

Additional evidence relating to distribution of growth between settlements

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Introduction

As requested at the stage one examination hearings and in paragraphs 5-7 of the Inspector's letter to the Council dated 27th October 2017 (EX32), this note further expands on the settlement appraisal evidence as set out in in the Spatial Development Strategy and Settlement Appraisal Technical Paper (BP17).

Specifically, the inspector requested:

'At the hearing the Council agreed to provide additional evidence to explain how the distribution and location of growth was determined across the district and between different settlements, and what weight was given to settlement sustainability and other factors. I consider that this evidence is essential to demonstrate consistency with the spatial strategy in the Plan and with paragraph 84 in the National Planning Policy Framework (NPPF) which states that the review of Green Belt boundaries should take account of the need to promote sustainable patterns of development'.

The map, in section 1, shows the pattern of green belt development that is proposed in the Local Plan. The settlements shown on this map reflect the settlement boundary methodology used by the Council at the outset of preparing the plan (BP1, Section 7), however the map clearly shows that some settlements are physically connected and/or very closely located to larger, and as such share their services and facilities. The council gave considerable weight to these factors when considering the distribution of growth.

The settlement information from Appendix C in BP17 has been re-presented, in section 2. This shows the settlements in order of population with colour-coding applied to illustrate whether each settlement has a high or low population, number of facilities, level of accessibility.

This note then goes on to provides a summary of each settlement (using information from Appendix C from BP17) set out by sub-area. This includes population, the level of services and facilities, the extent of green belt land release and the accessibility score per settlement. An analysis is then given for each settlement taking into account the information from appendix C plus other factors which were applicable when making decisions on allocation per settlement. The weight given to sustainability of settlements is provided whilst also referring to other influencing factors when making decisions on development options.

This note does not present any new assumptions / data which the council did not have available when preparing the plan or which is already set out in the evidence base. It does clarify weight given to the evidence in reaching decisions for the Local Plan. This note should be read in conjunction with the maps that show the Local Plan accepted and rejected options (SD3), the accepted site options technical appraisal (BP29), the rejected site options technical appraisal (LE4.1), the Green Belt review (SD19) and the Settlement Appraisal technical paper (BP17).

The other factors referred to in this note include:

- Land availability – the land options considered by the council and assessed in accordance with the Local Plan methodology (BP23)

- Green Belt review constraints – the constraints identified in the green belt review and how they were considered in individual site assessments
- Infrastructure availability – the availability of potential transport improvement schemes, new schools, access to public transport
- Urban greenspace retention – the level of urban greenspace retention within a settlement
- Mitigation – the ability of an individual site allocation to compensate against potential negative impacts within a settlement

The Council has given weight to all these factors in determining the scale of growth for settlements. However the Council considers that it is appropriate that greatest weight needs to be afforded to the outcomes of the Green Belt review due to the need to demonstrate exceptional circumstances in accordance with NPPF paragraph 85.

1. Map of Green Belt Release

The location of green belt release across the district is shown on this map. This map shows all accepted housing and mixed use, safeguarded land, employment options in the Green Belt.

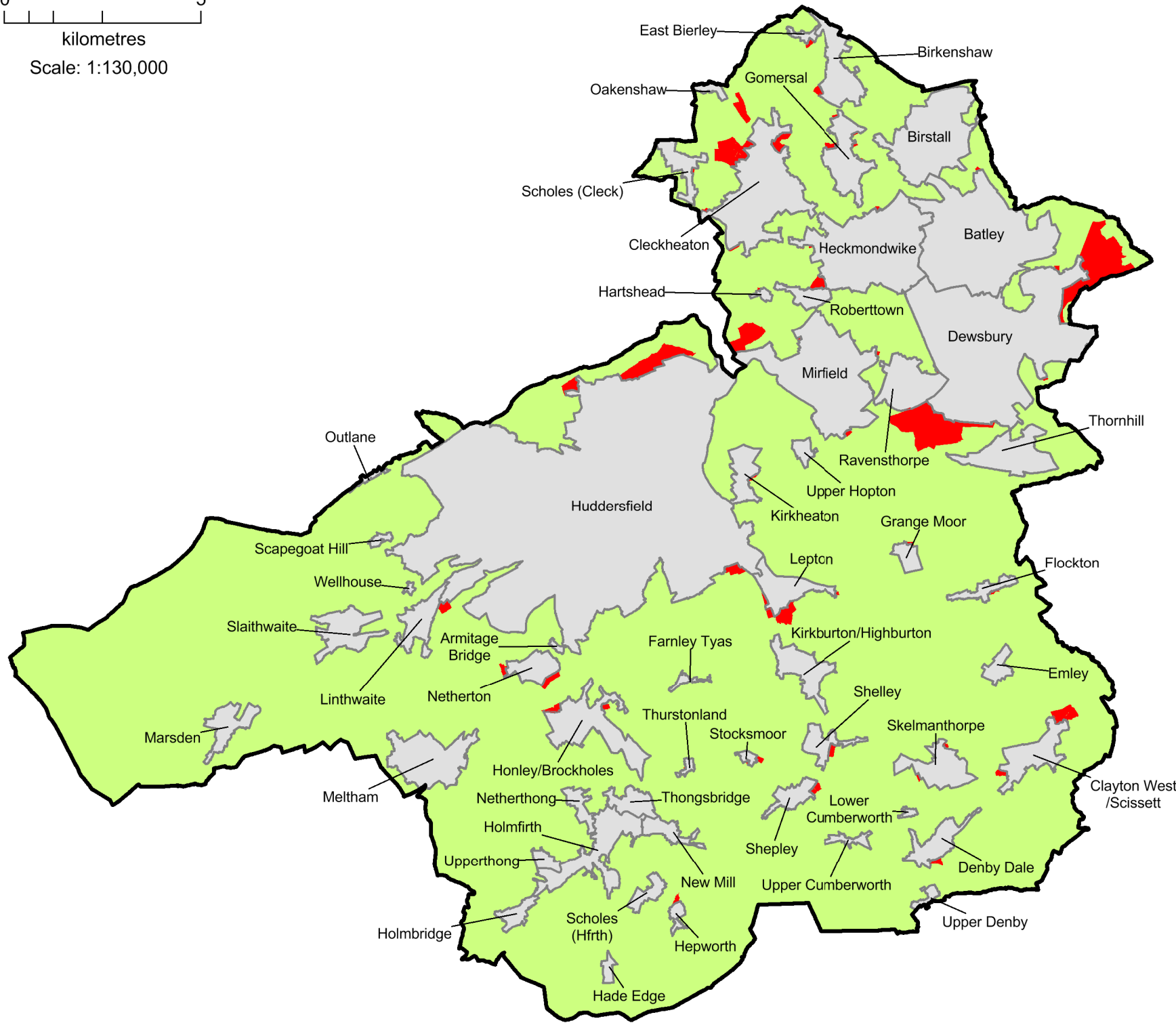
It is considered that the location of green belt around Huddersfield and Dewsbury is compliant with the spatial strategy as set out in SD1. The factors determining the amount of green belt growth accommodated in each settlement for housing and safeguarded land is set out in each sub-area in the sub-area sections in sections 3-6. The Green belt for employment is not included in the table because this is influenced by the locational factors set out in the spatial development strategy.

This map repeats the information contained in the Green Belt Review Supporting Document (BP25) but also adds the settlement boundaries so that a comparison can be made with the information set out in this document.

0 5

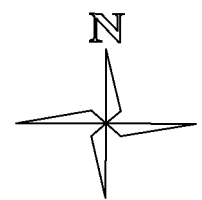
kilometres

Scale: 1:130,000



- Accepted Sites
- Settlement Boundaries
- Green Belt

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2. Table of settlements

This table provides information set out in Appendix C in BP17, re-ordered by the population of the settlement and with colour-coding applied to each settlement's number of services, facilities and total accessibility score as these are all factors that determine the location of development.

The table has been sorted by population. Whilst weight has been given to a number of more detailed factors, as set out in the table below, there is a strong correlation between population size and the overall number of services and facilities.

The table does not include the socio-economic information set out in Appendix C of BP17, as this information was given less weight in making comparisons between different settlements and how much growth is accommodated, although it has provided important contextual information in considering place shaping aspects of the spatial development strategy. The table does not include the accessibility score for individual categories, but includes the total accessibility score as this is an important factor in determining the extent to which services and facilities can be accessed beyond the settlement boundary.

The colour-coding of the population and level of services, facilities and access in each settlement should illustrate the sustainable pattern of development, with colours red, amber, yellow and green applied from low to high. This gives an indication of the relative strengths and weaknesses of settlements in Kirklees and reflects the factors which the Council has considered in determining the scale of growth in these settlements (but always applying the other factors set out in the Introduction above).

Throughout the plan making process, the Council has been careful to not give weight to some factors above others, as the relative sustainability of settlements is a result of a range of factors. The colour-coding represents the overall weight (for comparison purposes) given by the Council to this evidence in informing the spatial development strategy and the consequences for sustainable patterns of development in relation to paragraph 84 of NPPF.

The summary of each settlement provided in sections 3-6 provides justification for the amount of growth provided in each settlement.

Settlement	Sub-Area	Settlement Appraisal Data															Overall Housing Supply by Settlement			Settlement size (Ha) v Green Belt Release (Ha)							
		Population±	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries †	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)** buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)	Housing capacity allocated in Local Plan (inclusive of non-green belt and UDP green belt)	Gross Completions 2013-2017†	Sites with permission but not yet built*	Total Dwellings (inclusive of non-green belt and UDP green belt)	Settlement size (ha)	Green belt release (housing and mixed use) (ha)	Green belt release (Safeguarded Land) (ha)	Green belt release (employment)	Green belt release for Housing, Mixed Use and Safeguarded Land (ha)	
Huddersfield (INCLUDING GOLCAR)	Huddersfield	139263	1	0	5	26	36	8	2	31	112	23	7	4	21	11	42	16	6861	1963	1653	10477	4201.17	75.80	0.00	0.00	75.80
Dewsbury	Dewsbury and Mirfield	44157	1	0	0	7	15	3	0	14	36	3	1	1	20	4	11	8	4952	166	486	5604	2052.10	282.60	0.00	0.00	282.60
Batley	Batley and Spen	34317	0	1	0	6	16	2	1	6	21	5	1	2	22.5	0	10	4	725	266	490	1481	705.54	0.94	0.00	0.00	0.94
Heckmondwike	Batley and Spen	23940	0	1	0	2	7	2	0	4	15	3	1	0	21.5	1	5	0	306	240	156	702	530.69	0.00	0.00	0.00	0.00
Mirfield	Dewsbury and Mirfield	18075	0	0	1	4	5	2	0	1	6	2	1	0	19.5	1	6	6	402	129	244	775	537.43	4.23	0.00	37.50	4.23
Cleckheaton	Batley and Spen	16110	0	1	0	1	5	1	0	4	14	3	1	1	20.5	2	3	0	1291	136	253	1680	429.74	17.86	4.07	38.60	21.93
Meltham	Kirklees Rural	7738	0	0	1	0	2	0	0	2	10	1	1	0	16.75	1	5	0	327	62	34	423	214.21	0.00	0.00	0.00	0.00
Honley/Brockholes	Kirklees Rural	7362	0	0	1	1	3	1	0	1	7	1	1	0	20	0	5	2	343	45	78	466	217.21	3.37	0.00	0.00	3.37
Ravensthorpe	Dewsbury and Mirfield	7089	0	0	1	0	2	0	0	2	5	1	1	0	18	1	4	2	26	35	26	87	159.19	0.00	0.00	0.00	0.00
Gomersal	Batley and Spen	6948	0	0	0	1	2	0	0	2	3	0	0	0	19.5	1	2	0	271	10	53	334	147.92	6.19	0.84	0.00	7.03
Thornhill	Dewsbury and Mirfield	6781	0	0	0	2	2	1	0	2	8	1	0	0	18	1	0	0	77	29	32	138	170.78	0.00	0.00	0.00	0.00
Holmfirth	Kirklees Rural	6160	0	1	0	0	2	0	1	2	17	2	1	1	17	0	6	0	216	47	142	405	383.44	0.00	0.00	0.00	0.00
Birkenshaw	Batley and Spen	6094	0	0	0	1	1	1	0	1	7	0	0	0	19	1	1	0	360	7	28	395	145.72	3.53	0.00	0.00	3.53
Slaithwaite	Kirklees Rural	4512	0	0	1	0	2	0	0	2	10	0	1	1	18.75	1	2	2	100	38	48	186	126.01	0.00	0.00	0.00	0.00
Skelmanthorpe	Kirklees Rural	4407	0	0	1	0	2	1	0	1	6	1	1	0	22	0	3	0	402	47	18	467	124.62	2.54	0.00	0.00	2.54
Birstall	Batley and Spen	4118	0	0	1	0	4	1	0	3	3	1	1	0	21.5	0	8	0	394	74	60	528	363.61	0.00	0.00	0.00	0.00
Clayton West/Scissett	Kirklees Rural	4118	0	0	0	1	3	0	0	1	3	1	0	1	22	0	4	0	402	30	21	453	128.46	1.63	3.72	16.82	5.35
Kirkburton/Highburton	Kirklees Rural	4013	0	0	1	0	3	0	0	1	5	1	1	0	22	0	4	0	138	15	12	165	119.26	0.00	0.00	0.00	0.00
Lepton	Huddersfield	3902	0	0	0	1	2	0	0	1	5	1	0	0	19.5	0	4	0	819	23	6	848	107.80	24.88	0.00	0.00	24.88
Marsden	Kirklees Rural	3719	0	0	1	0	2	0	0	1	3	0	1	0	15	1	0	2	102	5	8	115	83.79	0.00	0.00	0.00	0.00
Kirkheaton	Huddersfield	3622	0	0	0	1	1	0	0	1	5	1	1	0	15	0	1	0	298	7	5	310	79.92	1.77	0.00	0.00	1.77
Linthwaite	Kirklees Rural	3572	0	0	0	1	2	1	0	0	0	1	0	0	19.75	1	1	0	354	8	343	705	93.98	6.15	0.00	0.00	6.15
Netherthong	Huddersfield	3437	0	0	0	1	2	0	0	1	4	0	0	0	16.5	1	2	0	410	6	2	418	72.04	11.71	0.00	0.00	11.71
Scholes (Cleck)	Batley and Spen	3150	0	0	0	1	1	0	0	0	0	0	0	0	20.5	0	3	0	51	53	19	123	71.38	0.98	0.00	0.00	0.98
Denby Dale	Kirklees Rural	2954	0	0	1	0	1	0	0	1	6	0	1	0	22.5	0	3	2	268	20	18	306	87.89	2.07	0.00	0.00	2.07
Shelley	Kirklees Rural	2737	0	0	0	0	1	0	0	0	0	0	0	0	14.75	0	1	0	0	6	62	68	61.11	0.00	4.66	0.00	4.66
Roberttown	Batley and Spen	2551	0	0	0	1	1	0	0	0	0	0	0	0	20	0	2	0	272	7	10	289	47.70	7.78	0.00	0.00	7.78
Shepley	Kirklees Rural	2291	0	0	0	1	1	0	0	1	3	1	1	0	17.5	0	1	2	119	7	7	133	55.05	4.64	0.00	0.00	4.64
New Mill	Kirklees Rural	1803	0	0	0	1	2	0	0	0	0	0	0	0	17.5	0	3	0	0	43	24	67	51.20	0.00	0.00	0.00	0.00
Netherthong	Kirklees Rural	1646	0	0	0	0	1	0	0	0	0	0	0	0	11.25	0	1	0	96	0	4	100	41.29	0.00	0.00	0.00	0.00
Scholes (Hfrth)	Kirklees Rural	1527	0	0	0	0	1	0	0	0	0	0	0	0	10.5	0	1	0	188	14	3	205	39.00	0.00	0.00	0.00	0.00
Emley	Kirklees Rural	1481	0	0	0	0	1	0	0	1	4	0	0	0	18	0	1	0	44	10	2	56	39.45	0.00	0.00	0.00	0.00
Flockton	Kirklees Rural	1343	0	0	0	0	1	0	0	1	4	0	0	0	15	0	2	0	158	2	11	171	40.56	0.00	1.44	0.00	1.44
Thongsbridge	Kirklees Rural	1317	0	0	0	0	0	1	0	0	0	0	0	0	17.75	0	2	0	173	21	36	230	63.88	0.26	0.00	0.00	0.26
Holmbridge	Kirklees Rural	1198	0	0	0	0	1	0	0	0	0	0	0	0	9.75	0	1	0	42	2	12	56	39.75	0.00	0.00	0.00	0.00
Upperthong	Kirklees Rural	953	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	27	2	27	56	26.04	0.00	0.00	0.00	0.00
Grange Moor	Kirklees Rural	856	0	0	0	0	1	0	0	0	0	0	0	0	14	0	2	0	64	0	0	64	37.05	1.22	0.00	0.00	1.22
Upper Hopton	Dewsbury and Mirfield	744	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	0	25.36	0.00	0.00	0.00	0.00
Oakenshaw	Batley and Spen	723	0	0	0	1	0	0	0	0	0	0	0	0	16	1	0	0	0	0	3	3	18.45	0.00	0.00	0.00	0.00

Settlement	Sub-Area	Settlement Appraisal Data															Overall Housing Supply by Settlement			Settlement size (Ha) v Green Belt Release (Ha)							
		Population±	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No. of GPs	NHS Dentist practices	Libraries †	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)** buses routes at frequency of 15 mins or less	Trains per hour (all directions)	Housing capacity allocated in Local Plan (inclusive of non-green belt and UDP green belt)	Gross Completions 2013-2017 †	Sites with permission but not yet built*	Total Dwellings (inclusive of non-green belt and UDP green belt)	Settlement size (ha)	Green belt release (housing and mixed use) (ha)	Green belt release (Safeguarded Land) (ha)	Green belt release (employment)	Green belt release for Housing, Mixed Use and Safeguarded Land (ha)	
Upper Cumberworth	Kirklees Rural	699	0	0	0	0	1	0	0	0	0	0	0	0	19	0	2	0	0	6	6	12	22.21	0.00	0.00	0.00	0.00
East Bierley	Batley and Spen	671	0	0	0	0	1	0	0	0	0	0	0	0	18	0	2	0	59	4	0	63	15.55	1.81	0.00	0.00	1.81
Hepworth	Kirklees Rural	634	0	0	0	0	1	0	0	0	0	0	0	0	10	0	1	0	60	3	4	67	19.28	2.51	0.00	0.00	2.51
Upper Denby	Kirklees Rural	544	0	0	0	0	1	0	0	0	0	0	0	0	9.75	0	0	0	0	5	1	6	17.32	0.00	0.00	0.00	0.00
Outlane	Kirklees Rural	496	0	0	0	0	0	0	0	0	0	0	0	0	20.5	0	2	0	29	2	3	34	11.77	0.00	0.00	0.00	0.00
Scapegoat Hill	Kirklees Rural	494	0	0	0	0	1	0	0	0	0	0	0	0	13.5	0	1	0	0	3	0	3	12.37	0.00	0.00	0.00	0.00
Hade Edge	Kirklees Rural	440	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0	66	1	0	67	17.38	0.00	0.00	0.00	0.00
Stocksmoor	Kirklees Rural	438	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0	2	42	0	0	42	11.59	0.00	3.15	0.00	3.15
Farnley Tyas	Kirklees Rural	433	0	0	0	0	1	0	0	0	0	0	0	0	15.25	0	1	0	23	28	4	55	12.71	0.00	0.00	0.00	0.00
Thurstonland	Kirklees Rural	394	0	0	0	0	1	0	0	0	0	0	0	0	15	0	1	0	42	2	0	44	9.78	0.25	0.00	0.00	0.25
Lower Cumberworth	Kirklees Rural	363	0	0	0	0	0	0	0	0	0	0	0	0	22	0	2	0	0	0	0	0	7.59	0.00	0.00	0.00	0.00
Hartshead	Batley and Spen	328	0	0	0	0	1	0	0	0	0	0	0	0	15.75	0	1	0	15	1	1	17	10.26	0.44	0.00	0.00	0.44
Armitage Bridge	Huddersfield	171	0	0	0	0	0	0	0	0	0	0	0	0	18.5	1	2	0	0	0	1	1	6.46	0.00	0.00	0.00	0.00
Wellhouse	Kirklees Rural	164	0	0	0	0	1	0	0	0	0	0	0	0	17	0	1	0	0	0	2	2	5.43	0.00	0.00	0.00	0.00

*includes schools in green belt just outside settlement. Does not include special schools and pupil referral units.

**WY Metro leaflets

† Includes Denby Dale library - scheduled to open Autumn 2016

± Dated weighted against from lower level super output areas to number of dwellings in defined settlement boundary - this weighting means that samples for the smallest settlements are too small to give a reliable output

3. Summary of Settlement Growth and Settlement Appraisal Findings in Huddersfield sub-area

The Huddersfield settlement accommodates approximately 90% of the population of this sub-area and is the biggest town in the district by a considerable margin. The settlement and contains a principal centre which is a focus for retail, services and community facilities for much of Kirklees. Within the Huddersfield settlement there are a range of areas focused around district centres at Almondbury, Lindley, Marsh, Milnsbridge and Moldgreen as well as a range of other local centres. Four settlements exist on the periphery of Huddersfield whilst still geographically 'attached' to Huddersfield. These are Armitage Bridge, Kirkheaton, Lepton and Netherton. There are other settlements that adjoin Huddersfield, such as Linthwaite, which is in the Kirklees Rural sub-area. Some of Huddersfield settlement is within Kirklees Rural area (i.e. located in Golcar ward) but for the purposes of this analysis it is considered as within Huddersfield sub-area.

Huddersfield has the largest amount of land proposed for release from the green belt for housing. However Lepton, Netherton and, to a lesser extent, Kirkheaton can all accommodate growth in the Green Belt. In the case of Lepton and Netherton these settlements are well connected to Huddersfield and provide opportunities for growth that couldn't be accommodated in the Huddersfield green belt, due to the constraints that exist on the edge of the settlement.

Armitage Bridge

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	1	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
171	0	0	0	0	0	0	0	0	0	0	0	0	18.5	1	2	0

Armitage Bridge is a small settlement, defined by the Green Belt boundary. Whilst separate in green belt terms, it is closely linked to Netherton and the Berry Brow area of Huddersfield. The settlement has a good accessibility score due to its close proximity to Huddersfield town centre, Berry Brow and Netherton. The settlement has no primary school and a limited level of local services. The size of the settlement and the limited land supply has meant no site options have been allocated in this settlement despite its relative sustainable location. No site options have been promoted in this settlement.

Huddersfield (including Golcar)

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
7	96583	53	6861	10477	4	75.8

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
139263	1	0	5	26	36	8	2	31	112	23	7	4	21	11	42	16

Huddersfield is the largest settlement in Kirklees. The town centre is identified as a principal town centre, and there are a range of other centres including five district centres and 26 local centres. There are 36 primary schools located throughout Huddersfield and eight secondary schools, as well as a range of healthcare, leisure and cultural facilities. With the range and distribution of facilities in the settlement, Huddersfield achieves a high accessibility score. Huddersfield has high levels of infrastructure availability in terms of its proximity to the M62 motorway and high levels of public transport accessibility, the settlement is the focus of the local bus network, with frequent services serving different parts of the town and providing connections to other towns. The settlement has good rail links with Huddersfield being a key station on the Trans-Pennine rail line with services to Leeds and Manchester and other cities in the north of England and local rail services serve Huddersfield and stations at Deighton, Lockwood and Berry Brow.

The focus of allocations in this sub area has been in the Huddersfield settlement with 6,861 units in total with 75.8 hectares being released from the Green Belt for housing. The number of sites with planning permission, in addition to land allocated, supports the spatial development strategy to focus most development in Huddersfield and Dewsbury. The population of 139,263 represents the largest settlement in the district and accordingly the majority of new housing development has been allocated here.

This distribution of development reflects the available land supply around the edge of the settlement where green belt constraints permit notably to the north and south east of the settlement. The Local Plan also seeks to retain urban greenspace within the settlement to support access to green spaces. Land will be released from the green belt for housing in settlements that adjoin, or are adjacent to the built-up area of Huddersfield, notably Lepton, Linthwaite and Netherton.

Kirkheaton

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	5	298	310	1	1.77

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
3622	0	0	0	1	1	0	0	1	5	1	1	0	15	0	1	0

Kirkheaton has a defined local centre and has a primary school and GP surgery. The accessibility score for the settlement is relatively low, though Kirkheaton is about twenty minutes from Huddersfield centre by bus and the settlement is adjacent to the Huddersfield urban area. It is considered that green belt release is appropriate in this settlement given its proximity to the larger settlement of Huddersfield and the level of green belt release units at 1.77 hectares reflects the smaller scale of the settlement, its relative sustainability and land availability for the settlement. Other options for the expansion of the settlement were considered but these were found to undermine the role and function of the green belt around the settlement.

Lepton

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	5	819	848	4	24.88

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
3902	0	0	0	1	2	0	0	1	5	1	0	0	19.5	0	4	0

Lepton is part of the same built up area as Huddersfield. It has a separate settlement boundary as it is predominantly enclosed by green belt, but it is physically merged with the wider Huddersfield area and functions in a similar way to many other localities on the outer fringe of the Huddersfield settlement. The settlement has a defined local centre and has two primary schools and a GP surgery together with good public transport availability. Lepton has a good accessibility score, scoring well in terms of access to most facilities due to its proximity to the Huddersfield as a principal town centre and its other services/facilities. Significant weight has been given to its proximity to Huddersfield and its physical connection to the main urban area by the council. The opportunity for green belt release exists to the south-eastern edge of this settlement and as such would not compromise the role and function of the green belt and it is considered defensible new green belt boundaries can be created.

Netherton

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	3	410	418	3	11.71

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
3437	0	0	0	1	2	0	0	1	4	0	0	0	16.5	1	2	0

Netherton is located to the immediate west of Huddersfield. It has a separate settlement boundary as it is predominantly enclosed by green belt, but it is adjacent to the wider Huddersfield area. The settlement has a local centre, two primary schools and a GP surgery and is served by a frequent bus service to the centre of Huddersfield. There are limited opportunities for development within the settlement; options for housing development in the green belt on the edge of the settlement have been accepted. The level of green belt release at 11.71 hectares is reflective of available land supply in this settlement. The lack of green belt constraints around the north-west and the southern edges of the settlement compared to other green belt edges in this sub area and Netherton's proximity to Huddersfield and relative sustainability mean that the settlement is an appropriate location for green belt release.

4. Summary of Settlement Growth and Settlement Appraisal Findings in Batley and Spen sub-area

Batley and Spen is characteristically different to the other sub areas in Kirklees. All the settlements within this sub-area score well in terms of accessibility and most settlements have a high level of services and facilities.

Weight has been given in this sub-area to the relative sustainability of the settlements; however the characteristic of this sub-area is that most settlements have merged due as a result of industrialisation and the proximity of the area to Leeds and Bradford, as well as previous housing development. The protection and retention of urban greenspace has been an important consideration in this sub area, reflecting the place shaping characteristics set out in section 5.3 of the Strategy and Policies document (SD1). There is limited opportunity for significant allocations within the Batley and Spen settlements, given the narrow green belt 'branches' and 'pockets' which exist in this area which provide the only distinct separation between some settlements and in some cases limit the opportunity for expansion around settlements. As a result, the majority green belt release has occurred to the west of the sub-area around Cleckheaton where there are more opportunities for growth without harming the overall role and function of the green belt.

Batley is the largest and most sustainable settlement in the sub-area but options for growth are limited when considering the role and function of the Green Belt.

Batley

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	11	725	1481	1	0.94

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
34317	0	1	0	6	16	2	1	6	21	5	1	2	22.5	0	10	4

Batley is the largest settlement in the sub-area and has a range of facilities including a town centre and six local centres, as well as primary schools throughout the settlement and other education, leisure and cultural facilities. The settlement has a good accessibility score, the only railway station in the sub-area and is the hub of the local bus network. The level of green belt release at 0.94 hectares is relatively low and reflects the urban nature of this settlement with the majority of the allocations being within the settlement, with some on brownfield land, as well as former UDP housing allocations. The settlement is constrained for growth to the north, south and east due to its proximity to Birstall and Dewsbury and the green belt constraints that this presents. Whilst several options in the green belt around Batley were put to the council, it is considered that none of these would allow the green belt role and function to be maintained. The settlement is physically joined to the west with Heckmondwike. The mixed use site at Chidswell in the green belt to the east of the settlement has been assigned to Dewsbury but is in close proximity to the Batley area.

Birkenshaw

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	6	360	395	1	3.53

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
6094	0	0	0	1	1	1	0	1	7	0	0	0	19	1	1	0

Birkenshaw is the fourth most populated settlement in the sub-area. The settlement has a local centre, primary and secondary schools and GP surgery. The accessibility score is good, as the town is in close proximity to services and facilities in neighbouring Bradford. There are development opportunities available within the settlement and there are 3.53 hectares proposed to be released from the green belt which represents the fourth largest level of green belt release within the sub area. Despite its relative high level of sustainability and land availability, Birkenshaw is constrained to the east for further expansion due to the presence of a historic battlefield. There are also air quality issues to the south of the settlement due to its close proximity to the M62. Large development proposals to the east of the settlement would weaken the role and function of the green belt in preventing the merger with urban areas in Bradford and Leeds.

Birstall

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
1	6370	4	394	528	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
4118	0	0	1	0	4	1	0	3	3	1	1	0	21.5	0	8	0

Birstall has a range of facilities, including a district centre, primary and secondary schools and GP surgery. The settlement has a smaller population than neighbouring settlements Birkenshaw and Gomersal but has more facilities. Birstall's accessibility score is amongst the highest in the sub-area, with a high number of bus routes to surrounding towns and cities. The housing allocations proposed in Birstall are based entirely within the settlement and there are no proposed green belt releases as no site options can be accommodated that would allow the role and function of the Green Belt to be maintained. Birstall is characterised by narrow pockets of green belt to the south and west of the settlement and Oakwell Country Park to the north.

Cleckheaton

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
3	7140	15	1291	1680	4	17.86

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
16110	0	1	0	1	5	1	0	4	14	3	1	1	20.5	2	3	0

Cleckheaton is the third most populated settlement in the sub area behind Batley and Heckmondwike and has a defined town centre, local centre and primary and secondary schools, GP surgeries and other leisure and culture facilities. Cleckheaton is the largest town in the district that is not on the railway network, but despite this it has a good accessibility score and is well-connected to other settlements in the sub-area and beyond by bus. Cleckheaton has the largest amount of Green belt release for housing in the sub area at 17.86 hectares which reflects the settlement's relative sustainability, available land supply and the lack of green belt constraint surrounding the settlement to the north east and west. Cleckheaton also has a high level of valuable urban greenspace retention which limits land availability for development within the settlement. Four hectares of safeguarded land has been identified to the north of the settlement due to the available and suitable land supply and the settlements relative sustainability. Further land is to be released from the green belt for employment.

East Bierley

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	59	63	1	1.81

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
671	0	0	0	0	1	0	0	0	0	0	0	0	18	0	2	0

East Bierley is a small settlement on the edge of the Bradford urban area. The settlement has no local centre but there is a primary school within the settlement. The accessibility score of 18, whilst not being high relative to neighbouring settlements still reflects its connectivity to facilities in neighbouring Bradford, Birkenshaw and Birstall. There is one allocation in this settlement which includes green belt release of 1.81 hectares. Whilst the settlement is small, it is considered that this is an appropriate level of growth for this settlement given its location adjacent to Bradford.

Gomersal

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	5	271	334	4	6.19

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
6948	0	0	0	1	2	0	0	2	3	0	0	0	19.5	1	2	0

Gomersal is the fourth largest settlement in the sub area behind Batley, Heckmondwike and Cleckheaton. Gomersal has a defined local centre with 2 primary schools and a GP surgery. Gomersal has a good accessibility score reflecting its connectivity to other settlements in and beyond the sub-area. The level of green belt release at 6.19 hectares is the third highest in the sub area behind Roberttown and Cleckheaton. This reflects the relative size and sustainability of the settlement and land availability to the north of the settlement with relatively few green belt constraints. Safeguarded land has been allocated to the north east of the settlement reflecting available land supply and the relative sustainability of the settlement.

Hartshead

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	15	17	1	0.44

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
328	0	0	0	0	1	0	0	0	0	0	0	0	15.75	0	1	0

Hartshead is the smallest settlement in the sub area and has the lowest accessibility score of 15.75, although the settlement does have bus links to services and facilities at Huddersfield, Brighouse, Cleckheaton and Heckmondwike. The settlement does not have a defined local centre but it has a primary school. Development opportunities in the settlement are limited and the green belt boundary is tightly drawn. It is considered that the small allocation into the green belt at 0.44 hectares represents an appropriate amount of growth for Hartshead in the Local Plan.

Heckmondwike

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	9	306	702	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
23940	0	1	0	2	7	2	0	4	15	3	1	0	21.5	1	5	0

Heckmondwike is the second largest settlement in the sub area with a population of 23940. The settlement has a defined town centre, two local centres and seven primary schools. The settlement has a high accessibility score of 21.5. All of the allocations in this settlement are located within the settlement boundary which reflects the urban nature of the settlement with no green belt release proposed for this settlement. Despite the relatively high level of accessibility and services and facilities, the land supply within the settlement is low and opportunities to expand are limited as the settlement forms part of the same urban area as Dewsbury and Batley and green belt constraints around the settlement prevent any further growth/expansion. It should be noted that the green belt release assigned to Roberttown is adjacent to Heckmondwike.

Oakenshaw

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	3	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
723	0	0	0	1	0	0	0	0	0	0	0	0	16	1	0	0

Oakenshaw, that is partly within both Kirklees and Bradford. The settlement's population within Kirklees is defined as 723. The settlement has a local centre. There is no primary school in the settlement, though there is one in close proximity in Bradford district. Oakenshaw has a low accessibility score for the sub area at 16, though the settlement has a frequent bus service to Bradford and Cleckheaton and is about 1km from the new railway station at Low Moor. No development is proposed in this area, as there few opportunities within the built up area. There is no green belt release for this settlement due to lack of land availability and green belt constraints.

Roberttown

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	272	289	1	7.78

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
2551	0	0	0	1	1	0	0	0	0	0	0	0	20	0	2	0

Roberttown is a small settlement with a population of 2551. It has a defined local centre and has a primary school. It achieves a good accessibility score reflecting its bus links to Cleckheaton, Heckmondwike and Huddersfield. There are few development opportunities within this settlement. All of the allocation for this settlement consists of green belt release at 7.78 hectares. This is considered to be appropriate given the settlement's relative sustainability, proximity to Heckmondwike and the availability of land surrounding the settlement with few green belt constraints.

Scholes (Cleckheaton)

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	2	51	123	1	0.975

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
3150	0	0	0	1	1	0	0	0	0	0	0	0	20.5	0	3	0

Scholes is a small settlement with a population of 3150 and has a defined as a local centre and a primary school. The settlement has a high accessibility score of 20.5, reflecting to access to services and facilities in Cleckheaton and in Bradford. The level of green belt release of 0.975 hectares is comparable with the settlements sustainability and land availability around the settlement without any green belt constraints.

5. Summary of Settlement Growth and Settlement Appraisal Findings in Dewsbury and Mirfield sub-area

Dewsbury and Mirfield is an urban area set within the wide Calder valley bottom. As set out in section 5.2 of the Strategy and Policies document (SD1) Dewsbury is the largest settlement in this sub-area and includes a principal town centre which provides for a focus for retail, leisure and community facilities and services in the north of the district and is a public transport hub. Mirfield and Ravensthorpe contain district centres and provide for local facilities; there are other local centres throughout the settlements, including one at Thornhill. Of the five settlements in this sub-area, Upper Hopton is the only one lacking any services or facilities but this is not identified for any growth in the Local Plan.

The analysis shows that Dewsbury is well-equipped and able to receive the highest amount of green belt housing growth in the district. Mirfield is the only other settlement that is seeing green belt release on three relatively small sites around the settlement however the large green belt site at Dewsbury Riverside attributed to Dewsbury also adjoins Ravensthorpe and has close links to Mirfield.

Dewsbury

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
4	131586	17	4952	5604	6	282.60

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
44157	1	0	0	7	15	3	0	14	36	3	1	1	20	4	11	8

Dewsbury is the second largest settlement in the district with a population of 44157. Dewsbury has one of the two principal town centres in the district and also has 7 local centres, 15 primary schools, three secondary schools and a range of other cultural, leisure, educational and healthcare facilities including Dewsbury and District Hospital which is located immediately adjacent to the settlement in Batley. Dewsbury has a high accessibility score of 20 and is a hub for bus services in the area. Dewsbury has rail connections to Leeds, Manchester, Huddersfield and other towns and cities. The settlement has the second highest level of green belt release in the district with 282.6 hectares, the majority of which is located at the Dewsbury Riverside allocation and a large amount for the mixed use allocation at Chidswell. The level of development, and green belt release, in Dewsbury reflects the role and function assigned to it in the Local Plan.

Mirfield

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
2	144655	6	402	775	3	4.225

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
18075	0	0	1	4	5	2	0	1	6	2	1	0	19.5	1	6	6

Mirfield is the second largest settlement in this sub-area with a population of 18075. Mirfield has a defined district centre with four local centres, five primary schools, two secondary schools and other community facilities. Mirfield has a high accessibility score of 19.5, including a railway station and the district's only direct rail link to London. The relatively low level of green belt release is attributed to the settlements position attached to Ravensthorpe to the east and green belt constraints to the north and south. The south-east of the settlement is in close proximity to the large strategic site at Dewsbury Riverside.

Ravensthorpe

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	2	26	87	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
7089	0	0	1	0	2	0	0	2	5	1	1	0	18	1	4	2

Ravensthorpe is the third largest settlement in the sub area with a population of 7089. It has a separate settlement boundary as it is predominantly enclosed by green belt, but the north-east of the settlement is merged with the wider Dewsbury area and functions in a similar way to many other localities on the outer fringe of the Dewsbury settlement. It has a defined district centre and two primary schools. The settlement has a good accessibility score of 18, with frequent bus services to Dewsbury and Huddersfield and rail links to Leeds. There is no green belt release associated with this settlement due to the green belt coalescence constraint to the west and lack of land availability to the north. The southern edge of Ravensthorpe is released for development, for the Dewsbury Riverside strategic site; however this growth is attributed to the Dewsbury settlement.

Thornhill

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	3	77	138	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
6781	0	0	0	2	2	1	0	2	8	1	0	0	18	1	0	0

Thornhill is the second smallest settlement in the Dewsbury and Mirfield sub area with a population of 6781. It has a separate settlement boundary as it is predominantly enclosed by green belt, but it is adjacent to the Dewsbury urban area and functions in a similar way to many other localities on the outer fringe of the Dewsbury settlement. There are two local centres, two primary and one secondary school within the settlement. Thornhill has similar accessibility scores as other settlements in the sub area with a score of 18, reflecting accessibility to services and facilities in Dewsbury. The 77 units allocated for Thornhill are within the settlement, there are no green belt releases proposed for Thornhill due to land availability and green belt constraints to the north.

Upper Hopton

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	0	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
744	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0

Upper Hopton is the smallest settlement in the sub area with a population of 744. The settlement has a low level of services and facilities and an accessibility score of 15, the lowest in the sub area. There are no green belt release sites in this settlement reflecting its relative sustainability.

6. Summary of Settlement Growth and Settlement Appraisal Findings in Kirklees Rural sub-area

The Kirklees Rural sub-area consists of 32 individual settlements, in the west of the sub-area these settlements are predominantly in the Colne and Holme valleys and in the east of the sub-areas the settlements are set in and around the Dearne and Fenay Beck Valleys. Part of the Kirklees Rural sub-area (Golcar, Milnsbridge and Cowlersley) are within the Huddersfield settlement and considered in section 1 of this document. As explored in section 5.4 of the Strategy and Policies document (SD1) Huddersfield is the focus for where most people work, shop and undertake leisure activities. There isn't one dominant centre within the sub-area but there is one identified town centre in the sub-area at Holmfirth, along with district centres across the sub-area at Denby Dale, Kirkburton, Marsden, Meltham, Skelmanthorpe and Slaithwaite, with other local centres identified across the area. Many of the settlements in the sub-area do not have identified centres but have some local services and facilities, and access by public transport can be achieved to centres in other settlements.

The Local Plan proposes that ten out of the 32 settlements have some form of green belt release. The four settlements with the largest amount of green belt release proposed for housing all have good public transport accessibility and have district or local centres identified. Some settlements that are less accessible and identified local centres do have green belt release proposed but this is to help facilitate development of sites within the urban area. The analysis shows that some of the most populous and sustainable settlements in this sub-area are unable to grow into the green belt following their assessments in the green belt review.

Clayton West / Scissett

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
1	52115	5	402	453	2	1.63

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
4118	0	0	0	1	3	0	0	1	3	1	0	1	22	0	4	0

Clayton West / Scissett has relatively high proportion of the Kirklees Rural housing allocation capacity with a level of green belt release of 1.63 hectares. This includes one green belt housing site, which is a brownfield site; the land is currently in use for business and industry. The settlement is one of the most accessible in the sub-area and benefits from good bus connections to Huddersfield and to the nearby district centre and railway station at Denby Dale. There is a local centre in the settlement and other facilities including primary schools, middle school, GP surgery and swimming pool. There will be green belt release in the settlement for employment, to capitalise on the settlement's relative proximity to the M1 motorway. The level of green belt release for housing is reflective of the settlements sustainability. 3.72 hectares of safeguarded land has been allocated to the south of the settlement adjacent to the middle school.

Denby Dale

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	5	268	306	2	2.074

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
2954	0	0	1	0	1	0	0	1	6	0	1	0	22.5	0	3	2

The settlement has the highest accessibility score in the sub-area 22.5 and benefits from bus connections to Huddersfield and hourly rail services to Huddersfield and Sheffield. Denby Dale has a district centre with a range of facilities, primary school and a GP surgery. The amount of growth in this settlement, including the release of 2.074 hectares comprising two green belt sites to be released for housing to the north of Barnsley Road, is considered to be commensurate with its size, role and function.

Emley

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	44	56	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
1481	0	0	0	0	1	0	0	1	4	0	0	0	18	0	1	0

There is one housing allocation in Emley within the settlement boundary. There is no green belt release proposed in this settlement. Emley does not have an allocated centre but does have facilities such as a shop, public house, primary school and GP surgery. The settlement is connected by bus services to Huddersfield and Wakefield therefore the accessibility score for the settlement is relatively high compared to other settlements in the sub-area.

Farnley Tyas

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	2	23	55	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
433	0	0	0	0	1	0	0	0	0	0	0	0	15.25	0	1	0

Farnley Tyas is one of the least populated settlements in the sub-area. Farnley Tyas does have a bus connection to the principal centre Huddersfield and the district centre at Almondbury. There is no defined local centre in the settlement but there is a primary school and a public house. There are no green belt releases in this settlement, reflecting its size, role and function relative to other settlements in the area, however the settlement has small scale housing allocations within the built up area.

Flockton

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	3	158	171	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
1343	0	0	0	0	1	0	0	1	4	0	0	0	15	0	2	0

Flockton is a predominantly linear settlement along the A637 that connects Huddersfield to the M1 Motorway. The settlement does not have a defined local centre; however Flockton has a primary school, GP surgeries and facilities such as a shop and a pub. Whilst the accessibility score is slightly below the average for the sub-area, Flockton is equidistant from Huddersfield and Wakefield and has bus services to both centres. There is no green belt release for housing proposed in Flockton, reflecting its suitability for growth relative to other settlements in the east of the sub-area, but the settlement will accommodate housing growth on land that is within the settlement. 1.44 hectares of safeguarded land is allocated to the south of the settlement to provide for growth beyond the plan period.

Grange Moor

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	2	64	64	1	1.215

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
856	0	0	0	0	1	0	0	0	0	0	0	0	14	0	2	0

Whilst Grange Moor does not have a local centre, it has a range of facilities spread out through the settlement and it has a primary school. The settlement has an accessibility score of 14 which is slightly below average for the sub-area, but Grange Moor is connected by bus to larger centres at Huddersfield, Dewsbury and Wakefield. There is 1.21 hectares of green belt proposed to be released for housing in Grange Moor. This relates to a site that is well contained in terms of the green belt boundary. Opportunities for accommodating growth within the built-up area are limited in Grange Moor therefore the proposed green belt release is proportionate with the size, role and function of the settlement.

Hade Edge

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	66	67	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
440	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0

Hade Edge has the lowest accessibility score in the district; the settlement is served by an infrequent bus service to Holmfirth and Penistone. Hade Edge does not have an identified local centre but it does have a primary school, public house and a shop. The settlement has suitable land available for development within the built up area, which has subsequently received full planning permission.

Hepworth

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
1	945	1	60	67	1	2.505

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
634	0	0	0	0	1	0	0	0	0	0	0	0	10	0	1	0

Hepworth does not have a defined local centre but it does have a primary school and a public house. It is a short bus ride from Holmfirth to access the town centre and the settlement is also connected to Huddersfield by bus. Hepworth does have one of the lowest accessibility scores in the district, which can be attributed to long journey times. The one allocation proposed by the Local Plan in the settlement is a mixed use allocation within the Green Belt. This is a brownfield site currently occupied by Dobroyd Mill and represents an opportunity for regeneration of the site.

Holmbridge

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	2	42	56	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
1198	0	0	0	0	1	0	0	0	0	0	0	0	9.75	0	1	0

Holmbridge doesn't have an identified local centre but has a shop, public house and also a primary school. Whilst the settlement has bus connections to Holmfirth and Huddersfield it has the second lowest accessibility score in the sub-area, reflective of long public transport journey times.

Holmbridge is not considered an appropriate settlement for green belt release due to its size, role and function. There are two housing allocations proposed within the settlement, one of which is a brownfield site.

Holmfirth

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
1	3290	6	216	405	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
6160	0	1	0	0	2	0	1	2	17	2	1	1	17	0	6	0

Holmfirth is one of the most populated settlements in the sub-area and has the only identified town centre in the Kirklees rural sub-area, which meets shopping needs for residents from a catchment area beyond the settlement and provides for entertainment and leisure, as well as other facilities. The settlement has a good accessibility score based on the range of facilities available and benefits from a range of education, health and community facilities. The topography of Holmfirth, located in a steep valley, means that development opportunities are limited. The green belt review considered the possibility for development outside of the urban area in Holmfirth but any options for development were too constrained in terms of the role and function of the green belt. The Local Plan allocates brownfield and greenfield sites within the settlement for housing.

Honley / Brockholes

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
2	12915	7	343	466	3	3.37

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
7362	0	0	1	1	3	1	0	1	7	1	1	0	20	0	5	2

This settlement is the second most populated in the sub-area. Honley has a district centre and Brockholes has a local centre. There are primary and secondary schools and GP services. The good accessibility score identifies the settlement as one of the most accessible in the sub-area; it is served by several bus routes to Huddersfield and Holmfirth, as well as a railway stations on the Penistone line at Honley and Brockholes stations. The size, role and function of Honley/Brockholes mean it is a suitable settlement to accommodate growth and three housing sites have been allocated within the Green Belt totalling 3.37 hectares of green belt release.

Kirkburton / Highburton

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	138	165	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
4013	0	0	1	0	3	0	0	1	5	1	1	0	22	0	4	0

This settlement has a district centre and has three primary schools and a GP surgery. The settlement has the second highest accessibility score with several bus routes connecting the settlement to Huddersfield. The Local Plan proposes one housing allocation within the settlement and this site currently has full planning permission. It is not proposed that any land is to be released from the green belt in this settlement. The green belt review considered the suitability of the edges of the settlement for development, and this was a further consideration in the site assessments, following this assessment there were no sites identified that could be accommodated without having a detrimental impact on the role and function of the Green Belt.

Linthwaite

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	3	354	705	2	6.146

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
3572	0	0	0	1	2	1	0	0	0	1	0	0	19.75	1	1	0

Linthwaite is merged with the built up area of Huddersfield; but has been identified as a separate settlement as it is predominantly surrounded by green belt. The settlement functions in a similar way to many other localities on the outer fringe of Huddersfield. The settlement has a local centre, secondary and primary schools. The settlement has good bus links to Huddersfield and the district centre at Slaithwaite, giving the settlement a good accessibility score within the sub area. The size, role and function of Linthwaite, as well as its location on the edge of Huddersfield, mean that the settlement is an appropriate location for housing growth within the sub-area. There is 6.146 hectares of green belt proposed to be released around this settlement. There is one green belt housing allocation which is on the edge of Huddersfield and Linthwaite and further brownfield site at Black Rock Mills, a small part of which extends into the green belt.

Lower Cumberworth

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	0	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
363	0	0	0	0	0	0	0	0	0	0	0	0	22	0	2	0

Lower Cumberworth is one of the least populated settlements within the sub-area. This is a small settlement with few facilities, however the settlement has one of the highest accessibility scores in the sub-area, by virtue of bus connections to Huddersfield and the district centre and the railway station Denby Dale. The green belt boundary is drawn tightly around the settlement and there is no green belt release proposed for this settlement. Lower Cumberworth is not considered an appropriate location to accommodate housing growth in the green belt.

Marsden

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
2	6930	3	102	115	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
3719	0	0	1	0	2	0	0	1	3	0	1	0	15	1	0	2

Marsden has a district centre, two primary schools and a GP surgery. Marsden has a frequent bus service along the Colne Valley to Huddersfield and direct rail links to Huddersfield and Manchester, though its accessibility score is slightly below average for the sub-area, relating to longer journey times. The Local Plan allocates three brownfield sites within the built-up area of the settlement. Opportunities for housing growth in the green belt are limited as much of the land on the edge of the settlement is functionally linked to the Special Protection Area.

Meltham

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
1	11340	6	327	423	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
7738	0	0	1	0	2	0	0	2	10	1	1	0	16.75	1	5	0

Meltham is the most populated settlement within the sub-area. It has a district centre and has primary schools, GP surgeries and a frequent bus service to Huddersfield, The Local Plan proposes several housing allocations within the settlement. The size and role of the settlement make it appropriate for housing growth and the settlement accommodates all its housing growth within the settlement. Opportunities for housing growth in the green belt are limited as the much of the land on the edge of the settlement is linked to the Peak District National Park and Special Protection Area.

Netherthong

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	3	96	100	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
1646	0	0	0	0	1	0	0	0	0	0	0	0	11.25	0	1	0

Netherthong is closely linked to the urban area of Holmfirth, with the south of the settlement being within 800 metres of the district centre. There is no identified centre within Netherthong but it does have a primary school, shop and public house. The settlement has one of the lowest accessibility scores in the district but is connected by bus to Holmfirth and Huddersfield. The settlement is proposed to accommodate a modest amount of growth within the settlement, In terms of options in the green belt, there were no options identified able to maintain the role and function of the green belt.

New Mill

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	67	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
1803	0	0	0	1	2	0	0	0	0	0	0	0	17.5	0	3	0

New Mill is defined a local centre and has two primary schools. It has several bus services connecting it to Huddersfield and Holmfirth and the accessibility score is good. New Mill has no Local Plan housing allocations, although an allocation in Holmfirth (74 dwellings) and Thongsbridge (81 dwellings) are on the edge of the settlement. There are few opportunities for growth within New Mill and one option presented to the council in the green belt was rejected to retain the recreation ground and play area on the site.

Outlane

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	29	34	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
496	0	0	0	0	0	0	0	0	0	0	0	0	20.5	0	2	0

Outlane is separated from Huddersfield by the M62 motorway and Junction 23. The settlement doesn't have an identified local centre, but does have some facilities such as shops and public houses. The settlement's accessibility score is relatively high, given its close links to Huddersfield. Outlane has one Local Plan housing allocation within the settlement and it is considered that the scale of development proposed is commensurate to its relative sustainability.

Scapegoat Hill

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	3	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals ³	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
494	0	0	0	0	1	0	0	0	0	0	0	0	13.5	0	1	0

There is no local centre in the settlement but the settlement has a primary school and a public house. The settlement has a low accessibility score but has an hourly bus service to Huddersfield. The south of the settlement is approximately 1,000 metres from the local centre at Golcar. Scapegoat Hill is not proposed to accommodate any housing allocations in the Local Plan reflective of its relative sustainability.

Scholes (Holmfirth)

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	2	188	205	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
1527	0	0	0	0	1	0	0	0	0	0	0	0	10.5	0	1	0

Scholes does not have local centre, however it has a primary school and facilities such as a shop and a public house. It is connected to the defined town centre of Holmfirth and principal town of Huddersfield to access other facilities by bus, although the settlement has a low accessibility score. Scholes is accommodating two local plan allocations and approximately 5% of the growth in the Kirklees Rural area, which provides a large proportion of growth relative to the current settlement size, role and function. This growth is being accommodated on land within the settlement boundary. Green belt options were rejected in Scholes as it is considered that it would not be desirable to add further growth into the settlement in addition to the opportunities already within the settlement.

Shelley

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	68	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
2737	0	0	0	0	1	0	0	0	0	0	0	0	14.75	0	1	0

Shelley does not have a local centre but has facilities such as shops and public houses and a primary school. In terms of public transport connectivity, Shelley is served by a bus service to Huddersfield and Denby Dale but has an accessibility score that is relatively low. The Local Plan has not allocated housing land within the settlement, but there are some development opportunities to the south of the settlement, west of Abbey Road, which now has planning consent. No housing sites have been allocated in the Green Belt as options were considered not to maintain the role and function of the green belt or provide suitable access. In addition, the nearby settlements Shepley and Skelmanthorpe are accommodating growth in the green belt. 4.66 hectares have been allocated as safeguarded land to the east of the settlement to provide for growth beyond the plan period.

Shepley

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	3	119	133	2	4.64

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
2291	0	0	0	1	1	0	0	1	3	1	1	0	17.5	0	1	2

Shepley has a local centre, primary school and GP surgery. In terms of transport links, the settlement has a relatively high accessibility score above the sub-area average and benefits from a railway station with links to Huddersfield and South Yorkshire. The size, role and function of the settlement are considered appropriate to have land released from the green belt for housing, particularly in relation to other nearby settlements.

Skelmanthorpe

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	5	402	467	2	2.54

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
4407	0	0	1	0	2	1	0	1	6	1	1	0	22	0	3	0

Skelmanthorpe is the fifth most populated settlement in the sub-area and the most populated in the east of the area. Skelmanthorpe has a district centre, with two primary schools and a GP surgery. The settlement is one of the most accessible in the sub-area relating to its accessibility to services and facilities and connections to Huddersfield by bus. The settlement has the joint highest number of Local Plan housing allocations in Kirklees Rural with Clayton West/Scissett. It proposed to release 2.54 hectares of green belt around Skelmanthorpe which is reflective of the settlements relative sustainability.

Slaithwaite

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	3	100	186	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
4512	0	0	1	0	2	0	0	2	10	0	1	1	18.75	1	2	2

Slaithwaite is the most populous settlement in the Colne Valley. It has a district centre, two primary schools and two GP surgeries. The settlement has a high accessibility score and has frequent bus service to Huddersfield and direct rail services to Huddersfield and Manchester. Housing allocations in the settlement are restricted to within the settlement. Despite the settlements relatively high levels of sustainability, development opportunities outside of the settlement are limited as the green belt review notes the level of constraint that exist on the green belt boundary and proximity of the settlement to the Special Protection Area.

Stocksmoor

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	2	42	42	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
438	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0	2

Stocksmoor is one of the least populated settlements in the sub-area. Stocksmoor has a railway station with direct trains to Huddersfield and South Yorkshire but generally has a lack of local facilities and a low accessibility score to services and facilities. The Local Plan proposes two housing allocations within the settlement, one of which has full planning permission. There is no green belt land release proposed for this settlement due to its relative sustainability and because development opportunities already exist within the settlement. There are two safeguarded land options allocated in Stocksmoor to provide for growth beyond the plan period reflecting suitable and available land supply and the sites proximity to the rail station.

Thongsbridge

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	3	173	230	1	0.26

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
1317	0	0	0	0	0	1	0	0	0	0	0	0	17.75	0	2	0

Thongsbridge is closely linked to the town centre of Holmfirth and adjoins both Holmfirth and New Mill. The settlement has a secondary school and a shop but is located close to facilities and services in other settlements and correspondingly has an accessibility score that is good for the sub-area. Thongsbridge also has bus connections to Holmfirth and Huddersfield. The majority of allocations proposed for Thongsbridge are within the settlement, though one site comprising 0.26 hectares includes green belt release to facilitate growth commensurate with the settlements relative sustainability.

Thurstonland

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	42	44	1	0.25

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
394	0	0	0	0	1	0	0	0	0	0	0	0	15	0	1	0

Thurstonland is one of the least populated settlements in the sub-area. There is no identified local centre in Thurstonland, but it does have a primary school and a public house. In terms of public transport accessibility to services and facilities, the settlement has a low accessibility score. It has an hourly bus service to Honley and Meltham and a less frequent service to Huddersfield. The majority of the housing allocation in this settlement is within the settlement boundary, with 0.25 hectares removed from the green belt to accommodate a larger development option. This level of land release is commensurate with the settlements relative sustainability.

Upper Cumberworth

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	12	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
699	0	0	0	0	1	0	0	0	0	0	0	0	19	0	2	0

Upper Cumberworth does not have an identified local centre but has a primary school, post office and a public house. The site has a good accessibility score and has bus services to Huddersfield and Denby Dale. Upper Cumberworth is also adjacent to Denby Dale which has a railway station. Options for allocation were considered in the green belt but were determined to be detrimental to the role and function of the green belt around the settlement despite the settlements relative sustainability.

Upper Denby

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	6	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
544	0	0	0	0	1	0	0	0	0	0	0	0	9.75	0	0	0

Upper Denby does not have any growth proposed in terms of local plan housing allocations, this is reflective of the settlements relative sustainability. The settlement has a primary school and a public house but has a low accessibility score. It is served by buses to district and local centres nearby, though journey times to Huddersfield are long.

Upperthong

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	1	27	56	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
953	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0

Upperthong has a low accessibility score despite its relatively close proximity to Holmfirth town centre and does not have a local centre or a primary school. There is one allocation proposed here, within the settlement, on land that is now largely developed. There is no green belt release proposed in the settlement reflective of Upperthong's relatively low level of sustainability and lack of land availability.

Wellhouse

Total Growth

Employment		Housing				
Allocations	Floorspace (sq. m)	Total Allocations	Total Units from allocations	Local Plan Capacity (2013-31)	Green belt housing allocations	Green belt hectares
0	0	0	0	2	0	0

Settlement Appraisal Matrices

Population	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries	Indoor leisure facilities (KAL)	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
164	0	0	0	0	1	0	0	0	0	0	0	0	17	0	1	0

Wellhouse is the least populated settlement in the sub-area, detached from and located to the west of Huddersfield settlement. There is no defined local centre in the settlement; however there is a primary school. Wellhouse has a high accessibility score based on its proximity to Huddersfield as a principal town however no green belt release is proposed here despite its relative high sustainability due to lack of land availability. In addition the green belt boundaries are drawn tightly around the settlement and the Green Belt Review identifies that the green belt edges are constrained.

Conclusion

For the amount of housing proposed in the plan, the table in Part 2 clearly shows that the amount of growth in Huddersfield and Dewsbury complies with the Spatial Development Strategy set out in SD1. Showing the settlements in order of population broadly shows that the larger settlements have a wider range of facilities and are better accessed by public transport. When considering the settlement evidence this represents the most appropriate strategy for ensuring sustainable patterns of development in the context of reviewing the green belt boundary (paragraph 84 of the NPPF).

The amount of growth apportioned to each settlement, grouped by population size, is set out below:

Settlement grouping (by population)	Settlements	Total growth	% of housing
Largest settlements – 40,000+ (green)	Dewsbury Huddersfield	16,081	54.5
Medium settlements 10,000 – 40,000 (yellow)	Batley Cleckheaton Heckmondwike Mirfield	4,638	15.7
Small-Medium settlements 2,000 – 10,000 (Amber)	Birkenshaw Birstall Clayton West/Scissett Denby Dale Gomersal Holmfirth Honley/Brockholes Kirkburton/Highburton Kirkheaton Lepton Linthwaite Marsden Meltham Netherton Ravensthorpe Roberttown Scholes (Cleck) Shelley Shepley Skelmanthorpe Slaithwaite Thornhill	7,362	25
Smallest settlements Less than 2,000 (red)	Armitage Bridge East Bierley Emley Farnley Tyas Flockton	1,421	4.8

	Grange Moor Hade Edge Hartshead Hepworth Holmbridge Lower Cumberworth Netherthong New Mill Oakenshaw Outlane Scapegoat Hill Scholes (Hfrth) Stocksmoor Thongsbridge Thurstonland Upper Cumberworth Upper Denby Upper Hopton Upperrthong Wellhouse		
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The location of green belt release across the district is shown in part 1. The location of green belt release in smaller settlements is heavily influenced by proximity to larger towns – where constraints mean that there are fewer opportunities to expand into the green belt. When categorised by population, the green belt release for housing and safeguarded land is shown in the table below. Green belt for employment is not included in the table because this is influenced by the locational factors set out in the spatial development strategy.

		Total land release for green belt and safeguarded land (ha)	% of GB release for housing and safeguarded land
Largest settlements – 40,000 + (green)	Dewsbury Huddersfield	358.4	74.2
Medium settlements 10,000 – 40,000 (yellow)	Batley Cleckheaton Heckmondwike Mirfield	27.1	5.6
Small-Medium settlements 2,000 – 10,000 (Amber)	Birkenshaw Birstall Clayton West/Scissett Denby Dale Gomersal Holmfirth Honley/Brockholes Kirkburton/Highburton Kirkheaton	86.46	17.9

	Lepton Linthwaite Marsden Meltham Netherton Ravensthorpe Roberttown Scholes (Cleck) Shelley Shepley Skelmanthorpe Slaithwaite Thornhill		
Smallest settlements Less than 2,000 (red)	Armitage Bridge East Bierley Emley Farnley Tyas Flockton Grange Moor Hade Edge Hartshead Hepworth Holmbridge Lower Cumberworth Netherthong New Mill Oakenshaw Outlane Scapegoat Hill Scholes (Hfrth) Stocksmoor Thongsbridge Thurstonland Upper Cumberworth Upper Denby Upper Hopton Upperthong Wellhouse	11.07	2.3