
LANDSCAPE AND VISUAL APPRAISAL

LAND AT GRANGE MOOR, BARNSELY ROAD

ON BEHALF OF

PCS PROPERTY SOLUTIONS LIMITED

REFERENCE: ZLA_1386

DATE: February 2023

V3

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CONTENTS

1.0 INTRODUCTION..... 1

The Proposed Development 1

The Purpose of this Landscape Visual Appraisal 1

2.0 THE SITE AND THE PROPOSED DEVELOPMENT 3

Existing Built Form at the Site 5

Surrounding Land Uses 6

The Development Proposal 7

3.0 LANDSCAPE MITIGATION MEASURES 9

Embedded Mitigation Measures 9

Landscape Mitigation Measures 11

Construction Phase 13

Construction Mitigation 14

**4.0 ASSESSMENT CRITERIA AND FINDINGS OF THE BASELINE FIELD SURVEY
15**

Definition of the Study Area 15

Zone of Primary Visibility 15

Representative Viewpoints 19

National Cycle Routes 23

Local Roadways 24

Residential Dwellings 25

5.0 THE PLANNING CONTEXT AND RELEVANT CONSIDERATIONS 27

National and Local Landscape Designations 27

National Planning Policy Framework (July 2021) 27

Kirklees Local Plan Strategy and Policies (adopted 27 February 2019) 28

Policy LP32 29

Policy LP33 29

Policy LP24 29

Policy LP59.....	30
Summary to Section 5:	30
6.0 BASELINE CONDITIONS.....	32
Existing Landscape Character Assessment	32
Background Published Evidence Base Documents	32
National Character Assessment.....	32
Regional Landscape Character: Kirklees District Landscape Character Assessment (2015).....	33
Site Specific Appraisal	35
Landscape Sensitivity	38
Interim Summary of the Landscape Character Baseline	38
7.0 PREDICTED LANDSCAPE EFFECTS	39
Potential Effect on Landscape Character	39
Predicted Effects at the Construction Stage.....	40
Predicted Effects at Year 1 ('Initial Operation')	40
Predicted Effects at Year 15 ('Residual Effect').....	41
Predicted Effects on Landscape Character – Emley Moor LCA.....	41
8.0 PREDICTED EFFECTS ON VISUAL AMENITY.....	44
Using Public Rights of Way	46
Road Users including Roadside Pedestrians.....	48
Residential Dwellings/Groups.....	50
9.0 PREDICTED EFFECTS ON GREEN BELT	51
10.0 Conclusion	58

APPENDICES

APPENDIX 1 – SITE CONTEXT

(ref: ZLA_1386-L-101)

THEORETICAL VISIBILITY (18M)

(ref: ZLA_1386-L-102)

LANDSCAPE STRATEGY

(ref: ZLA_1386-L-200(C))

APPENDIX 2 – DEVELOPMENT PROPOSALS

Proposed Masterplan

(ref: P2753-A-(SK10)-XX-02)

Proposed Elevations

(ref: 2753-A-(SK20)-XX-01)

APPENDIX 3 – REPRESENTATIVE VIEWPOINTS

Photoviewpoints

(ref: ZLA_1386-L-103)

APPENDIX 4 – METHODOLOGY

1.0 INTRODUCTION

- 1.1 Zebra Landscape Architects Limited ('ZLA') was commissioned by PCS Property Solutions Limited (the 'Applicant') to undertake a Landscape and Visual Appraisal ('LVA') for the development of land south of the Grange Moor roundabout, adjacent to the A637, Barnsley Road, Grange Moor, Kirklees, West Yorkshire, WF4 4TD (the 'site'); see Appendix 1.
- 1.2 The site is located within the county of West Yorkshire, and the Local Planning Authority of Kirklees Council (the 'LPA') area. The site is located at OS Grid Reference: SE 422177, 415333 (site centre); see Appendix 1.
- 1.3 This LVA is part of a suite of documents accompanying a planning application for the proposed development. The site is briefly described in Section 2 of this LVA, with further site details given in the Design and Access Statement (DAS) which accompanies the planning application.
- 1.4 This appraisal details how the proposed development has been designed and planned with consideration to predicted effects on landscape character and visual amenity in the surrounding environment and neighbourhood.
- 1.5 This report has been prepared by a Chartered Landscape Architect and a Professional Member of Landscape Institute with experience in landscape design and planning in the development sector. All drawings referenced within this assessment are in Appendices of the LVA.

The Proposed Development

- 1.6 The Applicant is seeking planning permission for the erection of a B2/B8 employment building (footprint circa 7,350 Sq.M) including warehousing, assembly and testing facilities, offices and welfare space, car parking, landscaping and the replacement of the existing single tri-blade wind turbine with a wind turbine of equivalent height (hereafter referred to as the 'proposed development').
- 1.7 The proposed development is detailed later in Section 2 of this LVA, with the Proposed Masterplan contained in Appendix 2.

The Purpose of this Landscape Visual Appraisal

- 1.8 This report has been prepared by a Chartered Landscape Architect and a Professional Member of Landscape Institute with experience in landscape design and planning in the development sector. All drawings referenced within this assessment are in Appendices of the LVA.

1.9 The purpose of this LVA is to identify the baseline conditions of the site and surrounding area and to determine those landscape and visual characteristics that might inform the design of the development proposals, including recommendations for mitigation. It then provides an appraisal of the landscape and visual effects predicted to arise from the development of the site as follows:

- Landscape fabric, when there is physical change to components of the landscape; landform, land use or land cover;
- Landscape character, caused by changes in the key characteristics and qualities of the landscape; and
- Visual amenity caused by changes in the appearance of the landscape as a result of Development.

1.10 This report is set out in the following sections:

- The Site and the Proposed Development is considered in Section 2 – This describes the elements of the proposed Development with the potential to cause effects on landscape fabric, landscape character and/or visual amenity. The site selection and design reiteration measures incorporated into the final design to help mitigate potential impacts are also outlined, this is contained in Section 2 and 3 of the LVA.
- Assessment Criteria – This section identifies the relevant guidance used to carry out the assessment, consultation to date, viewpoint selection and defines the study area; this is contained in Section 4. The detailed methodology can be found in Appendix 4.
- Relevant Landscape Related Planning Policy - The main planning policies, guidance, and background documents relevant to this appraisal; see Section 5.
- Baseline Conditions – The landscape and visual character of the site and its setting is provided, establishing receptors within the study area with theoretical visibility of the proposed Development; see Section 6.
- The Predicted landscape Effects and Visual Effects – An assessment of potential effects on the landscape and visual receptors identified in the baseline assessment, drawing upon a combination of representative and specific viewpoints to demonstrate the potential effects as a result of the proposed development; see Section 7 and Section 8.
- An appraisal for the potential effect on the function and integrity of the wider Green Belt through the development of the proposed scheme is contained in Section 9;
- Summary of Findings and Conclusion – This section provides an overview of the proposed Development in its landscape and visual context, drawing out the key findings of the assessment and concluding on the acceptability of the proposed development in landscape and visual terms; see Section 10.

1.11 This application represents a submission for Planning Permission for the development of the proposed scheme in line with the Proposed Masterplan(ref: P2753), in Appendix 2.

2.0 THE SITE AND THE PROPOSED DEVELOPMENT

- 2.1 The site is located at OS Grid Reference: SE 422177, 415333 (site centre); see Appendix 1. The whole quantum of the site is within the control and influence of the Applicant which will form the basis of the planning application.
- 2.2 During January 2023, ZLA undertook a field-based survey of the site, and noted the following characteristics.

Scenic Quality

- 2.3 The site area is unremarkable and 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) when approaching Grange Moor from the south along its route.
- 2.4 There are views of the site's northern area from the open countryside to the east, south and west, within which these features are also readily seen. From the south, the site is seen in combination with the public house and the scattered wayside dwellings along the A612 Wakefield Road, and the larger scale built form (B2/B8 units) to the north east of the site, situated on the settlement edge of Grange Moor i.e., Jubilee Way.
- 2.5 Within the northern site area, there is limited landscape fabric which is typical of the host landscape character. The southern site area is managed as a greenfield, and the hedgerow and grassland is poorly maintained, especially where salvage and paraphernalia is stored to the western edge of the site.
- 2.6 The southern site area is more typical of the neighbouring fields, and the wider hoist landscape area with its landform, grassland and native field hedgerows. However, it is overlooked by the northern site area and its built form and land uses which appear haphazard, with a concentration of open storage which is a fundamental element of site when seen from the wider open countryside.

Tranquillity

- 2.7 The northern site area is used for employment land uses, and is busy with vehicles coming and going for work purposes (including the use of the small café). The vehicle routes of the A637 Barnsley Road and the A642 Wakefield Road are relatively busy with vehicle movements.

Recreational Value

- 2.8 There is no official public access to the application site, and no Public Rights of Way passing through the application site. There is a network of Public Rights of Way to the east, south and west of the site, passing through the typical undulating landform south of Grange Moor, and below the topography of the A642 Wakefield Road.
- 2.9 Public Rights of Way extend north of this route. Landform locally to the site is typically undulating, with a number of woodland blocks, small spinneys and tree groups in the wider open countryside. These features influences the opportunity to see the site as one progresses along these routes.
- 2.10 The site is outside of a National or local landscape designation. There are no Registered Parks and Gardens within the study area; see ZLA's Site Context plan (ref: ZLA_1386-L-101, Appendix 1).

Historic Landscape Character

- 2.11 The site is situated outside of any National or local Heritage designations, and contains no Listed Buildings within its quantum, or adjoining its boundaries. The site is situated at the periphery of Grange Moor village, with a combination of existing residential development, a public house, commercial land uses such as automobile mechanics and B2/B8 buildings forming the immediate development context of the site .
- 2.12 The site is part developed to its northern area, and the area surrounding this is used for the storage of open air salvage and paraphernalia, and has no retained field pattern and no hedgerows.
- 2.13 The site is not situated within, or adjoining, a Conservation Area, see ZLA's Site Context plan (ref: ZLA_1340-L-101, Appendix 1).

Landscape Fabric

- 2.14 The northern site area is nude of any notable landscape fabric. The southern site area is predominantly grassland (previously livestock pasture) within a single field. This field is approximately rectangular in shape and of typical scale as found locally within the host landscape character area.
- 2.15 The field is enclosed by native hedgerow to its boundaries, which is outgrown and gappy to its eastern edge (adjoining the A637 Barnsley Road), and along the southern edge, adjoining the wider open agricultural field system. The northern boundary to this field is not enclosed by a native hedgerow, rather, by a scrubby vegetated edge with remnants of a native hedgerow. Within this southern field area, there is a native tree group.

Landform

- 2.16 Landform across the site slopes from the north west to south eastern boundaries; respectively circa 222m AOD to 203m AOD. The northern site area is situated below that of the adjoining public house, with an intervening retaining wall.
- 2.17 The northern site area is situated at circa 222m AOD to 215m AOD in its south eastern edge with the A637 Barnsley Road. The southern field area is situated at circa 220m AOD to 203m AOD.

Existing Built Form at the Site

- 2.18 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 1,350 Sq.M) which stands circa 10 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 120 Sq.M) 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 the Barnsley Road, providing a car park to the eastern periphery of the site, and to the south of the existing employment building;
 - Single storey port-a-cabin accommodating catering facility;
 - Surrounding 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 12,000 Sq,M;
 - Further open air storage of similar plant, vehicles and equipment in the adjoining field (western periphery) which is approximately 8,000 Sq.M;
 - The wider field area is manged as pasture grassland to the south of the foregoing.

Surrounding Land Uses

2.19 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 eastern edge of the facility from the A637 Barnsley Road;
- **North East:** 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 and understorey. These buildings are situated within 0.15km north east of the application site, and there is intervisibility from the site. The village of Grange Moor is situated beyond these buildings and 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;
- **South East:** Open agricultural fields managed for arable crops and livestock pasture dominate. The route of the A637 Barnsley Road runs to the south east. 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 south east 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;
- **South West:** 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.

The Development Proposal

- 2.20 The Applicant is seeking planning permission for the erection of a B2/B8 employment building (footprint circa 7,350 Sq.M) including warehousing, assembly and testing facilities, offices and welfare space, car parking and landscaping' (hereafter referred to as the 'proposed development').
- 2.21 To the north of the proposed building is a sunken goods yard, which has been designed to be hidden from view. To the north and east areas of parking, which are screened by planting. The existing wind turbine is to be upgraded to a more efficient model of the same size as part of this application. The proposed scheme also incorporates a public lay-by to allow for members of the public to charge their electric cars.
- 2.22 The proposed employment building would be up to 18 metres in overall height. The Applicant is also seeking permission to replace the existing (and permitted) tri-blade wind turbine with an equivalent to the same overall height of circa 21 metres at its current location.
- 2.23 The following summarises the development proposal, see Proposed Site Plan contained in Appendix 2:
- The erection of 1 no. B2/B8 building up to 18 metres in overall height with a footprint of circa 7,350 Sq.M;
 - Access for car and general vehicle parking will be from the A637 Barnsley Road through a controlled access gate. Pedestrian and cycle access will be provided at this location. This car park is situated to the south of the proposed building with all-weather surfacing and landscaping;

- Access for visitor and disabled car parking will be provided through the above gated access. This car parking is provided to the 'front' of the building facing on to the A637 Barnsley Road, with an all-weather surface and landscaping;
- Delivery and distribution vehicles (lorry and van) will access the site through the above gated access on the eastern boundary with the A637 Barnsley Road. A dedicated vehicle route runs around the proposed B2/B8 building with access to the buildings situated along the northern elevation. Delivery and distribution vehicles will then exit the site through a dedicated, gated access to the A637 Barnsley Road on the north eastern periphery of the site. This route has an all-weather surface and is situated within an earth working extending the existing retaining wall presently along the northern edge of the site

2.24 The proposed building and built infrastructure is situated within circa 35% of the application site, with the wider site area being left undeveloped and managed as an open greenfield. The following is proposed:

- Retention and enhancement of existing retained tree group/woodland block bolstering with native tree and understorey planting;
- Retention and enhancement of the existing native hedgerows which enclose the site, bolstering through gapping up planting with species of local importance;
- Formation of attenuation pond for open storage of water, with native scrub, species rich grassland and semi-aquatic planting with a focus on bio-diversity;
- Planting of a landscape buffer to the southern edge of the proposed built form and car parking to filter views and integrate the proposed scheme into its setting;
- Planting of native trees and understorey along the eastern site edge with the A637 Barnsley Road to strengthen the weakened landscape fabric along this route;
- Planting of native fruit trees for landscape amenity/seasonal interest, as well as bio-diversity betterment; and
- New landscaping for amenity and habitat creation to ensure a focus on bio-diversity and habitat where permissible through developing the site.

2.25 Indicative elevations illustrating the proposed units against the existing level of roadways are contained in Appendix 2. The Design and Access Statement (DAS) supporting this application provides full details of the development proposals.

3.0 LANDSCAPE MITIGATION MEASURES

- 3.1 In siting the proposed development, the physical constraints of the site and existing development patterns have been taken into consideration in order to minimise the potential for the proposed development to break skylines and represent prominent new structures in views towards the site.
- 3.2 The landscape and visual sensitivities of the site have been influential in the development of the Proposed Site Plan; see Appendix 2. The Proposed Site Plan was developed iteratively with the findings of our field-based assessment, and our initial assessment of the likely landscape and visual effects of the proposal by working collaboratively with the wider project team including the Architectural team.

Embedded Mitigation Measures

- 3.3 With consideration of the foregoing, recommendations for the architectural form and vernacular of the proposed development have been integrated into the architectural design and the overall layout of the site (N.B. Landscaping and landscape mitigation is considered further in this section of the LVA):
- The prescription of the building height, and the relative finished floor level ('FFL'), for the proposed building have been tested through on-site assessment, so that the proposal is not substantially greater, and is reflective of the current built form context of the site, including:
 - Extensive B2/B8 and smaller employment buildings (10 no.) situated circa 0.16km north east of the application site (at the closest location off Jubilee Drive). These buildings have extensive yard and car parking and set within a landscape buffer running along the southern edge of Grange Moor village, and enclosing the site from the wider open countryside to east, south and west;
 - The adjoining two storey public houses to the north of the application site with extensive car parking and landscaping;
 - Commercial land uses and buildings situated nearby to the site on the A642 Wakefield Road including car sales and automotive mechanics and restaurant and pizzeria; and
 - Scattered farmsteads frequently located with a collection of agri-business storage buildings (open and close sided) with an external yard area for open air storage.

3.4 Embedded mitigation measures also extends to the following:

- The proposed new B2/B8 building has been deliberately arranged in the northern site area, where the existing built form is located. Due to this position, and so seen in combination with the existing built form on the southern edge of Grange Moor village, and along the A642 Wakefield Road;
- The building heights has been restrained to be relative to similar buildings situated off Jubilee Drive (to the north east of the application site);
- The proposed yard for deliver and distribution will be located along the norther edge of the proposed building, situating the 'working area' of the scheme within the lower landform and inherently screened by the neighbouring built form and landform surrounding this site edge;
- The majority of the car parking area to be located in the lower landform within the southern part of the application site, so less discernible than on the northern edge, which is located at a higher landform position;
- The cladding of proposed buildings to be undertaken with a non-glossy matt material in a sensitive colour to ensure the new buildings are visually recessive;
- Roofing materials would be finished in a non-glossy matt material in a neutral colour, and that this specification does not generate unacceptable glare when viewed from the wider landscape; and
- The proposed building would not be overly glazed so the new building is visually recessive (if practicable and corresponding with future user's needs).

3.5 The development will be implemented in a single phase (market conditions permitting). The DAS supporting this application provides full details of the development proposals, and proposed schedule of implementation.

Landscape Mitigation Measures

- 3.6 Landscape mitigation measures have been developed through consideration of the host landscape character for the proposed development, as well as reviewing the arboriculture and ecological assessments (which support this planning application). These provide an appropriate solution for a development that offsets and / or reduces landscape and visual effects, and if practicable, enhances the local landscape fabric.
- 3.7 The combination of these factors has iteratively guided the site layout, as well as the landscape proposals for the development, as illustrated within the drawn Landscape Strategy plan (ref: ZLA_1386-L-200), which, demonstrates the landscape mitigation and enhancement proposals. This Landscape Strategy is submitted in support of this planning application. Furthermore, these principles will be instrumental in developing the detailed design for the discharge of planning conditions post approval.
- 3.8 The key principles of the landscape strategy for this site include the strategic positioning of the proposed built form and infrastructure to the northern site area, and the retention of the wider site area as open and managed to reflect the typical landscape of the Emley Moor Landscape Character Area as *'elevated, undulating farmland plateau.....mixed field pattern, with the scale of the fields dictated by the topography of the land. Hedges, post and wire fencing and gritstone walls enclose the fields.....predominant traditional rural character.'*
- 3.9 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 (on the edge of the A642 and Grange Moor village) to within the wider greenfield of the site, and the outwards into the open countryside. When the proposal is seen combination with this wider backdrop from the wider open countryside, and elevated landform, creates the visual backdrop of built form and similar land use to the edge of Grange Moor village.
- 3.10 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, and address local sensitivities include the following:
- Retention of existing landscape features (hedgerows and trees) is a priority of the emerging proposals to ensure an ongoing green framework that links with the wider green infrastructure to the east, south and west of the site, and enhances the vegetated edge along the southern village edge;

- The formation of a landscape buffer to filter and screen off the proposed open air car parking area to the south of the proposed building with a mix of native trees, shrubs and meadow grassland for diversity of ecosystems and habitat creation as well as strengthening of screening;
- With regard to the wider greenfield area to the southern site area, it is important to conserve the existing elements of tree cover, placing particular emphasis upon the presence and pattern of woodland cover and tree groups. This new planting will aim to perpetuate the wide range of woodland size that is characteristic structure of hedged fields and tree cover, and provide initiatives for ecological enhancement/habitat creation; and
- To the southern site area, provide buffer which will accommodate an attenuation basin for management of water run-off, as well as providing amenity, and initiatives for ecological enhancement/habitat creation.

3.11 In combination, the establishment of these measures serves to reduce the potential for landscape and visual effects on the identified baseline receptors. These proposals however go further; through maturation, they contribute to the protection and enhancement of typical features characteristic of the local landscape. Further to this, ZLA recommends the following two points:

- To endeavour that existing and new landscape elements are appropriately managed to ensure establishment and long-term management for effective mitigation of the proposal in the long term; and
- To develop appropriate landscape proposals at design stage planting of native hedgerows, shrubs and tree species of local importance, and where practicable, allow for fruit trees (species of local importance), and where practicable, local provenance. This will ensure continuity of the overall scheme, preservation of landscape mitigation measures as well habitat enhancement, along with enhancing local landscape character.

3.12 Accordingly, the development of the proposal, will ensure the long-term management of the site's landscape fabric, affording betterment for visual amenity, and wildlife of the area. It must be noted, that the development proposal would remove from the site the extensive amount of salvaged vehicles, plant, equipment and paraphernalia which is stored on site. This would also remove the sea containers and artic trailers from the site.

- 3.13 These features would be transport off site, and would no longer be stored there. This has a beneficial effect on visual amenity, and would afford space for the undertaking of landscape mitigation and enhancement measures at the site, including the enhancement and restoration of lost and degraded hedgerows, grassland and tree cover (to the south of the proposed new building and external space).

Construction Phase

- 3.14 It is envisaged that the development proposal would be delivered in one phase (subject to market demand). Given the foregoing, the following activities and elements have the potential to cause a temporary direct effect on the landscape fabric of the application site, and an indirect effect, on the landscape and visual amenity of the study area:

- Erection of, and visual effect, of temporary site hoarding / fencing to enclose the site, and tree protection fencing (to accord to BS 5837: 2012) within the site, and along its boundaries;
- Temporary portacabin structures for site welfare and office, and vehicle parking area;
- Earthworks excavation for the formation of construction levels, and the protection of the existing brook during the construction phase through protective fencing along its route;
- Construction of the new access route;
- Construction of site structures; and
- HGV deliveries to site and movement of vehicles on site.

- 3.15 All ground disturbances would be confined as far as practicable and working widths during construction operations would be restricted resulting in a minimal interference with existing soil structures and habitats.

Construction Mitigation

3.16 The details of construction methods, timing and phasing are not known at this stage; however, this appraisal has assumed a reasonable worst-case scenario. The following measures should be implemented and adhered to during the temporary construction phase:

- An approved Arboriculture Method Statement (AMS) incorporating best practice guidance set out in British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction could be adopted, which would ensure retained trees and other vegetation are not adversely affected during the construction process;
- Visual screening, such as hoardings, should be adopted around sections of the site boundary to protect more sensitive visual receptors in close proximity, including the land uses to the north, and road users to the east of the application site;
- Construction works that create dust would be kept to a minimum within proximity of residential receptors and receptors in close proximity to the site, particularly the northern and eastern boundaries; and
- Mitigation measures for construction lighting are likely to include directional fittings and restricted hours of operation, and if requested by the LPA, could be outlined within the Lighting Strategy for the project.

4.0 ASSESSMENT CRITERIA AND FINDINGS OF THE BASELINE FIELD SURVEY

- 4.1 This LVA has involved desk study, field work, data processing and analysis as well as interpretation using professional judgement undertaken by a Chartered Landscape Architect in early February 2023 and based on best practice guidance ¹.
- 4.2 Typically, a 15-year time horizon is used as the basis for conclusions about the residual levels of effect. Ten years is a well-established and accepted compromise between assessing the shorter-term effects (which may often be rather 'raw' before any proposed mitigation has had time to take effect) and an excessively long time period.

Definition of the Study Area

- 4.3 To establish the baseline context of the site and its surroundings, and to assess the potential limit of material effects, the study area has been considered at two geographical scales:
- Initially, a broad 'study area' was adopted, the extent of which is illustrated on Plan ZLA_1386-L-101 (Appendix 1), which is formed mainly on a desk-based study. This broad study area enabled the geographical scope of the appraisal to be defined based on the site's environmental planning context and the extent of views to and from the site; and
 - After undertaking a field-based assessment, this broad study area was redefined to the land area most likely to experience landscape effects as illustrated on plan ZLA1386-L-102 (Appendix 1). The extent of this detailed study area is generally within 1km of the site, with variations to the east and south (from higher ground), which are accounted in the following section.

Zone of Primary Visibility

- 4.4 Through on-site observations, a zone of primary visibility (ZPV) has been identified. This was done through visiting publicly accessible locations, walking PRoW and driving the local road network, ZLA have determined a zone by which the site can be discernible, and which would normally be close-ranging in distance from the site; see plan ZLA_1386-L-102 contained within Appendix 1.
- 4.5 The physical constraints of the site against the surrounding landform, and the combination of woodland blocks and tree belts is a significant factor in the discernibility of the site from all directions. Additionally, the route of the A637 Barnsley Road and the A642 Wakefield

¹ *Guidelines for Landscape and Visual Impact Assessment, Third Edition (Landscape Institute and Institute of Environmental Management and Assessment 2013)*

Road, are frequently tree'd, with an extensive landscape buffer associated with the nearby B2/B8 development north of the A642 Wakefield Road (on the southern edge of Grange Moor village). The wider open countryside has a medium to large field pattern, defined with robust native hedgerows and frequent tree belts along public bridleways, farm accesses and watercourses/brooks running through the lower landform of the undulating topography.

4.6 Existing settlement is scattered outside of the nearest village of Grange Moor Village, and whilst, there are outlying village and hamlet settlements in the wider open countryside, the aforementioned combination of landform, woodland blocks, tree belts within fields and the tree'd vehicle route (i.e., the A642 Wakefield Road) is sufficient to influence the zone of primary visibility. The result being that the application site is frequently filtered, if not screened, from view.

4.7 Given the foregoing, we have noted the following from our field-based assessment (February 2023). N.B. The plotted Zone of Theoretical Visibility (see Appendix 1), is based on a bare earth model.

- **North:** The discernibility of the application site is influenced by the intervening landform north of the application site. Given our field based assessment and the ZTV, the following is noted:
 - Discernibility of the application site from within the settlement of Grange Moor is very limited, if not screened, by the intervening large built form and associated landscape buffer planting at Jubilee Drive. Discernibility of the application site south along the route of the B6118 is also significantly filtered by roadside vegetation, and generally screened by the existing built form of the public house (adjacent and north of the application site).
 - View from the PRoW north of Grange Moor village are predominantly screened by the effect of intervening residential built form within the village, and the wider B2/B8 development along Jubilee Drive, and extensive mature landscape buffer planting along the southern edge with the A642 Wakefield Road.;
 - Landform beyond Grange Moor village slopes away from the village's northern edge, and the effect of the intervening landform, and in places combined with the existing built form at the village, is sufficient to screen the application site from direct view i.e., north of Denby Lane and also Wellfield Avenue.

- **North East to East:** The discernibility of the application site is influenced by the landform pattern, and also the effect of the existing village at Grange Moor and extensive B2/B8 built form along Jubilee Drive. Given our field based assessment and the ZTV, the following is noted:
 - Landform rises up to the approximate location of the Kaye Inn, beyond which landform slopes away. There is scope to see the application site from this intervening distance (i.e., within the initial 1km distance from the site). However, the effect of intervening tree belts, hedgerow trees and the well tree'd route of the A637, which filters direct views of the application site;
 - Beyond, this location, the site is screened by the intervening landform. Around 2km distance, landform rises, and there is potentially scope to see the application site. However, the influence of intervening tree belts, woodland blocks and scattered dwellings and farmsteads is sufficient to filter views and reduce the discernibility of the application site.
- **South East:** Within the initial 1km distance of the site, there is scope to potentially see the application site, beyond this landform slopes away, before rising around the village of Flockton at circa 2km distance from the site. There is potential for views of the site within close to medium range and then long to very long range to the south east. Given our field based assessment and the ZTV, the following is noted:
 - Within the initial 1km distance of the site, the discernibility of the application site is substantially influenced by intervening tree belts, woodland blocks and scattered hedgerow trees. The route of the A637 Barnsley Road is well tree'd in places, and the features reduce the overall discernibility. The effect of intervening farmsteads and associated agri-buildings further reduce the sight of the application site. Beyond this distance, the village of Common Side is screened by intervening landform.
 - Around 2km distance of the site, the effect of the tree belt along watercourses, and the extensive woodland blocks west of Pinfold lane (running between Flockton and Emley) is influential in reducing the opportunity to see the application site. Further to this, the effect of tree belts and hedgerow trees within the open countryside neighbouring the site further reduces discernibility.
- **South:** Within close range of the site, there are direct views. Beyond this landform falls away. Beyond 1km there are relatively open views up to long-very long range of the site. Given our field based assessment and the ZTV, the following is noted:

- Up to circa 0.5km distance, the application site is seen against the rising land north of the site and the built form along the A642 Wakefield Road, including the neighbouring public house, and the B2/B8 buildings situated off Jubilee Way to the north east. Beyond this, landform slopes way to the south.
- Circa 1km: Around Flockton Moor and Long Lane, landform rises, and there is scope to see the application site from this local minor route, and extends across a long-very long range around the hamlets of Emley Moor and Cross Roads. The discernibility of the application site is limited by the extent of tree cover, robustness of field hedgerows and frequency of hedgerow trees within the open fields between Emley Moor and Cross Roads and the route of Long Lane.
- **South West:** Potential for seeing the application site is limited to within less than 0.75km distance of the site, beyond this, landform falls away and screens the application site. Landform does not rise sufficient across the wider assessment area to enable views of the site from long to very long range of the site.
- **West:** Potential for seeing the application site is limited to within less than 0.75km distance of the site, beyond this, landform falls away and screens the application site. Landform does not rise sufficient across the wider assessment area to enable views of the site from long to very long range of the site.
- **North West:** Beyond the route of the A642, there is open countryside for the initial 1km from the site, landform beyond this, slopes away and there is no discernibility of the application site. Given our field based assessment and the ZTV, the following is noted:
 - Within the initial 1km distance of the site, there is a moderate PRow network. However, discernibility of the application site is limited by the tree line and wayside development along the A642 Wakefield Road. In places, there is woodland edging this route and there is no discernibility of the site.

4.8 With consideration of the foregoing ZLA considered that the Zone of Primary Visibility is within the initial 1km radius of the site. This is a general distance, which is reflective of the likely discernibility of the site as appraised in the foregoing (paragraph 4.5 to 4.7).

4.9 The extent of this detailed study area is within 1km of the site to the north and west beyond which landform falls away. To the north east and east, the influence of the existing business park and the associated landscape buffer limit views to within close range of the application site, beyond, which rises and the countryside is more open. In response, we have extended

the study area along the route of the A642 Wakefield Road which runs along a locally shallow ridgeline.

- 4.10 To the south east and south, whilst landform falls, and generally curtails the opportunity to see the application site well within the initial 1km distance of the site through the effect of intervening landform , as well as the effect of woodland blocks and tree belts, with an extensive tree belt running along the watercourse south of the site.
- 4.11 Beyond this, landform rises to the outlying villages of Flockton and Flockton Green (circa 2km-2.5km south east), and we have included this higher ground within the assessment area, as well as to the south around the hamlet of Emley and Cross Roads (circa 1.5km south)
- 4.12 Consequently, the combination of these features and landform has been noted during our field-based assessment (February 2023). This primary zone of visibility is where representative viewpoints are assessed (allowing for wider locations to the east, south east and south from higher ground). Whilst there may be views from the wider area beyond this, views are less open, and likely to be filtered, or to an extent screened by existing landscape features, built development or landform.

Representative Viewpoints

- 4.13 Representative viewpoints have been selected to reflect the principle that this appraisal is to examine the ‘worst case’ scenario. In selecting these viewpoints, ZLA has been conscious of appraising the site from all points of the compass, as well as within a range of distances to the site, as well as testing the development proposals from a range of receptor types.
- 4.14 Our selection of these viewpoint locations have been influenced by our field-based analysis (in the foregoing paragraph 4.5 to 4.7 and summarised in paragraph 4.9 to 4.12 above).
- 4.15 A list of the selected viewpoints and their reasons for selection is provided in Table 4.1 overleaf. The location of representative viewpoints is illustrated on plan ZLA_1386-L-101 and ZLA_1386-L-102 (Appendix 1).

Table 4.1: Summary of Representative Viewpoints (winter time conditions / February 2023)

Viewpoint	Location	OS Grid Ref	Approx. Distance from nearest site boundary	Reason for Selection (Site Topo: circa 222m AOD to 203m AOD)
1.	Existing view from Grange Moor village at the junction of Liley Lane (B6118) and Briesfield Road	422064, 415866	0.50km, N/5 degrees looking S/185 degrees	This viewpoint is outside of a National or local landscape designation and not a Promoted Route or Public Right of Way. Viewpoint situated on the western outskirts of Grange Moor village within a local area of public open space. The viewpoint is selected as it affords views towards the site's location, which is not screened by the extensive built form and associated landscape buffer along the southern edge of the village (i.e., Jubilee Way). This viewpoint adjoins two vehicle routes, one being a relatively busy route (B6118) which bypasses the village. Consequently, it is considered, that the visual sensitivity and susceptibility to change is no greater than medium in this instance. Topography: 223m AOD
2.	Existing view from Liley lane (B6118) on the south western edge of Grange Moor village	422152, 415525	0.15km, N/10 degrees looking S/190 degrees	This viewpoint is outside of a National or local landscape designation and not a Promoted Route or Public Right of Way. Viewpoint situated on the south western outskirts of Grange Moor nearest the public allotments for the village. The viewpoint is selected as it affords views towards the site's location, which is not screened by the extensive built form and associated landscape buffer along the southern edge of the village (i.e., Jubilee Way). This viewpoint adjoins two vehicle routes, one being a relatively busy route (B6118) which bypasses the village. Consequently, it is considered, that the visual sensitivity and susceptibility to change is no greater than medium in this instance. Topography: 225m AOD
3.	Existing view from Wakefield Road (A642) passing through open countryside looking south west towards the application site	422936, 415655	0.75km, NE/60 degrees looking SW/210 degrees	This viewpoint is outside of a National or local landscape designation and not a Promoted Route or Public Right of Way. This viewpoint is situated on the A642 Wakefield Road within open countryside beyond the settlement edge of Grange Moor. This viewpoint demonstrates the discernibility of the site across a medium range distance from the local road network. looking across open countryside. Visual sensitivity and susceptibility to change is medium. Topography: 225m AOD

Viewpoint	Location	OS Grid Ref	Approx. Distance from nearest site boundary	Reason for Selection (Site Topo: circa 222m AOD to 203m AOD)
4.	Existing view from Public Right of Way (LPA ref: K/R/105/10) passing through open countryside to the east of the application site	423022, 415470	0.80km, E/90 degrees looking W/270 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) and demonstrates the discernibility of the site from the east across a medium range distance. Susceptibility to change is high, and visual sensitivity is high. Topography: 216m AOD
5.	Existing view from Wakefield Road (A642) passing through open countryside looking south west towards the application site	424126, 415735	1.90km, E/80 degrees looking W/260 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) and demonstrates the discernibility of the site across a long range distance from the east on the local ridgeline which the A642 passes along. Susceptibility to change is high, and visual sensitivity is high. Topography: 186m AOD
6.	Existing view from Public Right of Way (LPA ref: DEW/125/30) passing through open countryside south east of the planning application	424561, 414294	2.35km, SE/135 degrees looking NW/315 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) and demonstrates the discernibility of the site across a long range distance from the south east The viewpoint is situated within open countryside between settlements outlying to the site. Susceptibility to change is high, and visual sensitivity is high. Topography: 186m AOD
7.	Existing view from Public Right of Way (LPA ref: DEN/6/40) on the western edge of Emley village	424334, 413184	2.75km, SE/145 degrees looking NW/325 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) and demonstrates the discernibility of the site across a very long range distance from the south east The viewpoint is situated on the edge of Emley village. Susceptibility to change is high, and visual sensitivity is high. Topography: 192m AOD

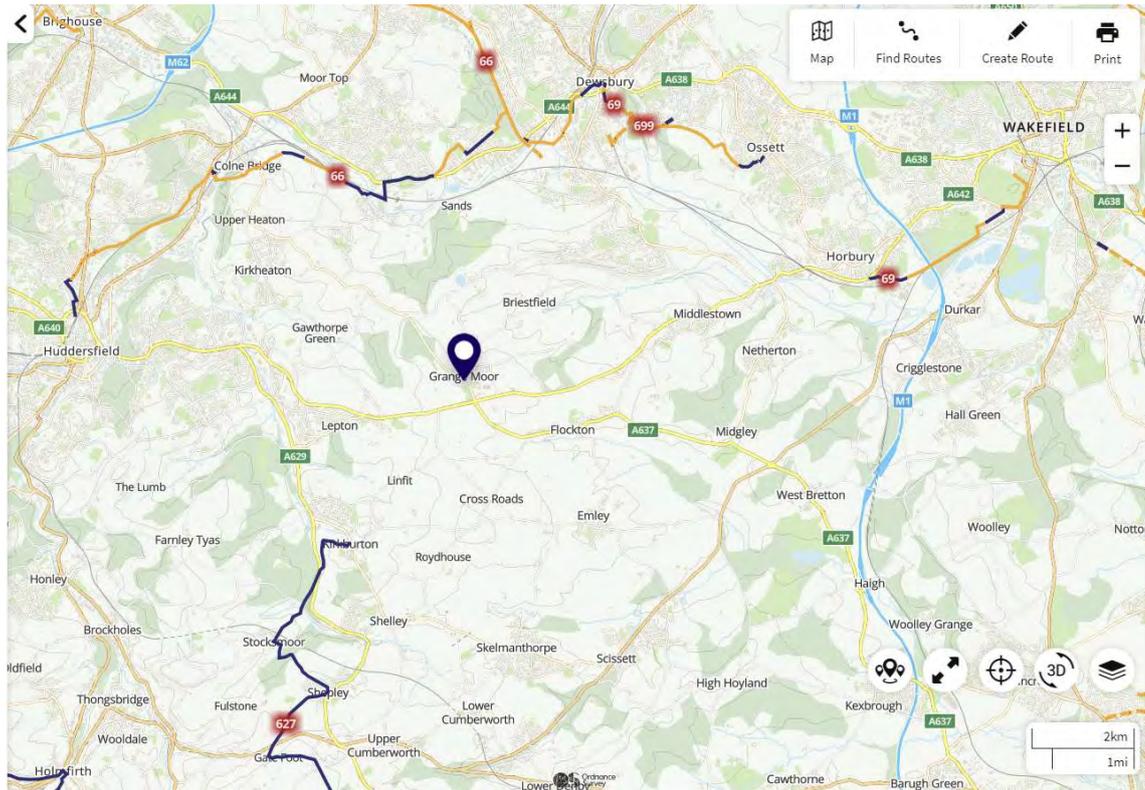
Viewpoint	Location	OS Grid Ref	Approx. Distance from nearest site boundary	Reason for Selection (Site Topo: circa 222m AOD to 203m AOD)
8.	Existing view from Public Right of Way (LPA ref: KIR/198/20) to the south of Grange Moor village	422587, 414919	0.30km, SE/150 degrees looking NW/330 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) within open countryside to the south of the application site. This viewpoint demonstrates the discernibility of the site across a close range distance. Susceptibility to change is high, and visual sensitivity is high. Topography: 198m AOD
9.	Existing view from Public Right of Way (LPA ref: DEN/1/10) situated on the western outskirts of Emley Moor and Cross Roads	422246, 414021	1.10km, S/195 degrees looking N/15 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) and demonstrates the discernibility of the site across a long range distance from the south. The viewpoint is situated on the settlement edge of Emley Moor and Cross Roads. Susceptibility to change is high, and visual sensitivity is high. Topography: 237m AOD
10.	Existing view from Public Right of Way (LPA ref: KIR/101/10) to the south west of the application site	422099, 414802	0.30km, SW/210 degrees looking NE/30 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) within open countryside to the south west of the application site. This viewpoint demonstrates the discernibility of the site across a close range distance. Susceptibility to change is high, and visual sensitivity is high. Topography: 222m AOD
11.	Existing view from Public Right of Way (LPA ref: KIR/102/20) to the south west of Grange Moor	421815, 415274	0.20km, W-SW/250 degrees looking E-NE/70 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) within open countryside to the west of the application site. This viewpoint demonstrates the discernibility of the site across a close range distance. Susceptibility to change is high, and visual sensitivity is high. Topography: 230m AOD

Viewpoint	Location	OS Grid Ref	Approx. Distance from nearest site boundary	Reason for Selection (Site Topo: circa 222m AOD to 203m AOD)
12.	Existing view from Public Right of Way (LPA ref: KIR/83/20) passing through open countryside to the north west of the application site	421450, 415958	0.85km, NW/315 degrees looking SE/135 degrees	This viewpoint is outside of a National or local landscape designation. Viewpoint situated on a Public Right of Way (PRoW) within open countryside to the north west of the application site. This viewpoint demonstrates the discernibility of the site across a medium range distance. Susceptibility to change is high, and visual sensitivity is high. Topography: 230m AOD

National Cycle Routes

- 4.16 With consideration of the on-line map for National Cycle Route (by Sustrans), there are no National Cycle Routes passing through, adjoining, or within relative distance of the Application Site. (Refer to ZLA_1386-L-101 Site Context).
- 4.17 Furthermore, as demonstrated by Image 4.1, those National Cycle Routes within the assessment area, are situated to the north, west and south west of the application site. These routes are situated long to very long range distance of the site. With consideration of the plotted zone of theoretical visibility (contained in Appendix 1), the site is screened by intervening landform

Image 4.1: Extract from National Cycle Routes on www.Sustrans.org.uk. Extract taken: February 2023



4.18 Consequently, ZLA has scoped out the effect of the scheme on users of the National Cycle Route.

Local Roadways

4.19 Given our field based assessment, and from studying the plotted ZTV, ZLA has included the following routes within this appraisal:

- Users of the A642 Wakefield Road passing east to west within circa 1km distance of the application site. Beyond this distance, our field based assessment identified very little, if any opportunity of seeing the site due to the effect of landform and/or woodland blocks and tree belts;
- Users of the A637 Barnsley Road passing the application site, and within 1km south east of site. Beyond this distance, our field based assessment identified very little, if any opportunity of seeing the site due to the effect of landform and/or woodland blocks and tree belts;

- Users of Long Lane circa 1km to the south of the site;
- Users of Westfield Lane and Windmill Hill Lane to the south circa 2km distance; and
- Users of the B6118 running north -north west from the roundabout A642 and A637 circa 0.6km distance of the site. Beyond this distance, our field based assessment identified very little, if any opportunity of seeing the site due to the effect of landform and/or woodland blocks and tree belts.

4.20 Outside of these routes, it is considered by ZLA, that the overall discernibility of the application site is limited, or substantially filtered, or screened by the intervening effect of landform, woodland blocks, tree belts, robust field hedgerows and scattered hedgerow trees. The effect of these features (as per compass directions) is analysed within paragraph 4.4 to 4.12 above.

Residential Dwellings

4.21 Views from residential dwellings, although likely to be of high to very high sensitivity to changes in the view, are not protected by National planning guidance or local planning policy. Accordingly, changes to the character, 'quality' and nature of private views are not a material planning consideration in the determination of a planning application. However, they remain relevant to this review of the predicted extent and nature of visual change, so are reviewed briefly below.

4.22 Given our field based assessment, we note that there is scope to see the application site from those dwellings situated along the 'way side' of the A642 Wakefield Road. These dwellings are situated within 0.3km distance, and are predominantly two storey.

4.23 Further to this, there is limited, if any discernibility of the application site from the nearest settlement of Grange Moor. The intervening B2/B8 buildings and associated mature landscape buffer around Jubilee Drive is on the southern edge of then village, and effectively screens the wider view from seeing the site.

4.24 From our field based assessment, we have taken representative viewpoints on the outer edges, or within relative proximity, to the following outlying villages and hamlets, and have included this in this appraisal. However, the discernibility of the application site would be influenced by intervening landscape features, built form and landform as noted within paragraph 4.4 to 4.12 above.

- Flockton village situated circa 1.7km east-south east;

- Flockton Green village situated circa 2.4km east-south east;
- Emley village situated circa 2.5km south east; and
- Emley moor and Cross Road hamlet situated 1.5km south.

5.0 THE PLANNING CONTEXT AND RELEVANT CONSIDERATIONS

5.1 The findings of the relevant environmental and planning designations are illustrated in Appendix 1, and summarised in this section. The following documents are relevant and will be discussed as appropriate later in this LVA:

- National Planning Policy Framework Revision (revised 20th July 2021); and
- Kirklees Local Plan (adopted February 2019).

National and Local Landscape Designations

5.2 With consideration of the online Local Plan Map prepared by Kirklees Council, we note the following:

- **National Designations:** The site is situated within the Green Belt designation; and
- **Local Designations:** The site is not situated within, or adjoining, any Local designations.

5.3 Notwithstanding the application site's designation within the Green Belt, the site is not situated within any national or local landscape designations, and as such is not afforded any elevated protection in landscape terms.

National Planning Policy Framework (July 2021)

5.4 On the 20 July 2021, the Government published a revised version of the National Planning Policy Framework (NPPF). At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development; this being the golden thread running throughout the document.

5.5 For landscape, this means recognising the intrinsic character and beauty of the countryside (para. 174 (b)) and balancing any 'harm' to the landscape resource with the benefits of the scheme in other respects. Para 174 (b) states the following:

'.....recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.'

5.6 Furthermore, Section 12 of the NPPF addresses the issue of good design and recommends that planning decisions should aim to ensure that developments respond to the local character and history. Specifically, in paragraph 130 it is stated that development should ‘add to the overall quality of the area...’, ‘are visually attractive as a result of good architecture, layout and appropriate and effective landscaping...’ and ‘be sympathetic to local character and history, including the surrounding built environment and landscape setting...’.

5.7 The application site is situated within the Green Belt. For England, the Government formerly set out its guidance in the National Planning Policy Guidance (NPPG) introduced on 22 July 2019, that deals with ‘compensatory provision’, introduced in the NPPF in July 2018 and remains in the NPPF July 2021 update, in paragraph 142. Paragraph 138 states:

“Where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/or is well-served by public transport. They should also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land.”

5.8 Planning Authorities are strongly urged to follow the Revised NPPF's detailed advice when considering whether to permit additional development in the GB. ‘Openness’ and ‘permanence’ are essential characteristics of the GB and they contribute to the fundamental aim of the GB policy, to prevent urban sprawl by keeping land permanently open.

Kirklees Local Plan Strategy and Policies (adopted 27 February 2019)

5.9 The purpose of the Local Plan Strategy and Policies is to set out the long-term spatial vision for how the towns, villages and countryside in the district will develop and change and how this vision will be delivered through a strategy for promoting, distributing and delivering sustainable development.

5.10 The Kirklees Local Plan Strategy and Policies was adopted in 2019, and therefore is engaged to inform analysis of the land for testing development proposals. Policies pertinent to appraising this site, and those which would logically inform any emerging masterplan, and would be utilised to test the appropriateness of a planning application are as follows.

Policy LP32

5.11 Policy LP32 is entitled 'Landscape', and states the following:

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

a. the need to protect the setting and special qualities of the Peak District National park, views in and out of the park and views from surrounding viewpoints;

b. the setting of settlements and buildings within the landscape;

c. the patterns of woodland, trees and field boundaries;

d. the appearance of rivers, canals, reservoirs and other water features within the landscape.'

5.12 ZLA notes that this is the main Local Plan policy which the development proposals appraised in this LVA will be tested against. Further to this, the following policies are pertinent:

Policy LP33

5.13 Policy LP33 is entitled 'Trees', and states the following:

'The Council will not grant planning permission for developments which directly or indirectly threaten trees or woodlands of significant amenity. Proposals should normally retain any valuable or important trees where they make a contribution to public amenity, the distinctiveness of a specific location or contribute to the environment, including the Wildlife Habitat Network and green infrastructure networks.

Proposals will need to comply with relevant national standards regarding the protection of trees in relation to design, demolition and construction. Where tree loss is deemed to be acceptable, developers will be required to submit a detailed mitigation scheme.'

Policy LP24

5.14 Policy LP24 is entitled 'Design', and states the following:

'Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Development briefs, design codes and masterplans should be used to secure high quality, green, accessible, inclusive and safe design, where applicable. Where appropriate and in agreement with the developer schemes will be submitted for design review. Proposals should promote good design by ensuring:

- a. *the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape....'*

Policy LP59

- 5.15 Policy LP59 is entitled 'Brownfield sites in the Green Belt', and states the following:

'Proposals for infilling within existing brownfield sites or for their partial or complete redevelopment will normally be acceptable, provided that:

a. *in the case of infilling, the gap is small and is located between existing built form on a brownfield site;*

b. *in the case of partial or complete redevelopment the extent of the existing footprint is not exceeded;*

and

c. *redevelopment does not result in the loss of land that is of high environmental value which cannot be mitigated or compensated for....*

In all cases regard should be had to relevant design policies to ensure that the resultant development does not materially detract from its Green Belt setting.'

Summary to Section 5:

- 5.16 ZLA summaries the planning policy background for this site as follows:

- Notwithstanding the application site's designation within the Green Belt, the site is not situated within any national or local landscape designations, and as such is not afforded any elevated protection in landscape terms.
- The NPPF shows a clear presumption in favour of sustainable development; and

- 5.17 In summary, the Local Planning Policies contain a number of overarching policies of relevance to this study. The main themes of these policies, against which the proposed development could be tested, have been summarised here for convenience:

- Development proposals should consider the latest Landscape Character Assessment and its guidelines to retain and manage landscape features that contribute to wider landscape character and the setting of development;

- New development should seek to protect and restore the primary characteristics defined in character assessments and important features of the host landscape character area;
- The location, materials, scale and use of any proposed development should be sympathetic to and complement local landscape character; and
- An assessment of landscape and visual effects is required to support a planning application where there is possibly a detrimental effect on landscape as a resource.

6.0 BASELINE CONDITIONS

Existing Landscape Character Assessment

- 6.1 This section appraises the existing, or baseline conditions of the character of the site, and its landscape context through consideration of published landscape assessments.
- 6.2 Such an assessment is worthwhile enabling a better understanding of the site, and its context, but rarely delivers sufficiently site-specific or contemporary information to enable robust conclusions about the significance of any change through the proposed development. As such, ZLA has also undertaken its own field-based assessment of the site and its context, which is included later in this section.

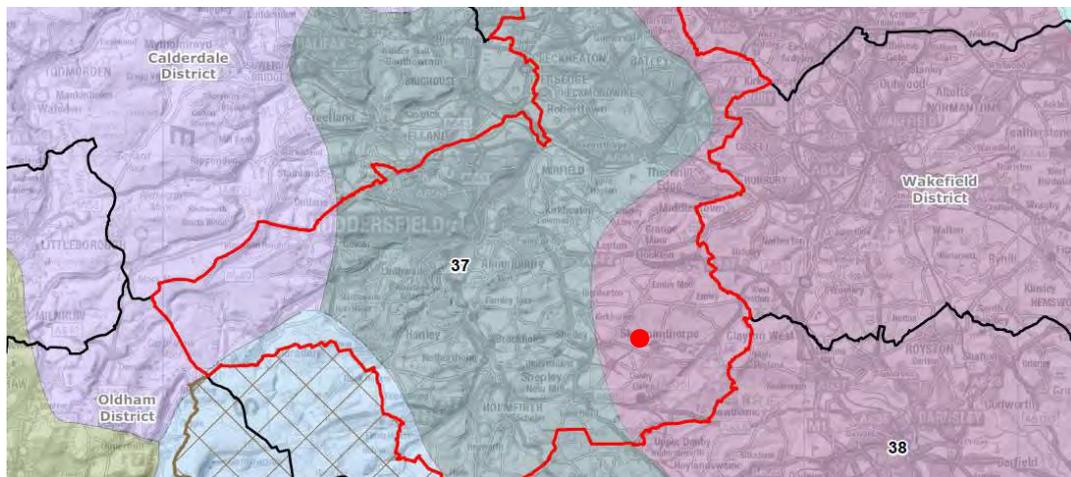
Background Published Evidence Base Documents

- 6.3 The following documents are relevant and will be discussed as appropriate later in this LVA:
- Natural England National Character Assessment; and
 - Kirklees District Landscape Character Assessment, (2015).

National Character Assessment

- 6.4 The landscape of England has been subject to a nationwide Landscape Character Assessment, 'The Character of England: Landscape, Wildlife and Natural Features' (Natural England).
- 6.5 Natural England has described and classified landscape character areas across large, broad regional area. The site is located wholly within the National Character Area (NCA) 38: 'Nottinghamshire, Derbyshire and Yorkshire Coalfields', albeit on the western periphery; see Image 6.1:

Image 61: Extract from Figure 2.3; Kirklees District Landscape Character Assessment. Profile 38: Nottinghamshire Derbyshire and Yorkshire Coalfields. Extract taken February 2023. N.B. The approximate location of the site is shown by ZLA with a solid red circle

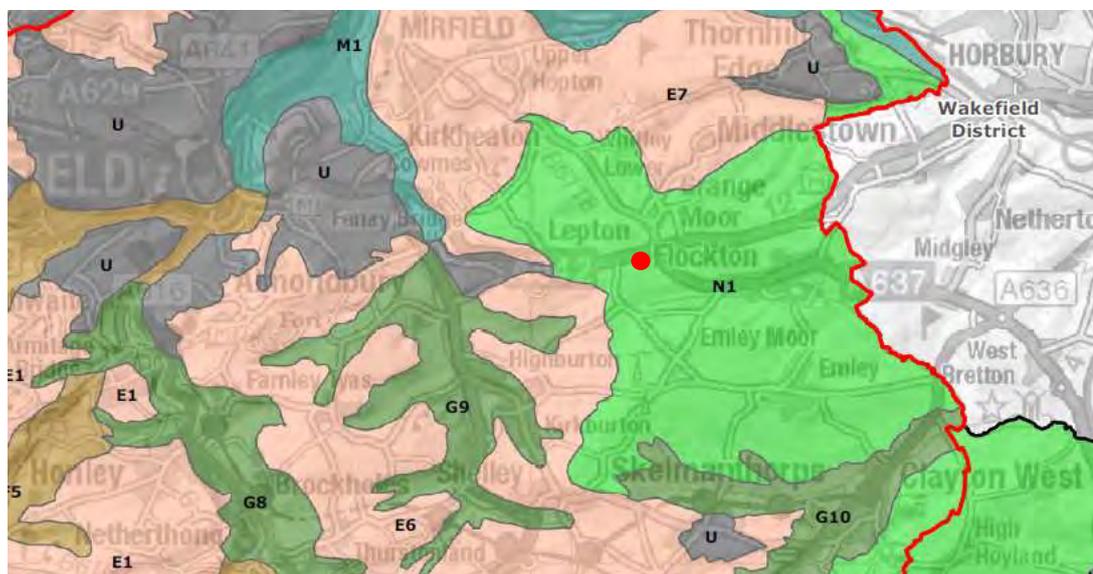


- 6.6 This National Character Areas cover an area in excess of 70,000 Hectares, and given our field based assessment (February 2023), it is considered, that whilst Natural England’s description is broadly representative of the wider landscape, it is too generic to provide specific characterisation of the site.
- 6.7 For the scale of the site and potential developable area the description of landscape character undertaken at the sub-regional level is more relevant in establishing the landscape resource baseline.

Regional Landscape Character: Kirklees District Landscape Character Assessment (2015)

- 6.8 At a District level, the ‘Kirklees District Landscape Character Assessment’ is the pertinent Landscape Character Assessment for our study area. This study is around 8 years old and still provides valuable analysis and material weight.
- 6.9 The Kirklees Assessment identified a series of Landscape Character Types (LCT) which are subdivided into Landscape Character Areas (LCA). The site is located within the ‘Rolling Wooded Farmland’ LCT and the ‘Emley Moor’ LCA; see Image 6.2.

Image 6.2: Extract from the Kirklees District Landscape Character Assessment (2015). Extract taken February 2023. N.B. ZLA has identified the approximate site area is indicated with a solid red circle. The site is hosted in Rolling Wooded Farmland LCT and the more detailed Emley Moor LCA.



6.10 The LPA describe the ‘Emley Moor’ Landscape Character Area as follows (N.B. ZLA has underlined those elements common to the site’s context):

‘This LCA forms an immediate setting to the settlements of Emley Moor, Flockton and Grange Moor. It also forms an elevated rural backdrop to nearby larger settlements including Kirkburton and Skelmanthorpe..... The LCA is largely associated with important relative levels of tranquillity, with a traditional rural character, although the presence of main roads in the north of the LCA can detract from this on a local scale.’

6.11 The key characteristic features of the Emley Moor Landscape Character Area are listed as follows. N.B. ZLA has underlined those key characteristics which are typical of the site’s setting:

- *Elevated, undulating farmland plateau, which reaches heights of up to 265m AOD.*
- *Crossed by small dykes and becks, some of which originate on higher ground within the LCA.*
- *Frequent woodland cover, with a mixture of broadleaved copses and plantation, although this is generally scattered across the moor and large blocks of woodland are not a common occurrence.*
- *Woodland is generally found in blocks with straight edges which are coincident with field boundaries. In-field trees are uncommon.*
- *Mixed field pattern, with the scale of the fields dictated by the topography of the land. Hedges, post and wire fencing and gritstone walls enclose the fields.*
- *Fields are generally improved pasture with some limited arable coverage.*
- *There are patches of acidic grassland amongst farmland, along with areas of bracken and gorse.*
- *Woodlands are locally valued for wildlife, including Kirkby Wood Local Wildlife Site.....*
- *Many of the LCA’s buildings are of a traditional gritstone built vernacular.....*
- *Rich coal mining heritage.....*
- *Small rural villages occupy the area, namely Flockton, Emley and Grange Moor. The area is mainly serviced by minor roads.*
- *The larger A642 and A637 cross the area near Grange Moor.*
- *Emley Moor transmitting station is located one mile west of Emley, which at 330m tall is the tallest free standing structure in the UK and is a prominent feature from across the District. At night the tower is lit by red lights.*
- *Predominant traditional rural character...*
- *Long views north and east towards Huddersfield and Wakefield are afforded by height of the land, but are sometimes interrupted by trees and undulation of the ground.*
- *The Peak District National Park is visible from Flockton Moor...’*

- 6.12 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 in associated with the host landscape. The area of the site is more typical of the undulating, pastoral rural landscape enclosed by a combination of native hedgerow and elements of gritstone walling.
- 6.13 Overall, the open countryside surrounding the site demonstrate a greater level of intact landscape features including landform, pasture and settlement pattern. The countryside is experienced as open with scattered villages and nucleated farmsteads.
- 6.14 The field pattern is medium to large scaled and delineated with robust hedgerows and scattered hedgerow trees, with woodland spinneys and copse. Tree groups and woodland blocks are often found on higher ground than the area of the site, which is largely livestock pasture with extensive hedges and scattered hedgerow trees, which enclose and short the length of views.
- 6.15 ZLA considers that the description of the Landscape Type and Landscape Character Area are broadly consistent with the landscape context of the site. However, the site has a relatively poor level of intactness with obvious degraded landscape elements including gappy, outgrown and missing sections of existing hedgerows.
- 6.16 Consequently, it is considered, that the published analysis and assessment of landscape character provides a contextual appreciation of the wider landscape.

Site Specific Appraisal

- 6.17 To independently assess the likely level of landscape and visual effects which the development proposals might incur will require an appropriately detailed assessment of the site itself and its immediate surroundings.
- 6.18 Recognising that 'landscape' is a multi-dimensional concept embracing 'what we see', its time-depth and physical attributes, this LVA reviews and assesses change to landscape character in terms of the physical landscape, the site's visual and sensory character, landscape fabric and habitats and cultural connections; see Table 6.1 and 6.2 overleaf:

Table 6.1: Site Specific Landscape Appraisal by ZLA (mid-winter conditions, February 2023)

Landscape Character and Observations	
Landscape Fabric:	<p>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.</p> <p>Outside of the site, ZLA considers that the description of the Character Type and Character Area are broadly consistent with the landscape context of the site within its neighbouring landscape outside of Grange Moor village. There is an obvious settled influence within the open countryside surrounding the site area, and there are neighbouring way by dwellings and commercial land uses along the A642 Wakefield Road, as well as the wider B2/B8 employment buildings situated on the settlement edge of Grange Moor. The application site is seen against these wider features.</p>
Topography:	<p>ZLA considers that the landform within the site is that typically found within the host landscape description unit and landscape type within the southern greenfield area. The northern brownfield area has been excavated to form a development plateau as part of the existing built form, and is less characteristic of the 'undulating farmland plateau'. Perceptually, the northern site area has a closer relationship with the village edge and the neighbouring way side development to the A642 Wakefield Road than the wider open countryside.</p>
Built Form:	<p>The application site is partially developed to the north, with open grassland to the southern half of the site. Surrounding the 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. Consequently, the northern site area has significant degrading factors.</p>
Cultural Connection:	<p>There is no official public access to the application site, and no Public Rights of Way passing through the application site. There is a network of Public Rights of Way to the east, south and west of the site, passing through the typical undulating landform. The site is outside of a National or local landscape designation. There are no Registered Parks and Gardens within the study area; see ZLA's Site Context plan (ref: ZLA_1386-L-101, Appendix 1).</p>
Sensory & Perceptual:	<p>There is intervisibility between the site and the neighbouring wayside dwellings and commercial land uses along the A642. In terms of larger scale built, the site is seen combination with the B2/B8 commercial buildings on the southern village edge of Grange Moor, with agri-buildings situated in the wider open countryside readily seen.</p>

Table 6.2: Site specific visual appraisal by ZLA (mid-winter conditions, February 2023)

Visual Amenity and Observations	
Scenic Quality:	<p>The site area is unremarkable and 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 along its route.</p> <p>The southern site area is more typical of the neighbouring fields, and the wider hoist landscape area with its landform, grassland and native field hedgerows. However, it is overlooked by the northern site area and its built form and land uses which appear haphazard, with a concentration of open storage which is a fundamental element of site when seen from the wider open countryside. The open countryside surrounding the site area has a scenic quality, with open views from the site predominantly to the east, south and west.</p>
Visual Prominence / Skyline:	<p>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.</p> <p>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 poorly maintained where further salvage and paraphernalia is stored to the western edge of the site. This is a degrading feature, and frequently seen in views, especially from the south east to west.</p>
Intervisibility:	<p>Due to the site's topographical position, the site is not seen wholesale from the north, as well as limited from view from the west due to intervening woodland and built form along the A642 Wakefield Road.</p> <p>The application site is seen within 1km of the site to the north and west beyond which landform falls away. To the north east and east, the influence of the existing business park and the associated landscape buffer limit views to within close range of the application site. The route of the A642 Wakefield Road which runs along a locally shallow ridgeline, with landform beyond being similar, if not falling away and lower. To the south east and south, whilst landform falls, and generally curtails the opportunity to see the application site well within the initial 1km distance of the site through the effect of intervening landform, as well as the effect of woodland blocks and tree belts, with an extensive tree belt running along the watercourse south of the site. Beyond this, landform rises to the outlying villages of Flockton and Flockton Green (circa 2km-2.5km south east), and we have included this higher ground within the assessment area, as well as to the south around the hamlet of Emley and Cross Roads (circa 1.5km south)</p> <p>Generally, the application site is not seen wholesale from the wider open countryside, and where it is discernible, it is seen in combination with the neighbouring wayside dwellings and commercial land uses along the A642, larger scale B2/B8 employment buildings on the southern village edge of Grange Moor, and the agri-buildings situated in the wider open countryside readily seen.</p>

Landscape Sensitivity

- 6.19 With regard to landscape sensitivity, the susceptibility of the landscape is defined as the ability of the receptor (whether the overall character, individual fabric elements or perceptual aspects) to accommodate the proposed development without undue consequences for the maintenance of the baseline situation.
- 6.20 The site has very limited, if any, scenic quality and is unremarkable in intact features typical of the host landscape character area, the Rolling Wooded Farmland' LCT and the 'Emley Moor' LCA. Consequently, the site is considered to have at most a medium landscape sensitivity and medium susceptibility to change, notable landscape detractors i.e., some distinctive landscape elements and few landscape detractors. Landscape is able to accommodate some change as a result.
- 6.21 However, given the current built form and storage of salvage vehicle, plant and paraphernalia area 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.

Interim Summary of the Landscape Character Baseline

- 6.22 In landscape terms, the site is unremarkable within the landscape and does not form a prominent or important part of the appreciation of the wider open countryside.
- 6.23 The northern site area is used for employment land uses, and is busy with vehicles coming and going for work purposes (including the use of the small café). The vehicle routes of the A637 Barnsley Road and the A642 Wakefield Road are relatively busy with vehicle movements. There is intervisibility between the site and the wider built form along the A642 and the southern edge of Grange Moor, and consequently, the site has a strong relationship with this setting, than the wider open countryside.
- 6.24 Overall, ZLA consider, that the site contributes little, if anything, to the host landscape description unit, and makes only a limited contribution to the wider landscape type, which form the context of the site in the open countryside surrounding the village.

7.0 PREDICTED LANDSCAPE EFFECTS

Potential Effect on Landscape Character

- 7.1 The application site is in part already developed, and this brownfield site area would be the approximate location of the proposed new building, external distribution yard and car parking area.
- 7.2 Currently, the wider site area is greenfield, which, is used for the open air storage of salvaged vehicles, plant and paraphernalia. The interior of the site's interior would change; however, the wider area of the site area would be retained as open to facilitate green infrastructure. Consequently, given the nature of the proposed development, the scheme would not be fundamentally different than as the current land use.
- 7.3 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. In the round this would have a beneficial effect on landscape character.
- 7.4 The existing and new landscape fabric would be appropriately maintained for longevity to conserve and enhance the local landscape character and facilitate bio-diversity improvements, as well as contribute to maintaining the tree'd edge (with development nestled within) along the southern periphery of Grange Moor village.
- 7.5 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 detriment to the enjoyment and appreciation of the wider landscape, and should not, in and of itself, be a reason to raise an objection either by the LPA or consultees.
- 7.6 The proposed development would retain and protect native, valuable landscape components including scattered hedgerow trees, hedges and native vegetation. The existing hedges are degraded – outgrown and gappy, and the proposal would make allowance for new planting to strengthen and bolster the hedge lines. This planting would be with locally important species (local provenance if available) and these species are found within the host landscape character area. The existing and new landscape fabric would be appropriately maintained for longevity to conserve and enhance the local landscape character and facilitate bio-diversity improvements.

Predicted Effects at the Construction Stage

- 7.7 The construction process would be carefully controlled by a conditioned construction method statement. Recommendations for protection of the retained trees and hedgerows, in accordance with relevant British Standards such as BS 5837: 2012, would ensure the rooting areas of the trees and hedgerows are not adversely affected by the construction process.
- 7.8 Initially, the Applicant would utilise the existing access from the A637 Barnsley Road for construction site access, and so not necessitate the removal of any existing trees or roadside hedgerow.
- 7.9 Materials, plant and vehicle parking will be at provided along this eastern periphery of the site, and would remove the need to create site compounds, excavating area of greenfield, and its eventual remediation and making good post construction, which can extend the time period of the construction stage, and in itself lead to construction effects.
- 7.10 The demolition of the existing building, office and the existing car parking area, combined with the removal of the existing salvaged vehicles and plant would increase traffic locally, and potentially generate noise, dust and vibration. Similarly, for the undertaking of the ground level excavations within the northern site area to facilitate the new building.
- 7.11 The demolition of the existing wind turbine within the western edge of the application site may require a crane for its removal and the erection of the newer, more efficient turbine (installed to a similar overall height as the existing).
- 7.12 This would require temporary working in then greenfield area, and reinstatements to the grassland on completion. However, this activity would not require any excavations, .
- 7.13 Consequently, the magnitude of change would be substantial. When combined with the low landscape sensitivity of the site, this would result in a Moderate adverse level of effect. However, this level of effect would be experienced only for the duration of the construction process in the worst-case scenario, and therefore not permanent.

Predicted Effects at Year 1 ('Initial Operation')

- 7.14 On cessation of the construction stage, the site will remain physically similar to the baseline by not requiring extensive land remodelling due to the area of the existing building and car parking being utilised for the new building and yard area. The area for the proposed built form is situated within an area of the site that is nude of any notable landscape features such as existing hedgerow, hedgerow trees, tree belts or woodland blocks. This area is predominantly, a brown field area of existing development, or the removal of existing hedgerows, trees and landscape fabric.

- 7.15 In the first year, the prevailing characteristic would be the new development of a newly installed building with external car parking, circulation route and an external distribution yard. However, the development proposal would retain and integrate into the existing mature and young-mature landscape fabric including the native trees and understorey planting within the proposed landscape buffer, woodblock blocks within the southern site area, as well as the enhanced and new hedgerows and trees along around the site's perimeter.
- 7.16 With the cessation of construction activities, the magnitude of change would reduce, but given the extent of the new building and the juvenile nature of new landscaping, the magnitude of change would remain around the substantial level at Year 1/initial Occupation. This would yield a Moderate, adverse level of effect when combined with the low sensitivity of the site.

Predicted Effects at Year 15 ('Residual Effect')

- 7.17 Tree and boundary vegetation associated with the site's north and eastern boundaries would have matured, as would have the extensive landscape buffer to the northern half of the application site. The enhancements to the wider site area to the south, including woodland blocks and tree groups would strengthen and enhance the landscape character within the site, and reflect the typical 'undulating farmland plateau' of improved pasture with 'frequent woodland cover, with a mixture of broadleaved copses and plantation.'
- 7.18 Consequently, a significant proportion of the application site will be retained as open and managed as greenfield, with the existing salvaged vehicles, plant and paraphernalia removed off site. Existing hedgerows would be retained as part of proposals, as well as strengthened and enhanced with further planting to fill in gaps (where necessary) and increase diversity to ensure an enhanced green infrastructure network.
- 7.19 Overall, the proposed scheme would result in, at most, a moderate magnitude of change. Once mitigation planting has matured to provide a softening of the scheme through a typically vegetated, nestled located at the southern edge of Grange Moor village. The resulting level of effect would be moderate/minor, adverse level of effect at Year 15. This is not a significant level of effect. This level of effect is the permanent effect.

Predicted Effects on Landscape Character – Emley Moor LCA

- 7.20 The effects on the immediate surroundings and the wider area are described below. The overall sensitivity of the LCA examined in the baseline was judged to be medium.

- 7.21 The area immediately surrounding the site will be subject to the greatest change to the defined Emley Moor Landscape Character Area, and this is and this is predicted to diminish due to distance and intervening landform (in particular, to the north, east and west south west, as per ZLA's field based analysis contained in Section 4, paragraph 4.4 to 4.12).
- 7.22 The Applicant has been mindful to constrain development to the area already developed (brownfield area) and the northern area of the site. This area is experienced against the neighbouring built form on the A642, and along the southern edge of Grange Moor village.
- 7.23 South of this location, landform gently slopes to form part of the typically 'undulating farmland plateau' and 'traditional rural character'. This measure conserves and maintains the noted landform features and grassland fields to the south of Grange Moor.
- 7.24 Consequently, the proposed development would be set within the existing structure, and not break through and extend new built form outside of the existing field hedgerows, which would otherwise break down the existing field pattern along the periphery of the town. The scheme would utilise the existing brownfield area (already developed) to optimise the wider open area of the application site.
- 7.25 Consequently, the proposed scheme will maintain the approximately medium field pattern of regular, elongated shape, which is experienced along the immediate edge of Grange Moor across the typically undulating plateau of open farmland.
- 7.26 Given this nestled character, and enhanced vegetated setting to the southern village edge, the proposed scheme would result in only a minimal disturbance to the availability of views to the surrounding outliers and the backdrop they provide through the LCA, beyond the village's edge. Through the scheme being situated within an existing field, and not breaking down the existing field pattern, this would maintain the 'clustered' character of the village and the neighbouring built development around the A642 and A637 roadways. This will retain the rural character along the southern edge of Grange Moor, and softening the edge of the appearance of the existing settlement edge through mitigation planning within the site's greenfield area.
- 7.27 As established within Section 6 of this LVA, the site has a relatively poor level of intact landscape character, with sections of degraded, gappy and outgrown hedgerows and limited scattered hedgerow trees, as well as the northern site area which is nude of typical features of the Emley Moor Landscape Character Area.
- 7.28 The proposed development would result in only a minimal change to the host landscape, this landscape character area, which will remain generally consistent with this wider character, although, the extensive area of salvage will be removed from the site, which would enable new landscaping which would have a beneficial effect.

- 7.29 The overall change on the Emley Moor Landscape Character Area, directly following completion in Year 1 would be slight with a change to the landscape which is discernible closest to the application site, which would diminish to minor, adverse. Overall this would not lead to any significant effect, or significant harm to the landscape resource.
- 7.30 By the year 15, the residual effect on this landscape type would be influenced extensively by the retention of existing landscape fabric, and the maturation of new landscape fabric at the site.
- 7.31 The actual change as a result of the proposed development, to both perceptual characteristics and those physical changes would diminish rapidly with distance from then site, and would result in only a negligible magnitude of change to landscape character. This would render an effect of minor, adverse, if not imperceptible with distance from the site.

8.0 PREDICTED EFFECTS ON VISUAL AMENITY

8.1 An assessment of effects on each representative viewpoint has been undertaken, and a summary of the result contained in Table 8.1:

Tabl87.1: Summary of Visual Effects on Representative Viewpoints (mid-winter time, February 2023)

Viewpoint	Location	Visual Sensitivity	Magnitude of Change	Level of Effect
1.	Existing view from Grange Moor village at the junction of Liley Lane (B6118) and Briesfield Road	Medium	Slight (construction) Negligible (Yr1/Initial Occupation) Indiscernible (Yr 15/Residual)	Moderate/minor, adverse Minor, adverse Imperceptible
2.	Existing view from Liley lane (B6118) on the south western edge of Grange Moor village	Medium	Moderate (construction) Moderate (Yr1/Initial Occupation) Slight (Yr 15/Residual)	Moderate, adverse Moderate, adverse Moderate/minor, adverse
3.	Existing view from Wakefield Road (A642) passing through open countryside looking south west towards the application site	Medium	Moderate (construction) Slight (Yr1/Initial Occupation) Slight (Yr 15/Residual)	Moderate, adverse Moderate/minor adverse Moderate/minor, adverse
4.	Existing view from Public Right of Way (LPA ref: K/R/105/10) passing through open countryside to the east of the application site	High	Moderate (construction) Moderate (Yr1/Initial Occupation) Slight (Yr 15/Residual)	Major/moderate adverse Major/moderate, adverse Moderate, adverse
5.	Existing view from Wakefield Road (A642) passing through open countryside looking south west towards the application site	Medium	Indiscernible (construction) Indiscernible (Yr1/Initial Occupation) Indiscernible (Yr 15/Residual)	Imperceptible Imperceptible Imperceptible

Viewpoint	Location	Visual Sensitivity	Magnitude of Change	Level of Effect
6.	Existing view from Public Right of Way (LPA ref: DEW/125/30) passing through open countryside south east of the planning application	High	Indiscernible (construction) Indiscernible (Yr1/Initial Occupation) Indiscernible (Yr 15/Residual)	Imperceptible Imperceptible Imperceptible
7.	Existing view from Public Right of Way (LPA ref: DEN/6/40) on the western edge of Emley village	High	Moderate (construction) Moderate (Yr1/Initial Occupation) Slight (Yr 15/Residual)	Major/moderate adverse Major/moderate, adverse Moderate, adverse
8.	Existing view from Public Right of Way (LPA ref: KIR/198/20) to the south of Grange Moor village	High	Substantial (construction) Moderate (Yr1/Initial Occupation) Slight (Yr 15/Residual)	Major, adverse Major/moderate, adverse Moderate, adverse
9.	Existing view from Public Right of Way (LPA ref: DEN/1/10) situated on the western outskirts of Emley Moor and Cross Roads	High	Moderate (construction) Moderate (Yr1/Initial Occupation) Slight (Yr 15/Residual)	Major/moderate, adverse Major/moderate, adverse Moderate, adverse
10.	Existing view from Public Right of Way (LPA ref: KIR/101/10) to the south west of the application site	High	Substantial (construction) Moderate (Yr1/Initial Occupation) Slight (Yr 15/Residual)	Major, adverse Major/moderate, adverse Moderate, adverse

Viewpoint	Location	Visual Sensitivity	Magnitude of Change	Level of Effect
11.	Existing view from Public Right of Way (LPA ref: KIR/102/20) to the south west of Grange Moor	High	Substantial (construction) Moderate (Yr1/Initial Occupation) Slight (Yr 15/Residual)	Major, adverse Major/moderate, adverse Moderate, adverse
12.	Existing view from Public Right of Way (LPA ref: KIR/83/20) passing through open countryside to the north west of the application site	High	Slight (construction) Negligible (Yr1/Initial Occupation) Negligible (Yr 15/Residual)	Moderate, Adverse Moderate/minor, adverse Moderate/minor, adverse

Using Public Rights of Way

- 8.2 There would be a very limited visual effect upon users of the PRoW within the wider LVA study area i.e., beyond circa 0.5km distance from the site’s location. This is due to screening provided by vegetation of woodland blocks, tree belts and extensive hedgerow trees along vehicle routes such as the A642 Wakefield Road and the A637 Barnsley Road; see Viewpoint 1, 6 and 7 (Appendix 3).
- 8.3 Additionally, the undulating landform often screens the lower elements of the proposed scheme, and consequently, the proposed built form is not seen wholesale from the wider open countryside; see Viewpoint 2,3,5 and 12 (Appendix 3).
- 8.4 As demonstrated by Viewpoint 4,8,10 and 11 (Appendix 3), the site may be most noticeable from PRoW running through open countryside within similar landform as the application site, and are generally within close range of the site’s location, and pass through open countryside to the south east, south and west of the site.
- 8.5 The residual effect on users of these PRoW routes would significant i.e., moderate, adverse. However, these views to the site from this surrounding context is seen against the wider context of the neighbouring public house, existing development along the A642 and the extensive B2/B8 buildings situated off Jubilee Drive, and the existing elements of built form within Grange Moor.

- 8.6 This level of effect extends eastwards to the edge of rising land within 0.8km of the application site. Users of this route would be afforded a filtered view towards the site, and whilst the proposed scheme would establish a larger built form at the application, the scheme would remain intervisibility with the existing built form along the AS637 and A642, and also the built form along Jubilee Drive; see Viewpoint 4 (Appendix 3).
- 8.7 However in the case of this PRoW, and the wider open countryside which it passes through (within medium to long range of the site), the combination of mature landscape features and undulating topography would serve to limit intervisibility between PRoW and the site; see Viewpoint 3 and 5 (Appendix 3). The consequences, is a limited discernibility of the scheme and less than significant residual effects.
- 8.8 As noted within Section 4, paragraph 4.4 to 4.12, the influence of landform, as well as woodland blocks, tree belts and hedgerow trees across the open countryside east, west and north of the application site makes any resulting effect diminish rapidly with distance from the site. This is evident when one considers Viewpoints 3 and 5 to the east, as well as Viewpoint 1 and 12 to the north-north west of the application.
- 8.9 Beyond close to medium range of the site to the south, the proposed scheme is generally screened by the intervening landform to the north of Long Lane (around the area known as Flockton Moor). To the west beyond Paul Lane (an extensively tree'd and wooded local minor route), landform falls away and the proposed scheme is screened for the entirety of the LVA assessment area from the south west to the north west; see the plotted Zone of Theoretical Visibility (Appendix 3). Consequently, the proposed scheme would be indiscernible, and its effect on PRoW users would be imperceptible residually.
- 8.10 Medium to long distance views of the site from the south east are demonstrated by Viewpoint 6 and 7 (Appendix 3), and it is possible that taller construction activities would be seen above the site, and above the surrounding trees and woodland vegetation (e.g. cranes). However, it is not considered that views from this wider surrounding context would fundamentally change. The construction of the scheme would generally form a minor constituent of the view.
- 8.11 Upon completion, it is predicted that there is unlikely to be any notable change to views from the wider setting, especially given the intervening distance of 2.35km and 2.75km respectively. Might there be glimpsed views of the roof line, and the replacement wind turbine (of similar height to the existing), the proposed development would be well-screened by the proposed landscape mitigation scheme (on maturation) and wider intervening landscape fabric, which can be seen in Viewpoints 6 and 7 (Appendix 3), with the scheme being experienced against the wider backdrop of existing buildings around Grange Moor. Consequently, it is anticipated, that there would be no significant, adverse effect on PRoW users in this instance.

- 8.12 As demonstrated by Viewpoint 1 and Viewpoint 12 (Appendix 3) to the north and north west, it is possible some construction activities would be discernible during the construction stage, change within the site would be seen as a small geographical scale and, while the view may be slightly altered, it would remain similar to the baseline situation. On completion, at years 1 and 15, change within the proposed scheme would be a noticeable component of the view. However, the proposal would not be seen wholesale from these locations, and Consequently, the proposed scheme would be negligible to indiscernible, and give rise less than significant or imperceptible

Road Users including Roadside Pedestrians

- 8.13 Views from local roads are extremely limited by the combination of landform, woodland blocks, tree belts and the field hedgerows and hedgerow trees. Locally to the site's location, there is a cluster of built form around the intersection of the A637 Barnsley Road and A642 Wakefield Road including the nearby B2/B8 buildings at Jubilee Drive, which in combination with the extensive woodland planting along the southern edge of Grange Moor substantially screens views from the local road network around and along the periphery of Grange Moor village.
- 8.14 While it is considered that the construction works and proposed development would stand out in short distance views from roads immediately adjacent to the site, and approaching the site along the A637 Barnsley Road and the A642 Wakefield Road, the proposals would not significantly alter the character of views experienced by receptors using the local road network in a general sense; see Viewpoint 1 and 2 to the north, Viewpoint 3 (Appendix 3) to the east.
- 8.15 During construction, it is considered that views for road users would not change fundamentally given the current use of the application site i.e., employment buildings and activities, extensive open air storage of salvaged plant, equipment and paraphernalia; see Viewpoint 3 to the east and Viewpoint 8 to the south(Appendix 3).
- 8.16 Across the medium to long range of the application site, those using the local road network, would have no substantial discernibility of the proposed scheme being built out; see Viewpoint 6 to the south east and Viewpoint 8 to the south (Appendix 3). In these situation, the construction of the proposed development would not lead to significant visual effects.
- 8.17 From other roads within the study area, views of the proposed school site would be greatly restricted by both the adjacent and neighbouring development, woodland blocks and the effect of landform across the wider landscape (as noted within Section 4, paragraph 4.4 to 4.12 above).

- 8.18 Upon completion, with the exception of available views at proposed access points, proposed landscaping would serve to mitigate views from the A637 Barnsley Road as it passes the site. In combination with the extensive landscape buffer and roadside hedgerow and tree group/tree belt planting within the southern greenfield would filter and further mitigate the scheme from view.
- 8.19 At this location, users of the route would be approaching, or leaving, Grange Moor, and the proposed scheme would be seen against the wider built form situated beyond the site on the A642 Wakefield Road and the wider B2/B8 commercial built form at Jubilee Drive. Similarly for users of the A642 Wakefield Road approaching from the east or west of the site's location
- 8.20 At year 15, through the maturation of the proposed landscape strategy such as the boundary buffer planting, the development would be assimilated into its context such that the long-term effects are limited. The upper extent of the proposed building would be seen; however, the building would be experienced against the wider backdrop, and not fundamentally alter the character of the view.
- 8.21 Additionally, through the utility of embedded mitigation measures including cladding types, finishes and tones, combined with the replacement of the existing land use and built form, at the site, the overall residual effect would be less than significant.
- 8.22 Given our field based assessment, we also included the users of the Long Lane and Westfield Lane and Windmill Hill Lane; circa 1km and 2km to the south respectively. As demonstrated by Viewpoint 9 (Appendix 3), the new development would be a new discernible feature within the view. However, the embedded mitigation measures including cladding types, finishes and tones, combined with the replacement of the existing land use and built form, at the site. The overall residual effect would be less than significant.
- 8.23 For users of Windmill Hill Lane circa 2km south east of the site, there is sufficient intervening woodland and tree belts to substantially filter, if not screen direct views of the tallest elements of the scheme i.e., the proposed new building and replacement wind turbine; see Viewpoint 6, Appendix. Consequently, there would be no significant residual effect.
- 8.24 For users of the B6118 running north -north west from the roundabout A642 and A637, there would be limited discernibility of the proposed scheme. The new building would be experienced against the wider backdrop of Grange Moor village and Jubilee Drive thereof this route.
- 8.25 Given this level of built form, the scheme would not be seen wholesale, and would extend the rooflines to the west of the roundabout, and so not fundamentally alter the baseline view. The residual level of effect would be less than significant.

Residential Dwellings/Groups

- 8.26 Due to the distribution and orientation of residential properties and intervening vegetation within the landscape immediately surrounding the site, the number of private residential properties with potential views of the proposed development is severely limited.
- 8.27 It is possible that properties on slightly elevated ground to the south east, south and south west, who have a view towards Grange Moor and the route of then A642 Wakefield Road may experience glimpsed views of newly built form in medium to long-distance views.
- 8.28 Although the outlook within these views is partly rural, the immediate context is often heavily influenced by the proximity, or visibility, of the wider built form (A642) and the large buildings at Jubilee Way, which greatly reduces tranquillity. During construction, the proposed development may form a minor constituent of the view during winter months. However, on completion, the proposed development would benefit from mature landscape features in the surrounding context providing an element of visual screening, particularly during winter months, giving rise to a low magnitude of change and a moderate/minor adverse effect residually where the scheme can be seen from.
- 8.29 As such, the overall magnitude of change would be slight, and when combined with a high to very high sensitivity, results in a moderate adverse effect at year 1. Through the maturation of the landscape strategy such as the buffer planting, the magnitude of change would reduce to negligible resulting in a moderate/minor adverse long term effect at year 15, if not imperceptible.
- 8.30 For all of these receptor types, there would be a beneficial effect from the undertaking of the site's landscaping. 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.
- 8.31 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. In the round this would have a beneficial effect on visual amenity.

9.0 PREDICTED EFFECTS ON GREEN BELT

9.1 The application site has been previously developed. There are existing buildings, external car parking and wider open air storage of salvaged plant, equipment and paraphernalia located across an area of the wider greenfield site area.

9.2 The site is located in an area of Green Belt. 'Openness' and 'permanence' are essential characteristics of the Green Belt, and they contribute to the fundamental aim of the Green Belt policy, to prevent urban sprawl by keeping land permanently open.

9.3 The National Planning Policy Framework requires land to demonstrate that it meets one or more of five 'tests' of GB designation, which are set out at Revised NPPF (revised July 2021), paragraph 138 as follows, referred to as Green Belt function 1-5 in descending order:

'To check the unrestricted sprawl of large built-up areas;

To prevent neighbouring towns merging into one another;

To assist in safeguarding the countryside from encroachment;

To preserve the setting and special character of historic towns; and

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.'

9.4 The Green Belt was first proposed within the West Yorkshire area (and the administrative area of Kirklees Council) during the 1970's. It was devised principally as a means through planning policy of preventing the outward expansion of the built up area of this region into open countryside and towards the series of freestanding towns and villages surrounding the main urban areas of Yorkshire.

9.5 The Green Belt in Kirklees is extensive, representing about 70% of the total land in the district and amounting to some 25,450 hectares (excluding the Peak District National Park). In an overarching sense, the green belt in Kirklees prevents the urban areas of Huddersfield, Dewsbury, Batley, Cleckheaton, Heckmondwike and the valley town vinn the south and west from merging, both with each other and with the heavily urbanised 'core' of the main towns and cities in the rest of West Yorkshire.

9.6 Specifically, the Green Belt boundary was established in 1999 with the adoption of the Kirklees Unitary Development Plan. Locally however, several factors determine the manner

in which different areas of green belt fulfil a green belt role and function, including the character of the countryside to which it applies.

- 9.7 Current guidance within the NPPF is clear that the Green Belt is a strategic planning tool which primarily seeks to prevent the spread of development into the countryside and the coalescence of urban areas. However, the Framework is clear that the Green Belt boundaries will need to be considered within local authority areas through the ‘plan making’ process.
- 9.8 With consideration of the Kirklees Local Plan Submission Documents SD19 Green Belt Review published by the LPA in 2017, the site was not appraised individually, and was included within the wider, large tracts of Green Belt situated between urban, built up areas. As such the role of the site, in Green Belt terms, was not appraised as part of this larger tract of Green belt.
- 9.9 With reference to the aforementioned Green Belt Review, and within the sections entitled ‘The Kirklees Green Belt Review Methodology’ we note that the review was conducted by the LPA across a two stage appraisal.
- 9.10 For continuity, ZLA undertook a site specific appraisal based on the methodology published by the LPA in their Kirklees Local Plan Submission Documents SD19 Green Belt Review (2017). This methodology was utilised by the LPA for the examination of individual land parcels within the Green Belt. The finding of ZLA’s appraisal is presented in the following Green Belt Assessment tables; see Table 9.1 to 9.2 overleaf:

Table 9.1: Test 1a to 1c Green Belt Assessment (in one with the methodology published within the Kirklees Local Plan Submission Documents SD19 Green Belt Review, 2017 (undertaken mid-winter time, February 2023))

Test	Comment	Scoring / Significance
<p>Test 1 a: Topographical Constrains</p>	<p>The landform across the site slopes from the north west to south eastern boundaries; respectively circa 222m AOD to 203m AOD. The northern site area is situated below that of the adjoining public house, with an intervening retaining wall. The landform is circa less than 15% sloped</p>	<p>None / No significant topographical constraints to development (Green)</p>
<p>Test 1b: Physical Constraints</p>	<p>The northern part of the site area is already developed and accommodates an existing employment land use (brownfield land) with external open air car parking. The wider greenfield area to the south of the site is utilised in part for the open air storage of salvaged plant, equipment and paraphernalia. The north western site area accommodates a small wind turbine (three blade, circa 21metres in overall height) extending the perception of built form and development along the northern half of the site.</p> <p>The employment land use is situated within lower lying landform to the neighbouring land uses. The eastern site boundary is bounded by the a637 Barnsley Road.</p>	<p>None / No significant environmental constraints to development (Green)</p>
<p>Test 1c: Environmental Constraints</p>	<p>The site is not situated within, or adjoining, any National or local landscape designations (see Appendix 1). The site is not situated within, or adjoining, a Conservation Area, and there are no Tree Protection Orders within the quantum of the site, or along its neighbouring land. The site is not situated within, or adjoining, a buffer zone under high voltage power lines, high pressure gas pipelines, Local Nature Reserves, Local Wildlife Sites, The Peak District National Park, or Special Landscape Area, Local Green Space or Strategic Gap area.</p>	<p>None / No significant physical constraints to development (Green)</p>
<p>Summary:</p>	<p>The site is part developed (brownfield) and the wider southern greenfield area is managed in part for the open air storage of salvaged plant, equipment and paraphernalia. The wider greenfield area is typically undulating as commonly seen across the agricultural plateau south of Grange Moor village. ZLA identifies no significant constraints to development (as prescribed with this planning application).</p>	<p>None / No significant constraints to development (Green)</p>

Table 9.2: Test 2 Green Belt Assessment (in one with the methodology published within the Kirklees Local Plan Submission Documents SD19 Green Belt Review, 2017 (undertaken mid-winter time, February 2023))

NPPF Para 138 Green Belt Test	ZLA's Assessment for the site area	Scoring / Significance
<p><i>GB Purpose 1: To check the unrestricted sprawl of large built-up areas</i></p>	<p><i>Issue 1a – Ribbon Development Does the parcel play a role in preventing ribbon development and/or has the Green Belt within the parcel already been compromised by ribbon development?</i></p> <p>No. The site is already developed to its northern section. This brownfield area would predominantly accommodate the new development. The site is situated with neighbouring built form - the public house, wayside buildings along the A642 Wakefield Road, and further B2/B8 buildings along the southern edge of Grange Moor village. This development is situated at the meeting of the A642 Wakefield Road and then A637, and as demonstrated within Section 4, paragraph 4.4 to 4.12, and through Section 8, Viewpoints 3,4,5 and 12 (Appendix), the zone of primary visibility is influenced by landform, and significantly constrained by the typical landscape fabric of the Emley Moor Landscape Character Area. Consequently, users of these roads, and the local Public Rights of Way across the wider open countryside i.e. Section 8, Viewpoints 1,2,6,7 and 9 (Appendix 3) are unlikely to experience any effect of ribbon development over and above the effect of the existing development in the baseline situation. As demonstrated through Section4, paragraph 4.4 to 4.12 above, the effect of landform and the mature landscape fabric within this host landscape character area maintains the physical separation, and the sensory and perceptual separation between settlements and developed areas, so there would be no ribbon development effect from the implementation of the proposed scheme.</p>	<p>Less Important / No Significant Effect (Green)</p>
	<p><i>Issue 1b - Openness Is the parcel free from development? Does the parcel have a sense of openness</i></p> <p>As above, the site is part developed (brownfield) and the wider southern greenfield area is managed in part for the open air storage of salvaged plant, equipment and paraphernalia. The neighboring land use and built form is long-standing 'wayside' development along the A642 Wakefield Road, situated on the edge of Grange Moor village, with intervisibility with the wider B2/B8 development off Jubilee Way. Consequently, the site and its immediate setting has contained development for a long-established time period. The northern site area is experienced as enclosed, and the southern greenfield area is experienced as open (outside of the area used for salvage).</p>	<p>Moderate Importance / Less than Significant Effect (Yellow)</p>

NPPF Para 138 Green Belt Test	ZLA's Assessment for the site area	Scoring / Significance
<p><i>GB Purpose 2: To prevent neighbouring towns merging into one another</i></p>	<p><i>Issue 2 - Location of parcel and distance between neighbouring settlements Is the parcel located within an existing settlement? If no, what is the width of the gap between the settlements at the point that the parcel is intersected?</i></p> <p>The site contains built form development, and neighbours long-standing development on the A642, situated on the southern edge of Grange Moor village. The quantum of the site is a very minor part of the wide Green Belt between Grange Moor village and outlying settlements including 1.7km Lepton and the wider urban area of Huddersfield circa 4km distance at its closest point to the west. Overthorpe is circa 3.3km north east, and the outskirts of Dewsbury are 4.5km north east, the outskirts of Barnsley is over 10km south east and Wakefield is over 7km east of the site's location. In many situations, the intervening open countryside, is generally, a settled landscape with nucleated farmsteads and dwelling as well as dispersed villages and hamlets. There is no intervisibility between the site and these urban towns. The proposed development is to be located at a brownfield site in the Green Belt, retaining the wider greenfield site area and open and undeveloped with no built form. Consequently, the development of the site would not change the perception of the open landscape between Grange Moor and these larger urban areas.</p>	<p>Less Important / No Significant Effect (Green)</p>
<p><i>GB Purpose 3: To assist in safeguarding the countryside from encroachment</i></p>	<p><i>Issue 3 - Significance of existing urbanising influences Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside? Has the parcel already been affected by encroachment of urbanised built development?</i></p> <p>ZLA considers that the description of the Landscape Type and Landscape Character Area are broadly consistent with the landscape context of the site. However, the northern site area is brownfield and accommodates existing development and built form. The wider green field area is open and more typical of the Emley Wood Landscape Character Area, although this is degraded through the use of this land (in part) to store salvaged plant, equipment and paraphernalia. The landform of the site is typical of the host landscape area, as well as a number of mature native trees and native hedgerow planting. Consequently, the site makes only a limited contribution to the key characteristics of the landscape of the host landscape character area and only a small part of the wider agricultural landscape.</p>	<p>Less Important / No Significant Effect (Green)</p>

NPPF Para 138 Green Belt Test	ZLA's Assessment for the site area	Scoring / Significance
<p><i>GB Purpose 4: To preserve the setting and special character of historic towns</i></p>	<p><i>Issue 4a - Parcel forms an historical and/or visual setting to the historic town Is the parcel partially or wholly within or adjacent to a Conservation Area within an historic town? Does the parcel have good intervisibility with the historic core of an historic town?</i></p> <p>The site is not situated within any heritage assets, such as a Conservation Area, Registered Park and Garden or Registered Battlefield. There are no Schedule Monuments within, or adjoining the site, and the village of Grange Moor is not historically significant as has no Conservation Area. It is considered that the site does not contribute to the setting or special character of a historical town.</p>	<p>Less Important / No Significant Effect (Green)</p>
<p><i>GB Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</i></p>	<p><i>Issue 5a - The need to incentivise development on derelict and other urban land</i></p>	
	<p>As above, the site is part developed (brownfield) and the wider southern greenfield area is managed in part for the open air storage of salvaged plant, equipment and paraphernalia. The neighbouring land use and built form is long-standing 'wayside' development along the A642 Wakefield Road, situated on the edge of Grange Moor village, with intervisibility with the wider B2/B8 development off Jubilee Way. Consequently, the site and its immediate setting has contained development for a long-established time period. The northern site area is experienced as enclosed, and the southern greenfield area is experienced as open (outside of the area used for salvage).</p>	<p>Less Important / No Significant Effect (Green)</p>
<p>Overall Contribution:</p>	<p>ZLA finds that notwithstanding, the potential for the scheme to alter the sensory and perception of openness within the Green Belt, the site has a less than important and less than significant role in Green belt function and integrity. However, development of the site would (as prescribed in the proposed scheme) lead to a reduction in spatial openness within the Green Belt, and would influence the visual openness of the Green Belt across close range position (see Section 8 above). In the round this level of effects is benign rather than harmful, and the wider function of the Green Belt would remain intact.</p>	<p>Less Important / Less Significant Effect (Green predominantly)</p>

- 9.11 In summary, 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. The development would enable the undertaking of new landscaping, as well as the enhancement and bolstering of existing features. In combination, these measures would have a beneficial effect on visual openness of the proposed scheme.
- 9.12 Overall, as demonstrated by Section 8 of this LVA, the scheme would have a benign, if not indiscernible effect on the visual openness of the Green Belt beyond the initial close-range distance of the site i.e., circa 0.5km distance.
- 9.13 Additionally, as demonstrated through table 9.1 and Table 9.2, 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 neighboring the site, and to be developed through the establishment of mitigation measures, would in combination protect the openness of the Green belt through an appropriate site selection.

10.0 Conclusion

- 10.1 Zebra Landscape Architects Limited ('ZLA') was commissioned by PCS Property Solutions Limited (the 'Applicant') to undertake a Landscape and Visual Appraisal ('LVA') for the development of land south of the Grange Moor Roundabout, adjacent to the A637, Barnsley Road, Grange Moor, Kirklees, West Yorkshire, WF4 4TD (the 'site'); see Appendix 1.
- 10.2 The Applicant is seeking planning permission for the erection of a B2/B8 employment building (footprint circa 7350 Sq.M) including warehousing, assembly and testing facilities, offices and welfare space, car parking, landscaping and the replacement of the existing single tri-blade wind turbine with a wind turbine of equivalent height (hereafter referred to as the 'proposed development').
- 10.3 This LVA is part of a suite of documents accompanying a planning application for the proposed development. The site is briefly described in Section 2 of this LVA, with further site details given in the Design and Access Statement (DAS) which accompanies the planning application.
- 10.4 This appraisal demonstrates that the long-term impact of the proposal on the landscape character of the site itself would be no greater than moderate/minor, adverse 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.
- 10.5 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.
- 10.6 In relation to 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.

- 10.7 As demonstrated in Section 4, paragraph 4.4 to 4.12, 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 roads and hedgerow trees within the Emley Moor Landscape Character is sufficient to mitigate the proposed scheme across the wider open countryside.
- 10.8 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).
- 10.9 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
- 10.10 The anticipated visual effects within the study area are considered to be limited by landform, landscape features and the wider built form neighbouring the site, such that there would be significant effects only within close range of the proposed scheme i.e. PRoW to the east, south and west of the site situated on landform similar to the landform, before it undulates away from the agricultural plateau around Grange Moor village.
- 10.11 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.
- 10.12 In terms of Green Belt, 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 through an appropriate site selection.

- 10.13 This appraisal 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.
- 10.14 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.