrap and breakers yard, with the potential for heavy contamination. The proposed development will see the remediation of the site which without development would remain heavily contaminated and have a direct and indirect impact on wildlife and ecology with further potential impact on watercourses through leachate.

Flood Risk and Drainage

231. Paragraph 167 of the NPPF requires authorities to ensure that new developments do not cause an increase in flooding risk elsewhere. Local Plan policies LP27 and LP28 note the requirement for relevant developments to be supported by a flood risk assessment and outline the expectations for drainage schemes in effectively managing run-off and considering water quality. Avie have prepared the submitted Flood Risk Assessment (FRA) and Drainage Strategy which should be read alongside this Statement.

232. Avie's robust supporting documentation which has been prepared following pre-application discussions with KC's Flood Risk Officer, confirms that the development site is located within Flood Zone 1 'low probability'. Flooding from other sources including rivers/watercourses, overland flows, groundwater, sewers and infrastructure failure is deemed low risk.

233. The proposed drainage system will use the existing pond in the south-eastern corner of the site, to collect the discharged surface water, from where it will be discharged via the 225mm diameter pipe running beneath the A637 Barnsley Road. This approach will result in no change to the wider water network except for severe weather events where the discharge will be limited to greenfield runoff rates at a lower rate than the current unrestricted greenfield discharge rate. This is accordance with the best practice as described in the NPPF.

234. The site is classified as 'Less Vulnerable' (Flood Risk Vulnerability Classification) and therefore the development is classified as 'appropriate'.

235. The FRA explains the bedrock beneath the site can be expected to be sandstone. This sandstone may be suitable for infiltration of collected surface waters to ground. This will be investigated as part of the intrusive ground investigation works required to undertake the detailed design of the proposed development. Until infiltration to ground proves to be viable, this method of discharge will be parked.

236. The use of Sustainable Urban Drainage Systems allows the following benefits to be achieved when appropriate.

    1. Reduced water quantity.
    2. Improved water quality,
    3. Increased amenity, and
    4. Improved biodiversity.

237. Discharging surface water from the proposed development to the existing pond at greenfield runoff rates will have no measurable impact on the wider water environment. Overall, the surface water drainage strategy described above will result in a marginally reduced risk of flooding on the site and a reduced risk of flooding in the downstream catchment.

Sustainability

238. Sustainability is a running theme throughout the NPPF and, amongst others, Local Plan policies LP1 and LP24 echo the aspirations of national policy and expect new development to incorporate high levels of sustainability. The proposed development reflects the applicant's ambitions to reduce carbon emissions by ensuring the building is energy efficient and can incorporate renewable energy regeneration as part of the development.

239. The approach to energy efficient design, incorporating good design practice and using a 'fabric first' approach through the 'Be Lean', 'Be Clean', 'Be Green' Energy Hierarchy. The proposed development will adopt this approach in order to maximise reduction in energy through passive design measures in the first instance, seeking opportunities to deliver energy efficiently and finally maximising the provision of low and zero carbon technologies.

240. The use of insulated composite panels will allow the building to achieve a good level of insulation air tightness. The building will be installed with low energy LED lighting throughout, as well as several other energy saving measures such as PIR sensor activation for lifting. The site is connected to the north and south foot ways to encourage pedestrian access and the use of the existing public bus network in the area.

241. Electrical vehicle charging is also proposed for the car parking on site. Six additional electric vehicle charging points are to be provided for use by members of the public.

242. Further consideration of travel and transport measures in accordance with policy requirements of LP20 are contained within the Transport Assessment and Travel Plan.

243. PCS are committed to sustainability. Their current units have been fitted with solar arrays generating approximately 187,900Kw/ year. The company also has a robust recycling scheme, which sees 95% of waste recycled. The company currently has provision for recycling of polystyrene and plastic packaging products.

244. The proposed scheme sees a continuation of this commitment, with a full solar array on the roof, as well as the upgrade of the existing on site wind turbine. The proposed replacement turbine is to be of the same scale of the existing, however will be more efficient model.

245. The proposed building will be heated using air source heat pumps and mechanical heat recovery from the PCs when on test to ensure wasted energy is kept to a minimum.

246. The proposed development is located within Flood Zone 1, and consideration has been made for suitable means of sustainable drainage in adherence with policy LP27 and LP28.

247. In conclusion, it is considered that the proposed development shall meet the sustainability requirements of local and national planning policies.

Assessment Summary

248. This planning assessment demonstrates that the principle of the proposed development complies with the National Planning Policy Framework, as whilst the site is within the Green Belt the proposed development comprises very special circumstances. The proposed development accords with policies within the Local Plan and will help achieve Kirklees Council's growth and employment aspirations by delivering a significant level of employment opportunities.

249. A comprehensive package of technical assessments have been prepared to support the planning application which fully assess the potential impacts of the proposals. The supporting information demonstrates that all likely significant environmental effects have been considered and that any identified effects have been minimised as far as possible, while continuing to propose a scheme that offers a high-quality development.

250. The development proposal is therefore considered to fully comply with both national and local policy requirements and represents sustainable development, creating the new premises for a successful local business, as well as tidying up a site that has become an eyesore on the local landscape.

251. The proposed development accords with the Kirklees Local Plan and the National Planning Policy Framework and in accordance with the NPPF should be approved without delay.

SECTION 7: SUMMARY AND CONCLUSION

252. This Planning Statement has set out the case for the erection of a new B2/B8 unit, installation of replacement wind turbine and associated works located at land off Barnsley Road at Grange Moor.

253. A detailed consideration for the need for the proposed development has been provided by outlining the growth of PC Specialists, which is a local firm that employs local people.

254. A consideration of alternative sites has concluded that there are no available or preferable non-Green Belt sites which can meet the identified need.

255. Whilst the site is within Green Belt, this planning statement outlines the previously developed nature of the site, and how in its current format the site detracts from the character of the area and from the openness of the Green Belt. This statement assesses the impact of the proposed development on the openness of the Green Belt and, it is considered that this harm is limited, This Planning Statement has also identified that there will be no 'other harm' arising in respect of air quality, flood risk, drainage, ground conditions, ecology, landscape and visual impact, noise and vibration or transport.

256. It is considered that the definitional harm to the Green Belt is outweighed by the very special circumstances of:
- The need for new employment land
- The lack of preferable alternative sites to meet this need
- The positive local social-economic effects of the development
- The previously developed nature of the site
- The visual improvements to a site that would otherwise not be cleaned up
- Clearance of contaminated land

257. Taking the above into the planning balance, it is considered that the proposed scheme is acceptable in this location and should be granted planning permission.

APPENDIX 1.

Timeline of Inward Investment support for PCS
(Private and Confidential)

APPENDIX 2.

Sites Assessed by the Applicant

Site 1 - AAA PARK (Moor Park 25)

Size of premises – Built to Specification

Location – Mirfield

Assessment:
PCS were interested in AAA Park. Locationally site just fell within catchment area. The Inward Investment team made approach to Caddicks who were bringing the site forward. Meeting was arranged and took place between all parties to discuss PCS requirements and determine if these could be accommodated. Any deal would have been on a turnkey arrangement, therefore freehold was initially considered to be available. Initial discussions were positive. However, Caddick came back to confirm a start was about to be made on site and a decision had been taken not to pursue PCS interest. Site was later confirmed to be sold to AAA Developments and scheme as approved by planning was to go ahead. No units suitable for PCS within the approved scheme and long-term leasehold options were only to be made available.

Site 2 - Former Mamas & Papas

Size of premises – 132,487 sq ft

Location – Colne Bridge

Assessment:
Property was of interest to PCS. Viewing took place, however unit layout with multiple loading bays did not align with PCS requirements. Building also had insufficient parking and Network Rail's TRU scheme would also be impacting on the site, which created additional concerns.

Site 3 - Super B - Interchange 26

Size of premises – 230,000 sq ft

Location – Cleckheaton

Assessment:
Building specifically designed as a logistics hub with numerous loading bays. Due to the buildings design, PCS are unable to implement their desired layout. The space available also exceeded the amount required. Location presents a problem for staff retention.

Site 4 - Greenside Mills

Size of premises – Multiple

Location – Skelmanthorpe

Assessment:
Whole site placed on the market with planning approved for demolition of mill building and industrial units to make way for residential scheme (App: 2018/91787). Opportunity brought before applicant who considered option but the price was prohibitive due to the residential value placed on the site.

Site 5 -Green Belt Site

Size of premises – Built to spec

Location – Grange Moor

Assessment:
Greenfield site located within the green belt at Grange Moor. Negotiations with landowner to purchase the site were started, but multiple constraints identified with regards to playing pitches, allotments in addition to the green belt and greenfield status of the site.

Site 6 - Mixed use local plan allocation MXS7

Size of premises – 35 hectare site

Location – Chidswell

Assessment:
Strategic mixed-use allocation with provision for 35 hectares of employment land. Land owner is the Church Commissioners who are currently going through the planning process. Location is not ideal in relation to workforce draw and timelines for scheme unknown and not likely to align with PCS'. Currently without development partners so no understanding of timeframe for industrial development and on what basis the scheme will be brought forward, e.g. speculatively, a key number of pre-lets secured, opportunity to purchase plots or to be brought forward on a leasehold basis only.

Site 7 - Former Cooper Bridge wastewater treatment works, Huddersfield

Size of premises – 8-hectare site

Location – Huddersfield

Assessment:
Planning submitted and pending determination. Having spoken with land owners agent, the largest unit is for 50,000 sq ft and the premises are to be made available on a leasehold basis only.

Site 8 - Lindley Moor East

Size of premises

Location – Huddersfield

Assessment:
Planning submitted and pending determination. Having spoken with land owners agent, the largest unit is for 50,000 sq ft and the premises are to be made available on a leasehold basis only.

Site 9 - Priority Employment Areas - 9 various vacant plots

Size of premises - Various

Location – Various across Kirklees

Assessment:
There are a total of 79 vacant plots identified with the districts Priority Employment Areas (PEAs). These sites contribute 48 hectares towards the Local Plans employment land supply. An appraisal of these sites has been undertaken to identify suitable opportunities for PCS. Due to the scale of growth, a footprint of 80,000 sq ft will be required. In view of this any potential development plots within the PEAs would need to be at least 3.7 acres (1.5ha). Based on this requirement there are only 9 sites with an area large enough. These sites have been appraised to determine suitability to accommodate an 80,000 sq ft unit footprint, including service yard, parking and landscaping. Of these nine, seven are deemed unsuitable as their developable area is much smaller than the 3.7 acres needed. Features such as steep slopes or very narrow strips of land have been netted off to create a more realistic development footprint. Subsequently a unit footprint of 80,000 sq ft cannot be achieved.

Although the 3 remaining sites could theoretically accommodate a unit of the scale required it is known these sites are not available. These being land within Syngenta, Huddersfield, Mars Petcare, Birstall and Gas Works Street, Huddersfield.

Due to the hazardous nature of operations at Syngenta and the high security access, independent development within their ownership is not possible at this

time. The land within Mars Petcare is actually a woodland walk to support their staff welfare and therefore not available. Finally, the land at Gas Works Street is currently being used for match day parking at Huddersfield Town and currently not being made available to the market.