



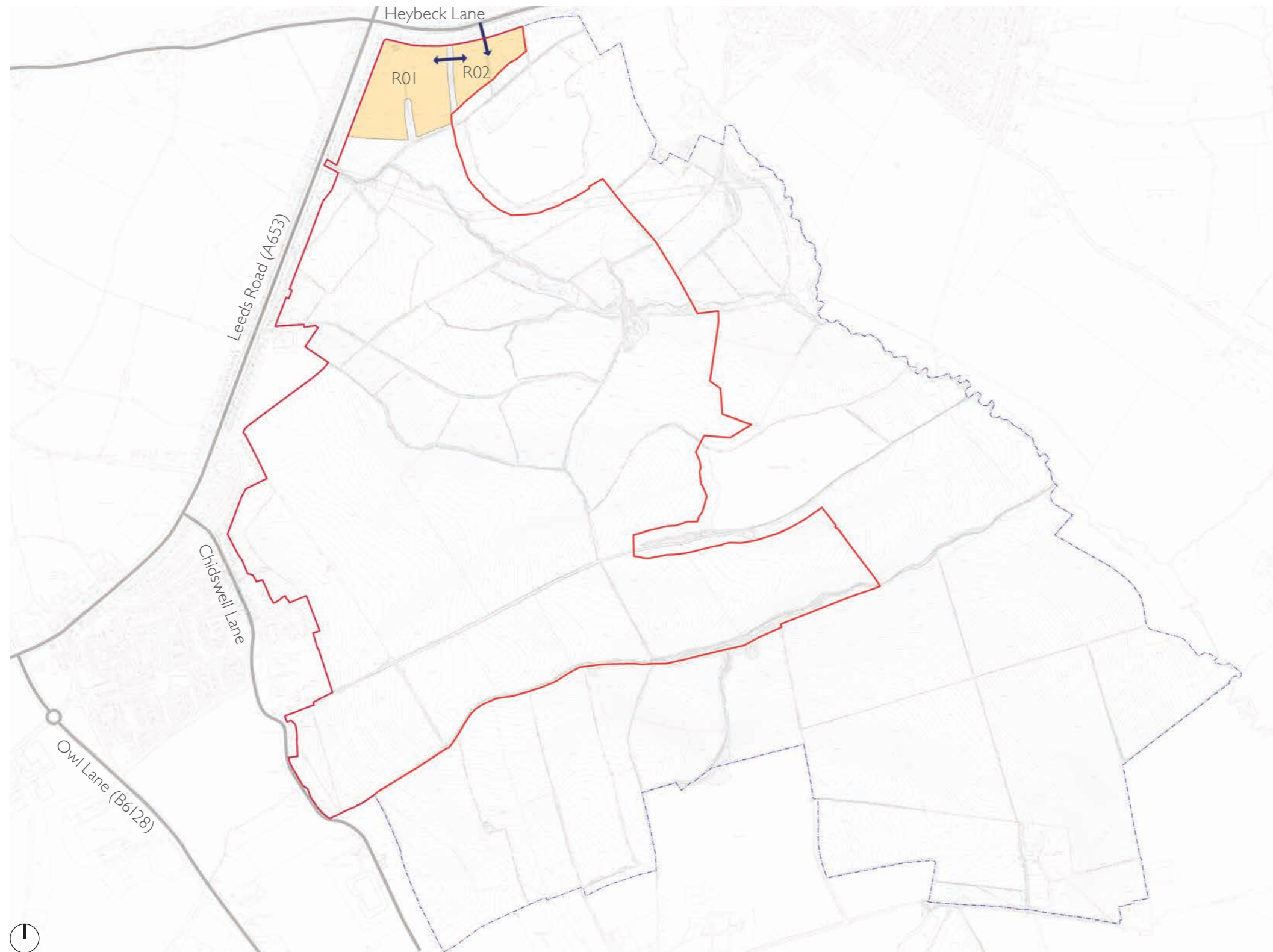
LAND AT CHIDSWELL

PHASING STRATEGY

January 2018

INDICATIVE PHASING STRATEGY

HEYBECK LANE



- - - CCE land holding boundary
- - - Site Boundary
- ■ ■ Construction Route
- ■ ■ Access to completed properties
- • • Indicative route through parcel

- Heybeck Lane: R01 & R02

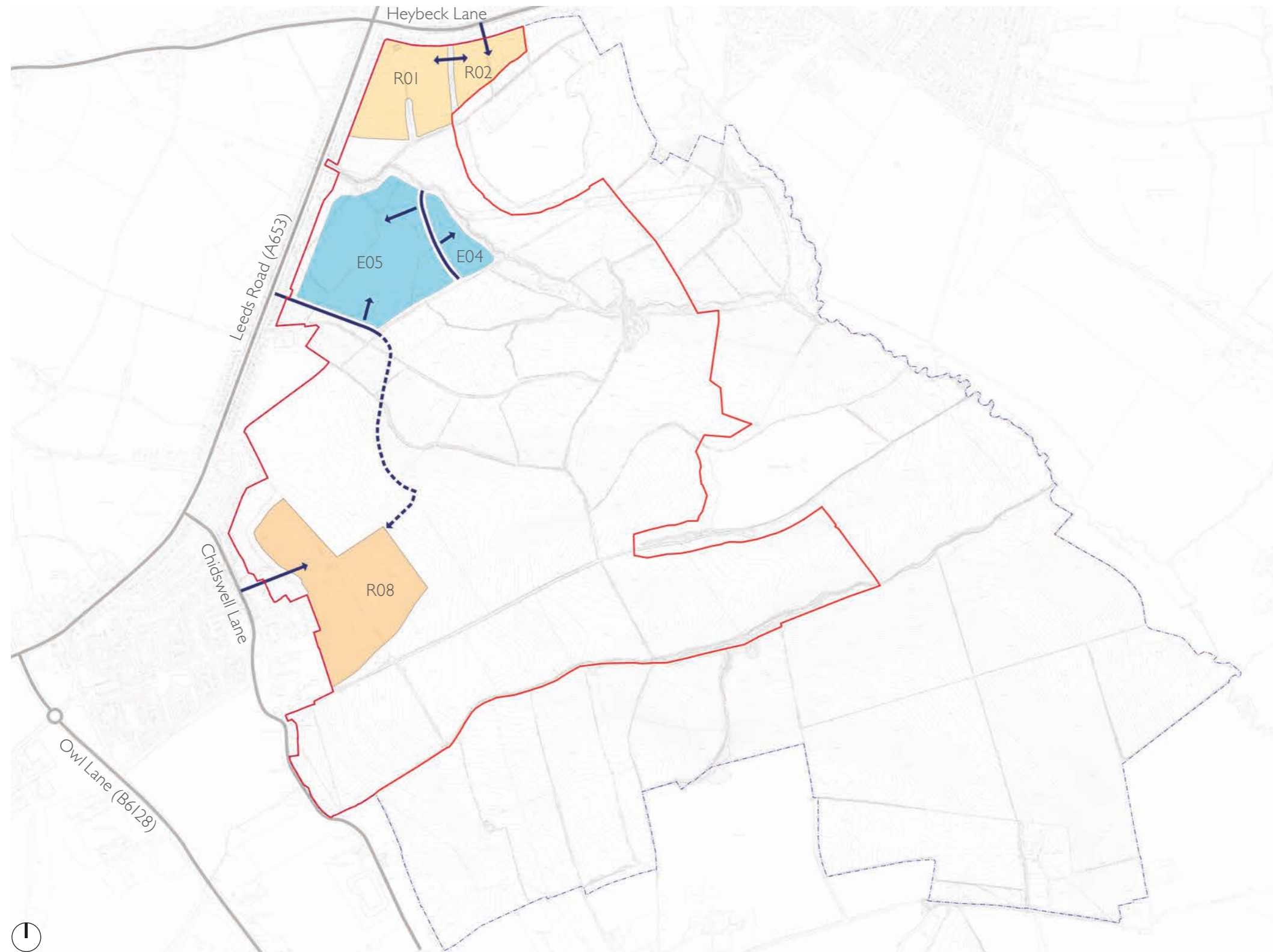
HEYBECK LANE

- Access off Heybeck Lane
- Parcel R01: 1.53 ha delivering 54 homes
- Parcel R02: 3.58 ha delivering 127 homes

Total Homes: 181

INDICATIVE PHASING STRATEGY

PHASE A



- - - CCE land holding boundary
- - - Site Boundary
- ■ ■ Construction Route
- ■ ■ Access to completed properties
- • • Indicative route through parcel

- Heybeck Lane: R01 & R02
- Phase A: R08
- Phase A: E04 & E05

PHASE A

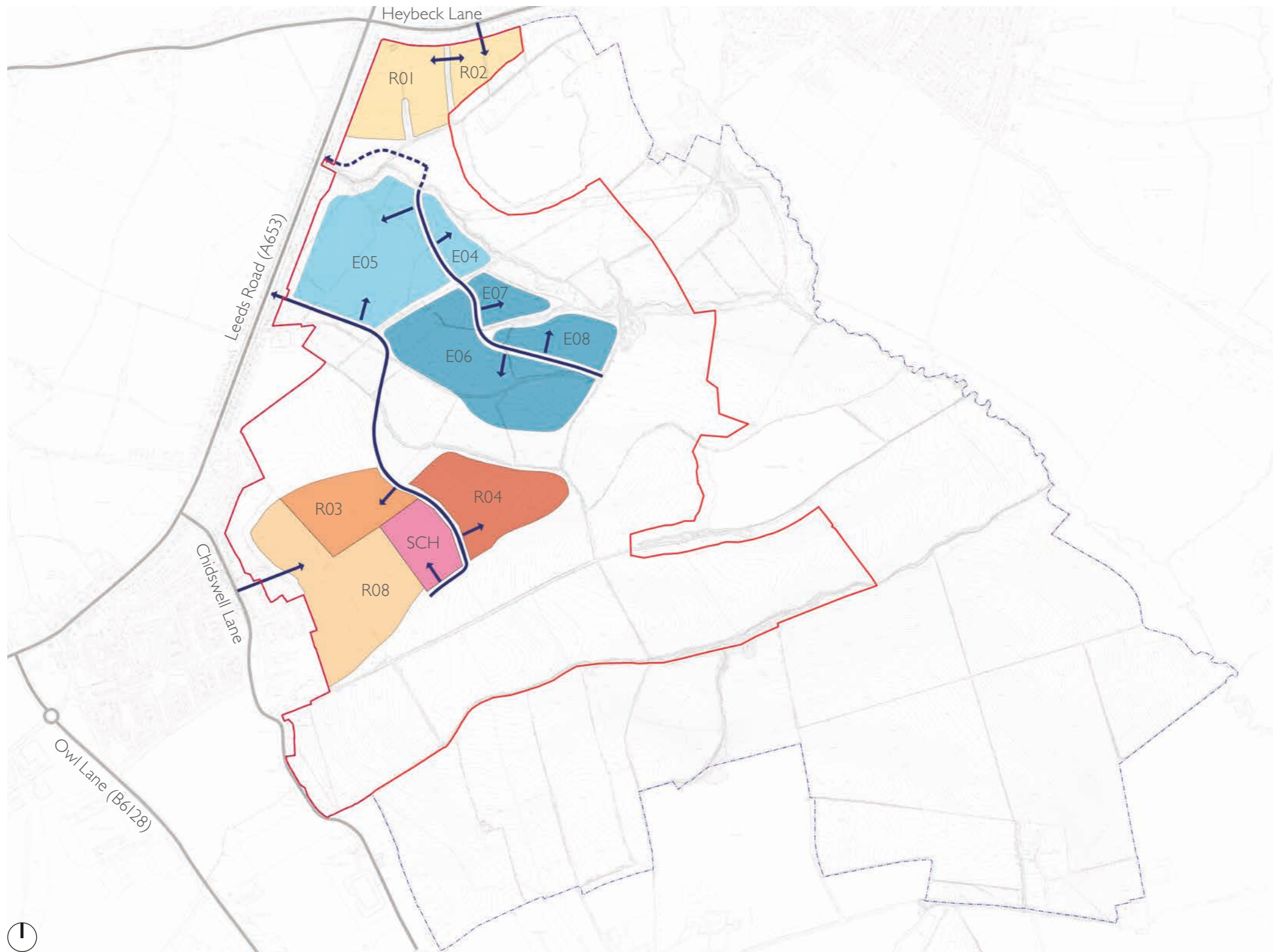
- Construction route off Leeds Road (south)
- Access to completed properties off Chidswell Lane (north)
- Parcel R08: 7.01 ha delivers 248
- Parcel E04: 1.12 ha employment use
- Parcel E05: 6.86 ha employment use

Total Homes: 429
Total Employment: 7.98 ha



INDICATIVE PHASING STRATEGY

PHASE B



- - - CCE land holding boundary
- Site Boundary
- Construction Route
- ➔ Access to completed properties
- Indicative route through parcel

- Heybeck Lane: R01 & R02
- Phase A: R08
- Phase A: E04 & E05
- Phase B: R03
- Phase B: R04
- Phase B: E06, E07 & E08
- Phase B: Primary School

PHASE B

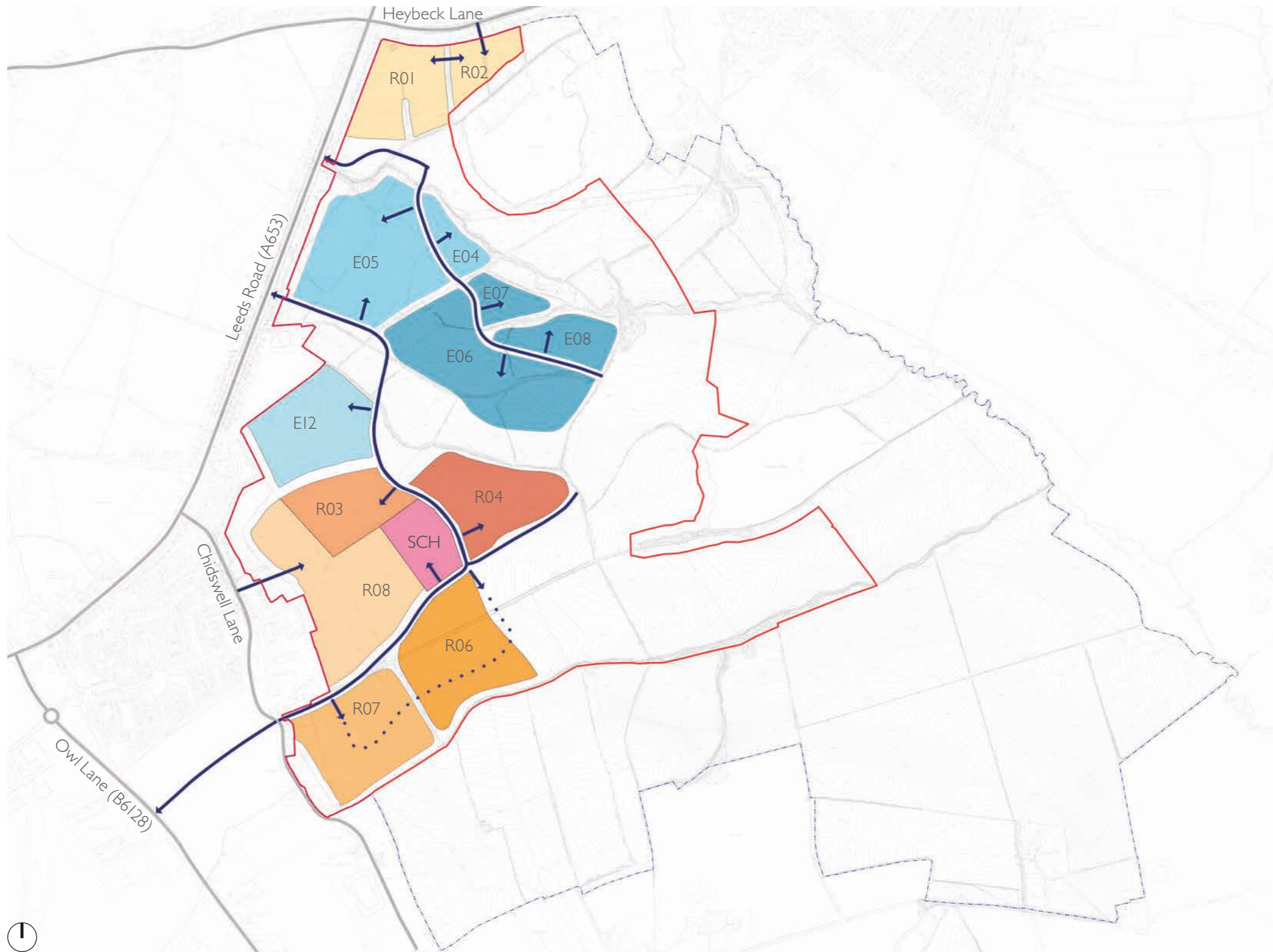
- Construction route off Leeds Road (north & south)
- Access to completed properties off Leeds Road (south)
- Parcel R03: 3.10 ha delivering 110 homes
- Parcel R04: 4.23 ha delivering 150 homes
- Parcel E06: 6.70 ha employment use
- Parcel E07: 1.11 ha employment use
- Parcel E08: 1.94 ha employment use
- Primary School: 2.00 ha

Total Homes: 689
 Total Employment: 17.73 ha



INDICATIVE PHASING STRATEGY

PHASE C



- - - CCE land holding boundary
- Site Boundary
- Construction Route
- Access to completed properties
- Indicative route through parcel

- Heybeck Lane: R01 & R02
- Phase A: R08
- Phase A: E04 & E05
- Phase B: R03
- Phase B: R04
- Phase B: E06, E07 & E08
- Phase B: Primary School
- Phase C: R06
- Phase C: R07
- Phase C: E12

PHASE C

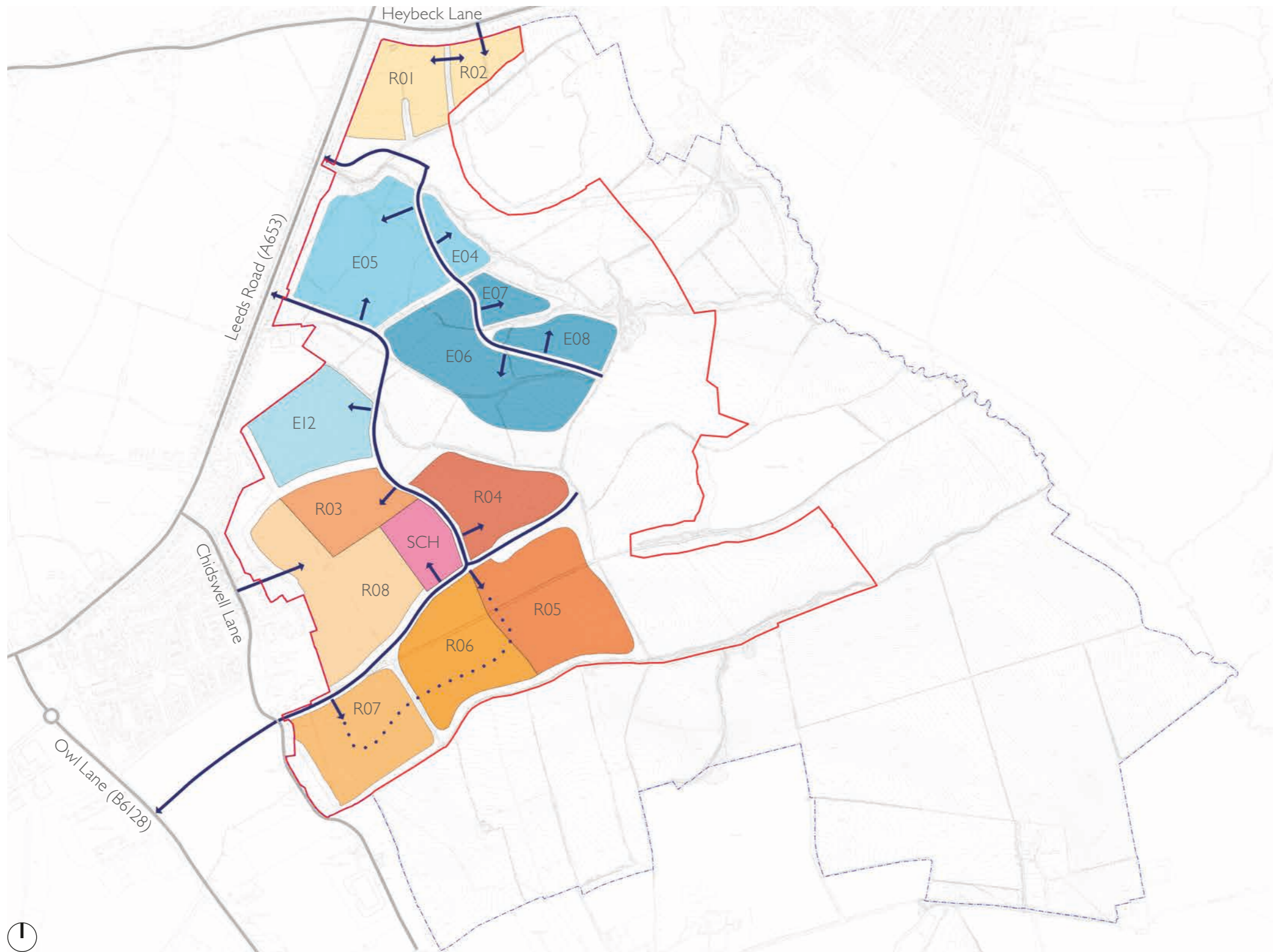
- Construction route off Leeds Road (south)
- Access to completed properties off Leeds Road (south) and Owl Lane
- Parcel R06: 5.35 ha delivering 189 homes
- Parcel R07: 5.19 ha delivering 184 homes
- Parcel E12: 4.53 ha employment use

Total Homes: 1,062
Total Employment: 22.26 ha



INDICATIVE PHASING STRATEGY

PHASE D



- - - CCE land holding boundary
- Site Boundary
- Construction Route
- Access to completed properties
- Indicative route through parcel

- Heybeck Lane: R01 & R02
- Phase A: R08
- Phase A: E04 & E05
- Phase B: R03
- Phase B: R04
- Phase B: E06, E07 & E08
- Phase B: Primary School
- Phase C: R06
- Phase C: R07
- Phase C: E12
- Phase D: R05

PHASE D

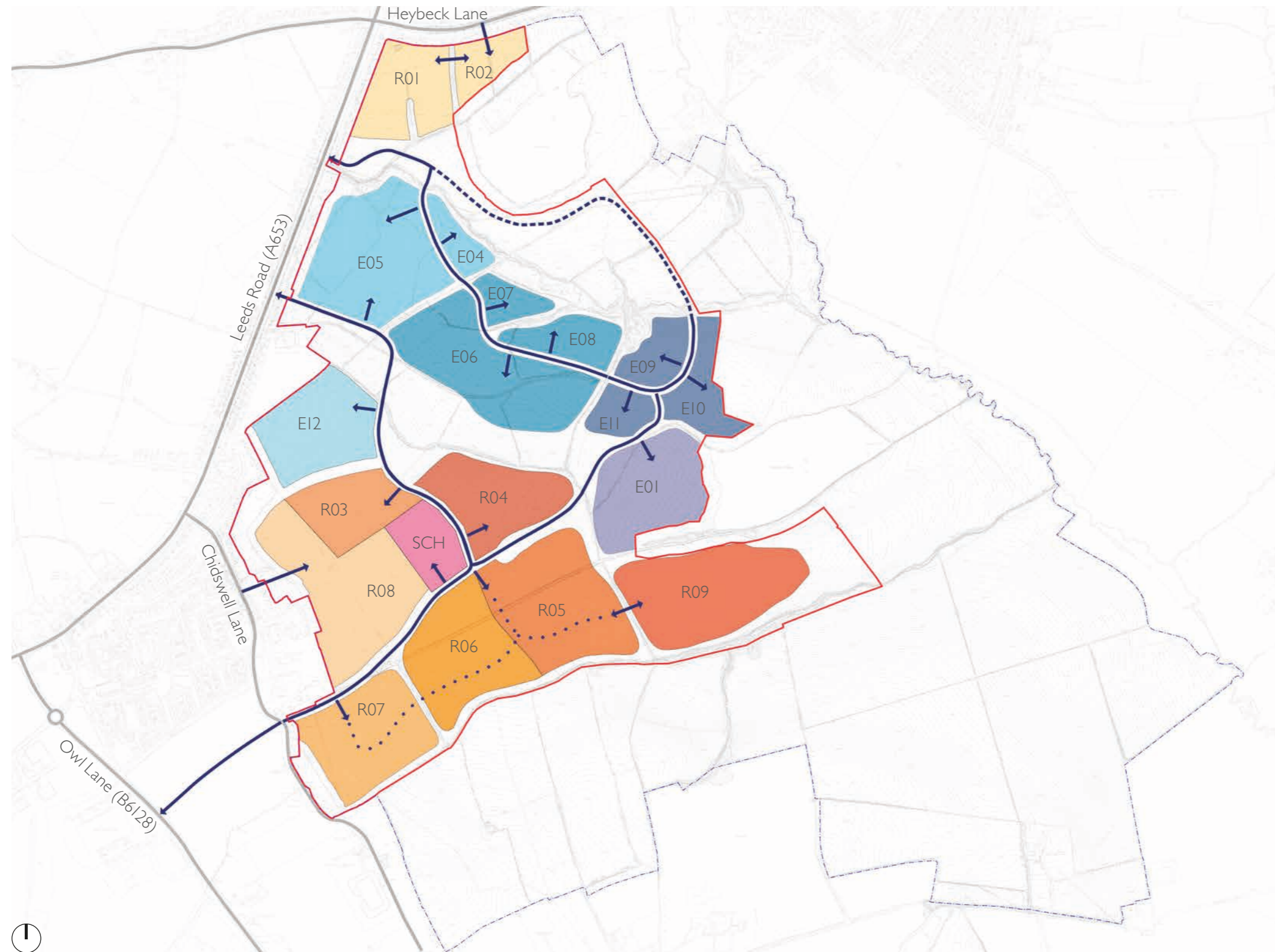
- Construction route off Leeds Road (south)
- Access to completed properties off Leeds Road (south) and Owl Lane
- Parcel R05: 6.75 ha delivering 239 homes

Total Homes: 1,301
Total Employment: 22.26 ha



INDICATIVE PHASING STRATEGY

PHASE E



- - - CCE land holding boundary
- Site Boundary
- Construction Route
- Access to completed properties
- Indicative route through parcel

- Heybeck Lane: R01 & R02
- Phase A: R08
- Phase A: E04 & E05
- Phase B: R03
- Phase B: R04
- Phase B: E06, E07 & E08
- Phase B: Primary School
- Phase C: R06
- Phase C: R07
- Phase C: E12
- Phase D: R05
- Phase E: R09
- Phase E: E09, E10 & E11
- Phase E: E01

PHASE E

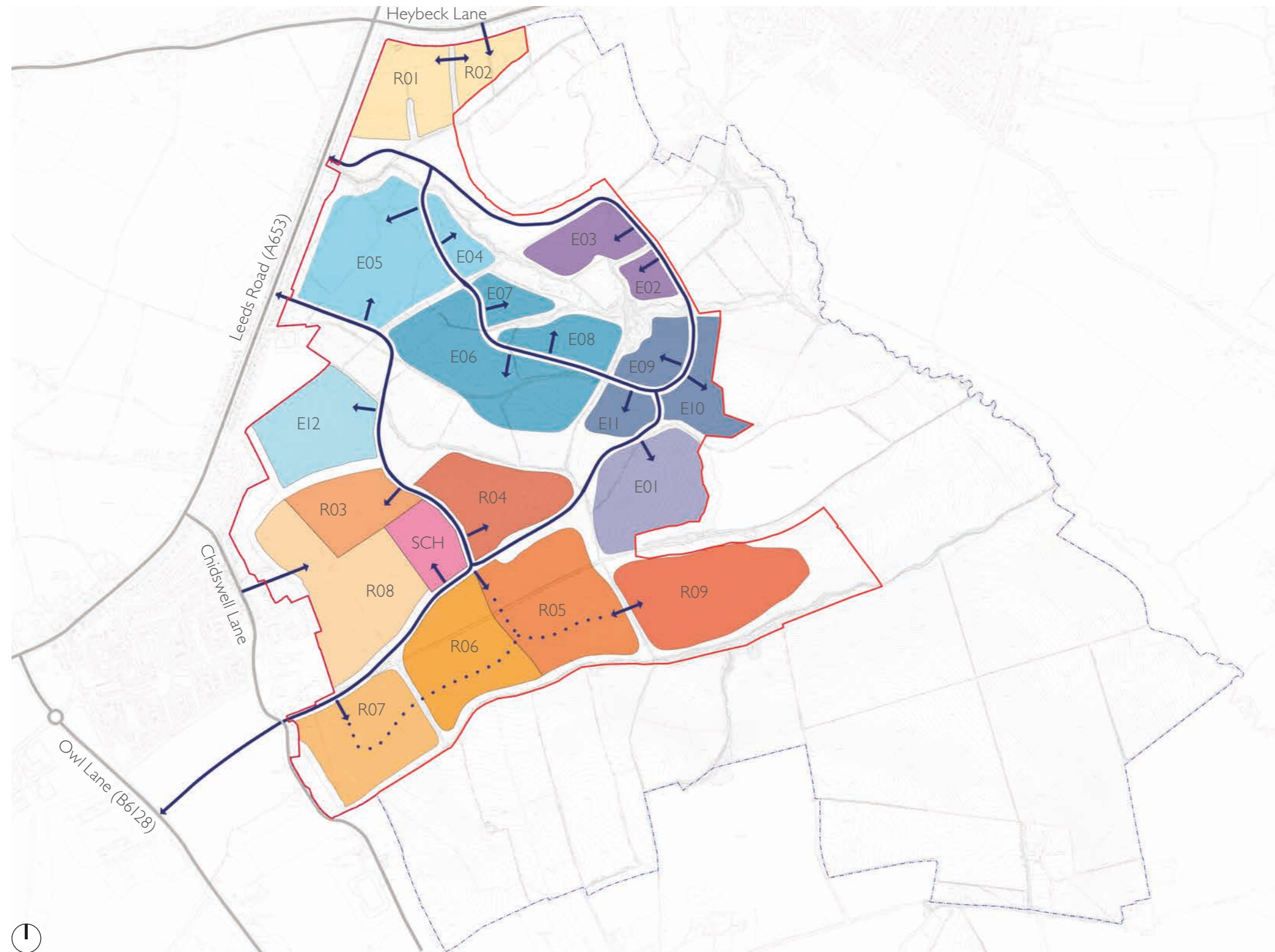
- Construction route off Leeds Road (north & south)
- Parcel R09: 6.60 ha delivering 234 homes
- Parcel E09: 1.60 ha employment use
- Parcel E10: 2.12 ha employment use
- Parcel E11: 1.24 ha employment use
- Parcel E01: 4.82 ha employment use

Total Homes: 1,535
Total Employment: 32.04 ha



INDICATIVE PHASING STRATEGY

PHASE F



- - - CCE land holding boundary
- - - Site Boundary
- Construction Route
- Access to completed properties
- Indicative route through parcel

- Heybeck Lane: R01 & R02
- Phase A: R08
- Phase A: E04 & E05
- Phase B: R03
- Phase B: R04
- Phase B: E06, E07 & E08
- Phase B: Primary School
- Phase C: R06
- Phase C: R07
- Phase C: E12
- Phase D: R05
- Phase E: R09
- Phase E: E09, E10 & E11
- Phase E: E01
- Phase F: E02 & E03

PHASE F

- Construction route off Leeds Road (north)
- Parcel E02: 0.84 ha employment use
- Parcel E03: 2.29 ha employment use

Total Homes: 1,535
Total Employment: 35.17 ha



INDICATIVE PHASING STRATEGY

PHASING SUMMARY

Phase	Parcels/Infrastructure	Area (Ha)	Approx. homes at average 35.4 dph	Cumulative total homes
Heybeck Lane	R01	1.53	54	181
	R02	3.58	127	
A	R08	7.01	248	429
	E04	1.12	-	
	E05	6.86	-	
B	R03	3.10	110	689
	R04	4.23	150	
	E06	6.70	-	
	E07	1.11	-	
	E08	1.94	-	
	Primary School	2.00	-	
C	R06	5.35	189	1,062
	R07	5.19	184	
	E12	4.53	-	
D	R05	6.75	239	1,301
E	R09	6.60	234	1,535
	E09	1.60	-	
	E10	2.12	-	
	E11	1.24	-	
F	E01	4.82	-	
	E02	0.84	-	
	E03	2.29	-	
	Total	80.51	1,535	



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Kirklees Local Plan Examination Stage 4 – Hearings

Matters, Issues and Questions (MIQs) 3 January 2018

1.0 INTRODUCTION

- 1.1 This statement has been prepared by WYG on behalf of the Church Commissioners for England (herein referred to as “the Church Commissioners”) who have an interest at Leeds Road, Chidswell. By way of reference, the Church Commissioners’ land is referred to as *Land East of 932-1110 Leeds Road, Shawcross/Woodkirk, Dewsbury* (Allocation Reference MX1905).
- 1.2 The Church Commissioners’ site has been identified to deliver 1,535 dwellings, and 122,500sqm of employment development during the Plan period. They are therefore very keen to engage and assist in the preparation of a sound Local Plan which is positively prepared, justified, effective and consistent. This response seeks to address the key issues to be discussed at the forthcoming Kirklees Local Plan Examination Stage 4 - Matter 34: DEWSBURY AND MIRFIELD SUB-AREA Site Allocations.
- 1.3 The response is structured such that it follows the questions posed in the Matters and Issues agenda and should be read in conjunction with our response to Matter 26 and earlier representations by WYG on behalf of the Church Commissioners to the Publication Draft Local Plan in December 2016. We note the MIQs paper (page 2 footnote 1) confirms that the Dewsbury and Mirfield Sub-Area session will include site MX1905 which is located in the Batley and Spen Sub-Area.

2.0 Matter 34 – Dewsbury and Mirfield housing and mixed use allocations: Green Belt releases

Issue - Are the proposed Green Belt release housing and mixed-use allocations in the Dewsbury and Mirfield Sub-Area justified, effective, developable/deliverable and in line with national policy?

MX1905 – land east of 932-1110 Leeds Road, Shaw Cross/Woodkirk, Dewsbury (1,535 dwellings and 122,500 m2 employment)
MX3394 – Lees House Farm, Leeds Road, Dewsbury (38 dwellings and 3,816 m2 employment)

a) What is the relationship between sites MX1905 and MX3394? Is access between the sites achievable given the Public Rights of Way along the south-eastern and northern boundaries of MX3394?

There is no direct functional relationship between the sites. They are separate allocations promoted by separate site promoters which so happen to adjoin each other. To support permeability / sustainability, it may be desirable for the smaller allocation MX3394 to link through to MX1905 and the Church Commissioners has no objection to this in principle. However, MX1905 does not require a formal link between the sites for its delivery and is independent from MX3394 in that regard.

b) How was the proposed mix of uses and the amount of dwellings / employment floorspace determined? Is there evidence that this mix is viable and deliverable?



Should the Plan provide clearer details regarding the type/form of employment floorspace anticipated on MX1905, as set out in Table 3.2 of Interim Transport Assessment Scoping Note 2016 (SS13)?

The development of the concept masterplan at Chidswell (Appendix 1) has progressed over a number of years through the earlier consultation exercises with Kirklees Council, including the previous Core Strategy withdrawn on 23 October 2013.

At that time the Church Commissioners prepared two concept masterplans: Option 1 for 35ha of employment land and 500 homes and Option 2 for 35ha of employment land and up to 1,800 homes Both concept masterplans demonstrated how this strategic location can be comprehensively developed for employment and residential uses responding to site constraints and opportunities in a way that would contribute positively to future development requirements of Kirklees.

The current JTP concept masterplan (00974_SK029_revD), has evolved since that time to reflect the updated evidence base to support the new Local Plan (the Plan). The Plan is planning positively to meet the development needs of the area identified in the supporting evidence base. The Council has established that it does not have enough land (outside the Green Belt) to meet its objectively assessed needs in full. Therefore, exceptional circumstances exist to review the Green Belt, in accordance with paragraphs 83 and 84 of the NPPF.

The evolution of the concept masterplan included further review of the Green Belt boundary which has identified, and tested, new long term defensible green belt boundaries to ensure that this strategic location can be comprehensively developed and maximise the opportunity to contribute positively to the future development requirements of Kirklees Council.

Responding to site constraints and opportunities, including the long term defensible green belt boundary, the level of employment (35ha) and residential use (1,535 dwellings) is justified in the context of the strategic importance of Chidswell to the Kirklees Spatial Development Strategy and the requirement to meet its objectively assessed housing and employment need.

Strategic sites like Chidswell are critical to delivery of the Local Plans objectives and follow National Policy set out in the NPPF (para 21). In terms of the Spatial Development Strategy for Kirklees Page 37 to 39 (How is the vision, objectives and strategy delivered?) captures the importance of strategic allocations. Chidswell offers the following:

- Prime strategic employment location along the M62 corridor and access to the M1 corridor where market demand exists.
- Provides a large scale mixed use site where land use mix can be more flexible, viable and allow for more sustainable development and place shaping.
- Can offer the opportunity to deliver infrastructure e.g. new schools and roads as part of site development. Please refer to accompanying delivery plan prepared in response to matter e) below.
- Provides opportunity to master plan with quality layouts, design, green infrastructure etc.
- Residential development will provide new homes which can stimulate increasing levels of economic activity in this area and provide a local labour supply. There will be greater demand for local goods and services, generating employment and expenditure in the local economy creating further opportunity for employment growth in Dewsbury and Batley.
- A mix of residential use will facilitate job creation, support the growth of businesses and allow for investment through the provision of new infrastructure.



Gent Visick have been instructed by the Church Commissioners for England (CCE) to update the Employment Market Update Report undertaken in May 2015 in support of the proposed employment allocation at Chidswell. This is included as Appendix 2 of this response. The report concludes the provision of 35 ha of employment land at Chidswell would mean that the site will be of regional significance. Allied to the existence of a skilled workforce, connectivity to the M1 and M62 motorways and the attractive landscaped environment the site will be well placed to satisfy the locational and occupational requirements of local businesses and inward investors.

In summary, the scale of development proposed at Chidswell aligns with the Spatial Development Strategy and a focus of development in Huddersfield, Dewsbury and the North Kirklees area to maximise access to the strategic road network and key east/west public transportation networks. MX1905 relates well to Dewsbury, the second largest settlement in the district (population 44,157) and the level of development, and green belt release, in Dewsbury, including the Strategic allocation at Chidswell, reflects the role and function assigned to it in the Local Plan.

The response to the question on the delivery of the dwelling / employment mix is set out in our delivery statement / programme in response to h) below.

With regard to the second point in matter b) we do not consider the Plan needs to provide clearer details of the type / form of employment floorspace anticipated on MX1905.

Table 2 (FTE jobs growth by sector and associated land requirement (REM, 2015)) of The Employment Technical Paper (SD22) provides a breakdown of the land requirement by sector. This provides a sound baseline for the plan and we do not believe a specific disaggregation by employment use is necessary when the Council are seeking to plan for an 18-year period (2013 to 2031)

The NPPF is clear that the Government is committed to securing economic growth in order to create jobs and prosperity and to ensure the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth

The NPPF also states that policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances. Paragraph 157 of the NPPF is also clear, which states that they should:

- *allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate*

Therefore, we do not believe that there is a need for the land requirement to be disaggregated by employment use, because of the need for a Local Plan to be flexible during the lifetime of the Plan. The need for flexibility to respond to market demand is supported by the Employment Market Update Report in Appendix 2.

As stated in the Interim Transport Assessment (TA) (August 2016) (Para. 3.4, p. 33), the employment development mix is unknown at this stage and an even split between B1(a) Business (Office) (25%); B1(c) Business (Light Industry) (25%); B2 General Industry (25%); and B8 Storage or Distribution (25%) has been utilised for the purpose of the Interim TA. This 25% x 4 assessment used is considered a robust approach as it considers a high proportion of B1(a) Business (Office) space, the highest employment trip generator of the mix. As such, the assessment considers a robust 'worst case' from a transport and highways perspective in terms of trip rates and trip generation.



Finally, the Draft Local Plan – Allocations and Designations (SD2) already sets out the indicative housing and employment capacities which have been tested by the concept masterplan prepared by the Church Commissioners to support the Local Plan. The concept masterplan, which has been supplemented by a more recent phasing plan in response to matter e) below, demonstrates that these are achievable parameters and an entirely appropriate level of detail at local plan allocation stage. More detailed scrutiny of housing and employment capacity may more appropriately be considered at planning application stage. This would be controlled by virtue of other Plan policies, including PLP 5, which requires the master planning of sites.

To conclude, the mixed-use allocation at Chidswell includes general employment use and there are no fixed thresholds other than the anticipated capacity to deliver 35ha, which equates to circa 122,500sqm using Industry Standard employment densities (Roger Tym & Partners). This is considered sufficient detail to appropriately assess the level of development the site could deliver and the potential impacts, but not unduly prohibitive in terms of being able to respond to market demand within the general employment use category.

c) How does allocation MX1905 fit with the Leeds City Region Strategic Economic Plan and the Kirklees Economic Strategy?

The Plan, including allocation MX1905, supports Sustainable Economic and Housing Growth and reflects the Council's supporting evidence including Leeds City Region Strategic Economic Plan (**CR9**) and Kirklees Economic Strategy (**LE6**).

Urban extensions are required to provide sufficient land to accommodate needs and provide the chance for detailed masterplanning to ensure sufficient infrastructure is in place to deliver the planned level of growth. A major consideration in the location of such opportunities, particularly those for employment, is the identification of strategic employment and mixed-use sites identified in the Leeds City Region Strategic Economic Plan (CR9) and proximity to the M62 and the M1.

Page 78 of CR9 refers to those City Region spatial priority areas which have been identified as potential major areas for growth based on a shared City Region and local evidence base that draws on factors such as housing need and market geographies, strategic employment land supply and transport needs. Chidswell is identified as one of six employment growth areas, which comprise mixed use employment sites and enterprise zones.

Focusing development in Huddersfield, Dewsbury and the North Kirklees area maximises access to the strategic road network and key east/west public transportation networks. This approach also helps to bring forward most new housing development closer to the main strategic employment locations identified along the M62 corridor. We agree this is the most appropriate strategy as it is flexible enough to be deliverable (and therefore achieve objectively assessed needs in full in a realistic and viable way), promotes sustainable patterns of development and gives sufficient consideration to place shaping objectives which are important in recognising Kirklees' district and varied character.

In summary, the Plan, including allocation MX1905, supports Sustainable Economic and Housing Growth and reflects the Council's supporting evidence including (CR9) and (LE6), both of which are referred to at the bottom of page 37 of the PDLP Strategy and Policies.

The Spatial Development Strategy is clear in that it is planning to make provision for 165 hectares of new employment land to achieve a 75% employment rate over the Plan period and no less than 31,140 dwellings between 2013 and 2031 (1,730 dwellings per annum). The Plan is also clear that to deliver this part of the strategy will require a combination of:



- Development opportunities within the urban areas of Huddersfield and Dewsbury; and
- Allocated strategic sites in north Huddersfield, south Dewsbury and Chidswell.

d) Should the Plan clearly specify the number/location of access points required and highways/transport infrastructure requirements? Has the necessary third party land been secured for access solutions to MX1905?

As set out in our response to Matter b) above we consider the Plan provides sufficient detail to appropriately assess the level of development the site could deliver and the potential impacts – Allocations and Designations document (SD2). This sets out the indicative housing and employment capacities which have been tested by the accompanying concept masterplan prepared by the Church Commissioners to support the Local Plan allocation.

At this stage the concept masterplan demonstrates that the critical mass of development set out in the allocation is suitable, deliverable and achievable with the plan period i.e. there are no insurmountable constraints to development, including site access and traffic impact. In terms of site access and traffic impact the masterplan has been tested by the accompanying Interim Transport Assessment (TA) (August 2016).

All proposed points of access to site MX1905 are under control. These have been discussed and agreed as acceptable in principle with Kirklees Council (KC) Highways officers. The site will be accessed from a number of access points from the existing public highway as illustrated on the concept masterplan, including two points from the A653 (Leeds Road North and South) to the west, Heybeck Lane to the north and Chidswell Lane and Owl Lane to the south. The proposed points of access to site MX1905 have also been discussed and agreed as acceptable in principle with Kirklees Council (KC) Highways officers. The Interim TA (August 2016) concludes that all proposed site accesses would operate well within their theoretical capacity in both future year scenarios tested (2020 and 2030).

With regards to off-site junctions, the Interim TA concludes that off-site junctions tested have the potential to operate either at or within capacity levels in all scenarios as well as in the future year 2030, once the estimated development site traffic and background traffic growth have been factored in. Junctions tested include the M1 Junction 40 (Flushdyke Interchange), the M62 Junction 28 (Tingley Interchange) and the Leeds Road / Heybeck Lane signal-controlled junction. In order for the above signal-controlled junctions to operate within capacity in the 2030 future assessment year, certain mitigation would likely be required. It is noted that mitigation would be required irrespective of the impact of site MX1905. The Interim TA identifies that mitigation could be in the form of optimisation/re-validation of traffic signals to maximise vehicle throughput. The M62 Junction 28 would also require small alterations to signage and markings

To conclude, the site is at allocation stage only and detail of the exact number and location of access points would be appropriately considered at application stage and supported by the relevant documents, including a masterplan in accordance with Policy PLP5 and a Transport Assessment.



e) Does the Plan provide sufficient detail on other infrastructure requirements for site MX1905, including education, open space, other recreation facilities and the provision of a Local Centre? Should the Plan specify the amount of land required for the provision of facilities, along with details of timing/phasing? How and at what stage will provision be made for early years/childcare and secondary education facilities?

Consistent with our responses above we consider the Plan sets out sufficient detail to address the allocation's infrastructure requirements. Setting out specific details in the plan will prevent flexibility to consider any change in circumstances that may emerge over the Plan period which extends to 2031, some 13 years forward.

Any development on the site will need to ensure it mitigates its impact having regard for the policies of the Plan, including PDL Policy PLP 4 (Providing Infrastructure). PLP 4 makes it clear that where new infrastructure is needed to support new development, the essential infrastructure must be operational no later than the appropriate phase of development for which it is needed. The Policy also confirms that where new infrastructure is needed, the council will expect phasing plans to be submitted as part of planning applications and where appropriate, will link the construction and occupation of that development to infrastructure provision. This is supported by Policy PLP 5, which requires the master planning of sites.

At this stage the level of detail in the Plan, and the information provided by the Church Commissioners in support of the allocation, is considered commensurate with an allocation status and provides a sufficient degree of comfort that the development of the site could appropriately meet its infrastructure requirements. The Draft Local Plan – Allocations and Designations document (SD2) sets out the site specific considerations, including potential school provision. The concept masterplan which has been supplemented by a more recent phasing plan demonstrates how the development may accommodate infrastructure necessary at various phases of the development. This is set out in more detail in the accompanying delivery statement / programme in response to matter h) below.

With regard to education infrastructure the masterplan indicates provision for a two-form entry primary school, a requirement within the plan period. The infrastructure delivery plan confirms that secondary school provision will be considered at a more strategic level across a wider geographical area, including Cleckheaton, Heckmondwike, Liversedge and Mirfield and Dewsbury. Appropriate contributions towards secondary school provision as a result of demand generated by the development will be collected through s106/CIL mechanisms. Early years and childcare infrastructure is provided by the public, private, voluntary and independent sectors. The Local centre will provide opportunity for early years / child care provision on site as demand dictates.

f) Should the proposal provide clearer detail on mitigation required in association with biodiversity and landscaping on site MX1905, including the retention of existing woodland habitats? Has ecological and arboricultural survey work been completed?

At this stage, we do not consider any further detail is necessary, with regard to biodiversity and landscaping. Biodiversity surveys in particular date early and given the length of the Plan period to 2031 it is not possible to specify exact mitigation for the development at this stage. A level of survey work has already been undertaken by the Church Commissioners in support of the allocation, including ecological surveys and landscape appraisal work. An Extended Phase 1 Habitat Survey report was completed in December 2016. The Survey report did not identify any fundamental ecological constraints to the principal of development on the site, subject to the further detailed survey work and the



incorporation of appropriate design and mitigation measures. Further detail is set out in response to matter h) below.

This point may require clarification but at this stage we have assumed the reference to existing woodland habitats refers to Dum Wood and Dogloitch Wood which lie outside the allocation boundary but which have been appropriately considered as part of the background survey work and evolution of the concept masterplan. The masterplan also establishes the parameters for the strategic landscape approach which would be developed to an appropriate level of detail at planning application stage.

g) Have constraints for site MX1905 relating to air quality, flood risk, drainage, noise, odour, contamination and land stability been satisfactorily investigated and addressed? Are related mitigation measures and requirements clearly expressed in the Plan? How have these constraints/measures impacted on the viability of the scheme?

The Council has identified potential considerations to be taken in account in the site statements in the Allocations and Designations document (SD2).

Consistent with our responses above these are matters that would be appropriately considered in detail at planning application stage.

The background survey work by the Church Commissioners to support the allocation includes, amongst others, flood risk and drainage, contamination and land stability, and confirms there are no insurmountable issues and the principle of development on this site is suitable, deliverable and achievable. Further detail is set out in response to matter h) below.

h) The housing trajectory indicates that 355 dwellings will come forward within five years, with the first units delivered in 2019/20. To date no planning application has been submitted. Are the estimated delivery timescales reasonable and justified? *[the Council is requested to provide a detailed delivery programme which sets out phasing information relating to different parts of the sites and timings of key stages, including preparatory work, marketing/appointment of housebuilders/development companies, EIA work if necessary, Section 106 work, other legal and contract work, preparation of outline/full/other applications, planning application determination, discharge of conditions, site preparation, commencement of development. Anticipated timings of key infrastructure delivery should be provided as part of this programme.]*

Please refer to Addendum A (delivery statement / programme) prepared in response to this specific matter.

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

Re-iterating our response to matter b) above the Council has established that it does not have enough land (outside the Green Belt) to meet its objectively assessed needs in full. Therefore, exceptional circumstances exist to review the Green Belt, in accordance with paragraphs 83 and 84 of the NPPF.



In this context, Strategic sites like Chidswell are critical to delivery of the Local Plan's objectives, in particular the Spatial Development Strategy and follow National Policy set out in the NPPF (para 21). As covered above, Chidswell offers a prime strategic mixed use housing and employment location along the M62 corridor and access to the M1 corridor, where market demand exists.

In response to the site specific impact of the proposed Green Belt changes to accommodate the allocation, the Church Commissioners appointed Gillespies to undertake landscape appraisal work as part of the site promotion through the original Core Strategy withdrawn in October 2013. This work has been developed in conjunction with the JTP concept masterplan as part of an iterative process to consider the impact of the development on the Green Belt. Sensitive locations in terms of potential for sprawl, coalescence and encroachment have been considered.

The NPPF Paragraph 80 advises that the Green Belt serves five purposes and these are considered in the context of Chidswell in Appendix 3 of this response.

In specific response to the question on the existing gap between Dewsbury and settlements within Wakefield the appraisal work included detailed review of the north-eastern extent of the proposed employment development with the settlement boundary of West Ardsley in Leeds. It recommended that the proposed northernmost extent of development be pulled back to follow field boundaries to maintain suitable separation between settlements and this was addressed on the concept masterplan.

More recently the landscape appraisal work was updated in February 2017 in response to WMDC comments on the southern boundary. The historic analysis in Gillespie's report illustrates that the southern allocation boundary has a level of permanence, having been present since at least 1894 and, as an established water course, is likely to have been in existence for some time before this and is unlikely to be altered in the foreseeable future. Having regard for the historical assessment, and the visual appraisal of the southern allocation boundary, it is considered that this is a long established permanent and easily identifiable boundary, and one that can be easily reinforced through design of the edge of the new housing and new planting.

In summary, the landscape appraisal work has been part of an iterative process which has informed the ongoing development of the concept masterplan to ensure Green Belt purposes are considered and ensure a suitable development limit is identified that maintains the separation between the settlements of Chidswell and West Ardsley (Leeds) and Gawthorpe (Wakefield). The site offers considerable potential to create a strong settlement edge to extend the Dewsbury urban area with a robust green belt boundary and create a more subtle and natural urban edge to Chidswell.

Delivery Statement

(Matter 34h - Addendum A Delivery Statement)

Land at Chidswell, Dewsbury (Reference MX1905)

Church Commissioners for England

January 2018

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1.0 Introduction

- 1.1.1 The purpose of this delivery statement and delivery programme is to set out information about the delivery of the Strategic Mixed Use Allocation at Chidswell (MX1905) - Land East of 932-1110 Leeds Road, Shawcross/Woodkirk, Dewsbury. It supersedes the earlier joint delivery statement dated April 2017.
- 1.1.2 The allocation has been identified to deliver 1,535 dwellings, and 122,500sqm of employment development during the Plan period. The Church Commissioners for England (herein referred to as "The Church Commissioners") are therefore very keen to engage and assist the Council in the preparation of a sound Local Plan which is positively prepared, justified, effective and consistent. This delivery statement and delivery programme seeks to address the key issues to be discussed at the forthcoming Kirklees Local Plan Examination Stage 4 - Matter 34: DEWSBURY AND MIRFIELD SUB-AREA Site Allocations. This statement is to specifically to address MX1905 Matter 34 h) extracted below and is to be read in conjunction with our full response to MX1905 Matter 34 a) to i).

h) The housing trajectory indicates that 355 dwellings will come forward within five years, with the first units delivered in 2019/20. To date no planning application has been submitted. Are the estimated delivery timescales reasonable and justified?

[the Council is requested to provide a detailed delivery programme which sets out phasing information relating to different parts of the sites and timings of key stages, including preparatory work, marketing/appointment of housebuilders/development companies, EIA work if necessary, Section 106 work, other legal and contract work, preparation of outline/full/other applications, planning application determination, discharge of conditions, site preparation, commencement of development. Anticipated timings of key infrastructure delivery should be provided as part of this programme.]

- 1.1.3 The following sections provide:

- Information on who is delivering the allocation site, a description of the opportunity and who else is involved;
- The vision and objectives for what will be delivered;
- Any site constraints and opportunities that will need to be addressed; and
- What will be delivered and when.

1.2 Who is delivering the Strategic Mixed Use Allocation?

a) The local planning authority

- 1.2.1 The site lies wholly within the administrative area of Kirklees Council.

b) Principal site promoter(s) / lead developer

- 1.2.2 The Church Commissioners are the principal landowner and site promoter.

c) Land ownership

- 1.2.3 The site is within the control of the Church Commissioners.

1.3 The Local Plan Vision

- 1.3.1 The Kirklees Local Plan sets out how much development there should be, where it will go and what policies will be necessary to achieve the strategy up to 2031.
- 1.3.2 The vision has been written in the context of the National Planning Policy Framework, Duty to Co-operate, Leeds City Region Local Enterprise Partnership, Leeds City Region Strategic Economic Plan (SEP), the Northern Powerhouse, the Council's strategies including the Kirklees Economic Strategy and its Health and Well-being Strategy.
- 1.3.3 The Vision for Kirklees is that by 2031, it will be a great place to live, work and invest in, delivered through an integrated approach to housing and employment. Development will have taken place in a sustainable way by balancing economic, social and environmental priorities.
- 1.3.4 The Leeds City Region SEP sets out the spatial priority areas to maximise growth potential and ensure prosperity across the whole City Region.
- 1.3.5 The SEP identifies growth opportunities which have strategic significance to the whole of the City Region. This includes strategic employment and mixed-use sites. A total of five major development area proposals have been identified in the Leeds City Region, including land at Chidswell, Dewsbury (herein referred to as "the Site").

1.4 The Opportunity

- 1.4.1 This Site presents a sustainable and substantial opportunity for new development in the Plan and has potential to accommodate around 1,535 dwellings in total, 35ha of employment development (indicative capacity of 122,500 sqm), a primary school, green spaces, and supporting uses.
- 1.4.2 The Site is located to the east of the A653 (Leeds Road) dual carriageway, which is a strategic corridor between Dewsbury and Leeds. In the immediate vicinity of the Site, Leeds Road runs in a north-south direction, adjoining the A638 (Wakefield Road) and Junction 28 (the Tingley Interchange) of the M62 Motorway to the north. In addition, the A638 (Wakefield Road) links with the M1 Motorway Junction 40 to the east of the Site. The Site extends to Hey Beck Lane to the north and Chidswell Lane to the south (Figure 1 site location plan).

Figure 1 – Location Plan



Figure 2 – Concept Masterplan



2.0 Vision and Key Objectives for MX1905 Chidswell

2.1 The Vision

2.1.1 The vision is to create a sustainable urban extension to Chidswell, with a strong sense of place and identity based on easily navigable walkable routes linking neighbourhoods, employment, community uses and open spaces.

2.2 Key Objectives

2.2.1 A concept masterplan (Figure 2) has been developed which sets out how the site could be developed to accommodate the housing and employment requirements of the allocation. The key objectives include:

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

3.0 Site Assessment and Background Survey Work

3.1 Site Matters

3.1.1 The concept masterplan has been developed considering the setting of the site along with the key matters, supplemented by technical survey work where relevant. Importantly, the significant level of technical study work undertaken to date will form the basis of the background evidence to support future planning applications on the site. An overview of the main matters is set out below. In summary, the site has few physical constraints and there are no barriers to development.

a) Topography and Ground Conditions

3.1.2 The land is gently undulating, with two notable landscape features: a higher 'ridge' to the west of the centre, and a 'bowl-like' valley to the north, drained by the streams and ditches. Where the spine routes cross coincides with the area of higher ground, creating a natural focal point for the future community

3.1.3 Ground investigation work has been undertaken and there are no issues which would preclude the development of this site.

b) Drainage and Flooding

3.1.4 The site is located in Flood Zone 1. A Drainage Feasibility study has been undertaken to identify drainage capacity requirement on the site. We are also aware the Council is conducting its own drainage work to support the delivery of this Strategic Allocation amongst others. As planning applications are progressed against the allocation it is envisaged the concept masterplan will be developed, and evolved, on a phase by phase basis to ensure that both the foul and surface water systems are suitably drained by gravity into the respective outfalls surveyed as part of the Drainage Feasibility study. The surface water drainage strategy for the site will consist of a series detention ponds to provide required on site attenuation which will in turn discharge into watercourse. The site drains into a series of watercourses, which run west to east across the site and discharge into Hey Beck.

c) Utilities

3.1.5 **Water and sewerage** - Yorkshire Water have been consulted at high level as part of the site promotion through the Core Strategy and subsequent Local Plan. Water main and existing sewerage infrastructure crosses the site which may need to be diverted, removed or altered. Additional water supply capacity may also need to be provided.

3.1.6 **Gas / Electricity** - The site has been identified as being crossed by or within close proximity to overhead line apparatus and National Grid have advised these are considered in the detailed siting, layout and landscaping considerations for the site. This is reflected on the concept masterplan.

d) Access / Transport

- 3.1.7 In terms of site access and traffic impact the concept masterplan has been tested by the accompanying Interim Transport Assessment (TA) (August 2016). The site will be accessed from a number of access points from the existing public highway as illustrated on the concept masterplan, including two points from the A653 (Leeds Road North and South) to the west, Heybeck Lane to the north and Chidswell Lane and Owl Lane to the south. The proposed points of access to site MX1905 have also been discussed and agreed as acceptable in principle with Kirklees Council (KC) Highways officers. The Interim TA (August 2016) concludes that all proposed site accesses would operate well within their theoretical capacity in both future year scenarios tested (2020 and 2030).
- 3.1.8 With regards to off-site junctions, the Interim TA concludes that off-site junctions tested have the potential to operate either at or within capacity levels in all scenarios as well as in the future year 2030, once the estimated development site traffic and background traffic growth have been factored in. Junctions tested include the M1 Junction 40 (Flushdyke Interchange), the M62 Junction 28 (Tingley Interchange) and the Leeds Road / Heybeck Lane signal-controlled junction. In order for the above signal-controlled junctions to operate within capacity in the 2030 future assessment year, certain mitigation would likely be required. It is noted that mitigation would be required irrespective of the impact of site MX1905. The Interim TA identifies that mitigation could be in the form of optimisation/re-validation of traffic signals to maximise vehicle throughput. The M62 Junction 28 would also require small alterations to signage and markings.
- 3.1.9 Masterplanning of the site will be expected to make provision for the extension of public transport links into the site and connecting to surrounding areas. Sustainable transport options will be developed via a site wide Travel Plan Framework at planning application stage.

e) Green Links

- 3.1.10 Green linkages, connecting the site with the countryside beyond, between uses and with the existing residential community are an important element of the scheme. The concept masterplan sets out at a strategic level opportunities for green linkages, which will be developed through subsequent detailed masterplanning.

f) Ecology

- 3.1.11 An Extended Phase 1 Habitat Survey report was completed in December 2016. The Survey report did not identify any fundamental ecological constraints to the principal of development on the site, subject to the further detailed survey work and the incorporation of appropriate design and mitigation measures.
- 3.1.12 Further surveys are recommended and are programmed to support the planning application delivery programme which is set out in section 4.0 below.

g) Archaeology

- 3.1.13 An Archaeology Scoping Study has been undertaken on the site. There are no designated heritage assets within the development site. The designated heritage assets within the study area are all sufficiently distant from the development site that they are screened by intervening built heritage or vegetation, or their setting does not extend to the development site. There will therefore be no impacts on designated heritage assets.
- 3.1.14 There are several non-designated heritage assets within the development site. The study confirmed that these matters can be considered in more detail at the planning application stage, including some potential pre-determination evaluation which can be agreed with the Council at that point. The study advises that in the first instance consultation is undertaken with the West Yorkshire Archaeology Advisory Service (WYAAS), to agree the scope of evaluation necessary to support future planning applications(s) on the site. The scoping will be progressed as part of the pre- application planning programme which is taking place with Kirklees Council.

3.2 Facilities and assisting with meeting local needs

a) Affordable Housing

- 3.2.1 Affordable housing provision will be phased throughout the site in accordance with the Local Plan policy, subject to an assessment of viability, where necessary.

b) Education

- 3.2.2 Primary schooling is likely to be required on site. Provision of land for a 2fe primary school during the plan period is shown on the concept masterplan and will be secured through development agreement / s106 obligation. Early learning & childcare places may be provided for as part of the new primary school development. There may also be a commercial and/or voluntary sector opportunity through the provision of appropriate facilities as part of the proposed mixed use neighbourhood/local centre.

c) Community Facilities and Services

A local centre is identified as part of the concept masterplan and will act as a focus for community provision. Linked with primary school provision the delivery of the local centre represents an opportunity for good place making to develop a strong sense of community. The Local Plan confirms that the Chidswell allocation (MX1905) proposes a significant level of residential growth with the absence of an existing local centre nearby. Therefore, in accordance with PLP13 (part a, paragraph 4) the creation of a new local centre commensurate with the scale of growth proposed will be supported. The Council and Church Commissioners will agree the level of retail provision as part of the formal pre-application submission.

d) Recreation / open space

- 3.2.3 Retention of key woodland blocks (Dum Wood and Dogloitch Wood) and promotion of green fingers throughout the site to promote walkable and cycle friendly neighbourhoods with a hierarchy of easy to navigate routes connecting neighbourhoods, spaces and employment uses. Informal and open space requirements will be met on site subject to an assessment of future requirements. The concept masterplan incorporates a range of informal and formal recreation spaces and opportunities.

4.0 Delivery and Implementation

4.1 Housing

Total Number	Estimate Start of Phase	Estimate Completion of Phase	Assumptions
Up to 1535	2020/21	2030/31	General assumption - minimum 3 developers at 50pa each. The Phasing Strategy in 4.3 below refines these general assumptions to reflect the multiple access points and plot size variety.

4.1.1 The overall phasing of the site above demonstrates that the site is deliverable and developable over the emerging plan period.

4.2 Employment

4.2.1 The Employment Market Update report prepared by Gent Visick (January 2018) concludes that demand for employment accommodation has increased and there is pent up demand for larger scale footprint units. Please refer to full market report in Appendix 2 of our response the Matter 34.

4.2.2 The imbalance in the supply and demand of employment premises is unlikely to change in the short term; there is clearly a need to provide additional land for employment uses in Kirklees.

4.2.3 The report concludes the provision of 35 ha of employment land at Chidswell would mean that the site will be of regional significance. Allied to the existence of a skilled workforce, connectivity to the M1 and M62 motorways and the attractive landscaped environment the site will be well placed to satisfy the locational and occupational requirements of local businesses and inward investors.

4.2.4 To retain existing companies within the Kirklees District and to attract inward investment it is of paramount importance that Kirklees allocates additional employment sites, unconstrained by limitations of use, with good motorway connections.

Total Number	Estimate Start of Phase	Estimate Completion of Phase	Assumptions
122,500 square metres	2021/22	2030/31	Mixed B use class employment provision to be provided on site

4.3 Phasing Strategy

4.3.1 The Church Commissioners have prepared an indicative phasing strategy and trajectory – please refer to Appendix A and B respectively of this statement. The phasing sequence is summarised in table 4.1 below. The Phasing sequence considers the delivery of key infrastructure for each phase including site access and internal access roads and the potential delivery of the primary school site. Other key infrastructure delivery is set out the table in 4.2 below and will generally be progressed on a phase by phase basis.

Table 4.1

Phase	Main Access Point (s)	Number of Units (35dph)	Employment Plot	Employment Area (ha)	Road Infrastructure
Heybeck Lane	Heybeck Lane				Access off Heybeck Lane
R01: 1.53 ha		54			
R02: 3.58 ha		127			
Phase A	Chidswell Lane				Construction route off Leeds Road (south). Access to completed properties off Chidswell Lane (north). Access to completed employment Leeds Road (south)
R08: 7.01 ha		248	E04	1.12	
			E05	6.86	
Phase B	Leeds Road South				Construction route off Leeds Road (south and north). Access to completed properties Leeds Road (south). Access to completed employment Leeds Road (south)
R04: 4.23ha		150	E06	6.70	
R03: 3.10ha		110	E07	1.11	
			E08	1.94	
Primary School: 2ha					
Phase C	Leeds Road South /Owl Lane				Construction route off Leeds Road (south). Access to completed properties Leeds Road (south) / Owl Lane. Initial section of Leeds Road (north) access completed
R07: 5.19 ha		184			
R06: 5.35 ha		189			
Phase D	Leeds Road South /Owl Lane				Construction route off Leeds Road (south). Access to completed properties Leeds Road (south) / Owl Lane. Access to completed employment Leeds Road (south).
R05: 6.47 ha		239	E12	4.53	
Phase E	Leeds Road South /Owl Lane / Leeds Road North				Construction route off Leeds Road (south and north). Access to completed properties Leeds Road (south) / Owl Lane. Employment from Leeds Road (north).
R09: 6.0ha		234	E09	1.60	
			E10	2.12	
			E11	1.24	
			E01	4.82	
Phase F	Leeds Road North		E02	0.84	Construction route off Leeds Road (north). Access to completed employment Leeds Road (north)
			E03	2.29	
Totals		1535		35.17	
Cumulative Total					

4.4 Infrastructure Delivery Trajectory

- 4.4.1 The developer will contribute to the costs of other site-specific infrastructure listed below to the extent that it is reasonable and necessary and the viability of the scheme allows. This will be either through a planning obligation or through Community Infrastructure Levy (CIL) depending on whether CIL is in place at the time the planning application is decided.

Table 4.2

Item	Description	When	How it will be delivered
Affordable Housing	Subsidised housing in accordance with policy	Phased throughout development To be delivered at the planning application stage	Section 106 on site obligation
Foul and Surface Water Drainage	Drainage proposals	Incorporated in the masterplan	Through legal agreement
Education	Primary School	Through considering school place planning on a phased basis. forecasting models suggest that the trigger point for a new 2fe primary school could be between 274-429 units but this will need to be kept under review.	Development Agreement / Section 106 or CIL
	Secondary School	Phased financial contributions	Section 106 or CIL
Health	Reinforcement of local health infrastructure	Over the plan period Refer to Infrastructure Delivery Plan Addendum November 2016	NHS England, Hospitals Trusts, Clinical Commissioning Groups
Recreation/ Open Space	Set out in the masterplan and to be developed further at the planning application stage	Through phased development	Through implementation of the development
Site opening costs	Physical access to site and service connections	Prior to commencement	Development cost
Access/Transport Movement	Set out in the masterplan and to be developed further at the planning application stage	Through phased development	Through implementation of development / WYTF /Kirklees Highways Authority
Environmental Enhancement	Set out in the masterplan and to be developed further at the planning application stage	Through phased development	Through implementation of development
Design criteria	To be developed at application stage	Planning application stage	TBC
Community Facilities and Services	Local Centre to be developed through Masterplan	Through phased development. The level and delivery of retail and associated use will be secured through the planning application process.	TBC

Item	Description	When	How it will be delivered
Utilities	Assessment of current capacity and potential diversion, removal or alteration of water and sewerage infrastructure.	Planning application stage.	TBC

4.5 Deliverability

The Church Commissioners for England – Profile

- 4.5.1 The Church Commissioners manage an investment fund of £7.9bn investment fund in a responsible and ethical way, using the money made from their investments to contribute towards the cost of mission projects, dioceses in low-income areas, bishops, cathedrals, and pensions.
- 4.5.2 The Church Commissioners have a diverse portfolio and hold approximately £2 billion worth of property assets. Within this property portfolio the Church Commissioners own and manage a significant amount of rural land. Approximately 6,500 acres of this land is strategic development land on which the Commissioners are committed to bringing forward c. 25,000 units for development.
- 4.5.3 The Church Commissioners have considerable experience in the promotion of strategic land and as landowners obtaining an optimised Outline Permission before disposing of a site to a developer(s). An outline planning permission enables the Commissioners to lay the foundations of a deliverable planning permission but gives a developer the flexibility that they require to influence a development.
- 4.5.4 The Church Commissioners have considered a commercially driven phasing strategy based on the concept masterplan to demonstrate the site is deliverable and developable over the emerging plan period. Given the multiple access options there is flexibility to deliver phases at rates to according to market demand. The potential make-up of the phases also gives us flexibility and maximum exposure to the market, in that there are large parcels which would suit volume house builders but also smaller, more manageable parcels which would suit the Regional house builders.
- 4.5.5 Where necessary, Church Commissioners can invest in up front infrastructure to promote or speed up delivery of a site.
- 4.5.6 There are no significant infrastructure costs or no significant abnormals that are likely to impact on early phases.
- 4.5.7 The Church Commissioners have already engaged with a number Reginal and National House Builders and there is significant interest in the site.

4.6 Project Plan Key Dates

- 4.6.1 In agreement with the Council the planned start on site for the first phase of development has been pushed back by 12 months compared to the trajectory prepared with the Council and set out in the Statement of Common Ground dated 7th September 2017. This reflects the potential slippage in the Examination Programme, including the likelihood of further housing delivery sessions being convened after the Stage 4 Examination sessions.
- 4.6.2 The Church Commissioners also propose to progress the first phase of development (Parcels R01/R02 on concept masterplan) as a separate outline application to facilitate early delivery. The development of parcels R01/R02, with access from Heybeck Lane, represent a self-sufficient phase, including infrastructure which can be implemented as an individual phase of development. However, these plots (R01/R02) are acknowledged as an integral part of the wider allocation and will be appropriately considered in that context to ensure good placemaking. This will be facilitated by the planning application strategy which proposes to progress the outline planning application for the main allocation site area on the same general time line. This will not only ensure good placemaking but allow for subsequent development phases to progress in line with the general Phasing Strategy and Housing Trajectory outlined in Appendix A and B respectively. Pre-application discussion has commenced with the Council.
- 4.6.3 Both pre-application schemes are to be accompanied by Environmental Impact Screening Request Opinions but it is anticipated that the scale of development proposed in the first phase R01/R02 would not constitute EIA development.
- 4.6.4 The proposed planning application strategy highlighted above, and the start on site in 2020/21, will provide a greater lead in time to secure planning permission for delivery of the first phase of development. The indicative delivery programme for the proposed planning application strategy is summarised 1 and 2 below.

INDICATIVE PROGRAMME 1 - OUTLINE APPLICATION FOR RESIDENTIAL PARCELS R01/R02 (181 UNITS) WITH ACCESS FROM HEYBECK LANE (25 MONTHS)

Pre-Application Submission Work – January 2018 (e) to September 2018 (e) (8 months)

Key Task	Start Date	End Date	Duration
Pre-Application Submission to KC	January 2018 (e) / February 2018	Ongoing	
EIA Screening Opinion (3weeks)	February (s) 2018	February (e) 2018	1 month
Scope Application and Community Consultation	February (s) 2018	February (e) 2018	1 month
Prepare Technical Assessment	March (s) 2018	September (e) 2018	7 months
Community Consultation	June (s) 2018	August (s) 2018	2 months
Prepare section 106 Heads of Terms	February 2018	September (e) 2018	7 months
Application ready for submission		September (e) 2018	8 months (overall)

(s) Month start, (e) Month end

Application Submission – Approval – Commencement – October 2018 (e) to March 2020 (17 months)

Key Task	Start Date	End Date	Duration
Local Plan Inspectors Report	September / October 2018		
Local Plan Adopted	April 2019		
Site Marketing	Ongoing	Ongoing	
Submit Outline Application for Approval	September 2018 (e)	March 2019 (e)	6 months
Judicial Review & Due Diligence with developer	March 2019 (e)	June 2019 (e)	3 months
RM and Condition Preparation			
RM and Condition Submission for approval	June 2019 (e)	September 2019 (e)	3 months
Judicial Review	September 2019 (e)	November 2019 (e)	2 months
Post Approval Site Preparation	November 2019 (e)	February 2020 (e)	3 months
Start on Site	March 2020 (s)		17 months (overall)

(s) Month start, (e) Month end

**INDICATIVE PROGRAMME 2 - OUTLINE APPLICATION FOR UP TO 1354
RESIDENTIAL UNITS AND 35HA OF EMPLOYMENT (39 MONTHS)**

Pre-Application Submission Work – January 2018 (e) to November 2018 (e)

Key Task	Start Date	End Date	Duration
Pre-Application Submission to KC	January 2018 (e) / February 2018	Ongoing	
EIA Scoping Opinion (5weeks)	February 2018 (e)	April 2018 (e)	2 months
Scope Application and Community Consultation	February 2018 (e)	March 2018 (e)	1 month
Prepare Technical Assessment	March 2018 (e)	October 2018 (e)	8 months
Community Consultation	August 2018 (e)	October 2018 (e)	2 months
Prepare section 106 Heads of Terms	March 2018 (e)	October 2018 (e)	6 months
Application ready for submission		November 2018 (e)	10 months (overall)

(s) Month start, (e) Month end

Application Submission – Approval – Commencement of first RM Phase – November 2018 (e) to May 2021 (s)

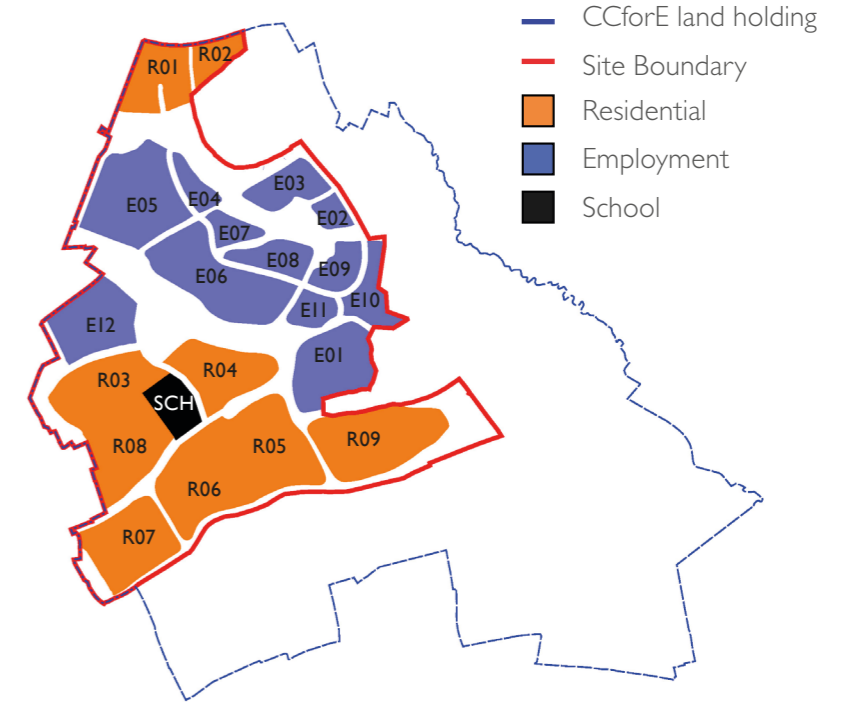
Key Task	Start Date	End Date	Duration
Local Plan Inspectors Report	September / October 2018		
Local Plan Adopted	April 2019		
Site Marketing	Ongoing	Ongoing	
Submit Outline Application for Approval	November 2018 (e)	May 2020 (e)	18 months
Judicial Review & Due Diligence with developer	May 2020 (e)	August 2020 (e)	3 months
RM and Condition Preparation			
RM and Condition Submission for approval	August 2020 (e)	November 2020 (e)	3 months
Judicial Review	November 2020 (e)	January 2021 (e)	2 months
Post Approval Site Preparation	January 2021 (e)	April 2021 (e)	3 months
Start on Site	May 2021 (s)		29 months (overall)

(s) Month start, (e) Month end

CONCEPT MASTERPLAN



Key to Land Uses



Employment

Parcel	Area (Ha)
E01	4.82
E02	0.84
E03	2.29
E04	1.12
E05	6.86
E06	6.70
E07	1.11
E08	1.94
E09	1.60
E10	2.12
E11	1.24
E12	4.53
Total	35.17

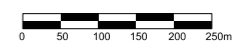
Residential

Parcel	Area (Ha)
R01	3.58
R02	1.53
R03	3.10
R04	4.23
R05	6.75
R06	5.35
R07	5.19
R08	7.01
R09	6.60
Total	43.34

Additional Areas	Area (Ha)
CCforE Site Ownership	264.89
Site Boundary	119.03
Primary School	2.00
Woodland	1.80
Other Green Infrastructure	28.74
Primary Spine Route (within Site Boundary)	7.98
Primary Spine Route (outside Site Boundary)	0.66

Land at Chidswell
 Concept Masterplan
 For the Church Commissioners for England[®]

Drawing No. 00974_SK_029
 Scale @ A3 10000 Rev D



Phase	Main Access Point (s)	Number of Units (35dph)	Employment Plot	Employment Area (ha)	Road Infrastructure	16/17	17/18	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Heybeck Lane	Heybeck Lane				Access off Heybeck Lane														
R01: 1.53 ha		54							20	20	14								
R02: 3.58 ha		127							17	50	60								
Phase A	Chidswell Lane				Construction route off Leeds Road (south). Access to completed properties off Chidswell Lane (north). Access to completed employment Leeds Road (south)														
R08: 7.01 ha		248	E04	1.12						20	50	50	50	50	28				
			E05	6.86															
Phase B	Leeds Road South				Construction route off Leeds Road (south and north). Access to completed properties Leeds Road (south). Access to completed employment Leeds Road (south)														
R04: 4.23ha		150	E06	6.70							35	35	40	40					
R03: 3.10ha		110	E07	1.11								35	35	40					
			E08	1.94															
Primary School: 2ha																			
Phase C	Leeds Road South /Owl Lane				Construction route off Leeds Road (south). Access to completed properties Leeds Road (south) / Owl Lane. Initial section of Leeds Road (north) access completed														
R07: 5.19 ha		184										34	50	50	50				
R06: 5.35 ha		189													39	50	50	50	
Phase D	Leeds Road South /Owl Lane				Construction route off Leeds Road (south). Access to completed properties Leeds Road (south) / Owl Lane. Access to completed employment Leeds Road (south).														
R05: 6.47 ha		239	E12	4.53											35	54	55	60	35
Phase E	Leeds Road South /Owl Lane / Leeds Road North				Construction route off Leeds Road (south and north). Access to completed properties Leeds Road (south) / Owl Lane. Employment from Leeds Road (north).														
R09: 6.0ha		234	E09	1.60											34	50	50	50	50
			E10	2.12															
			E11	1.24															
			E01	4.82															
Phase F	Leeds Road North				Construction route off Leeds Road (north). Access to completed employment Leeds Road (north)														
			E02	0.84															
			E03	2.29															
Totals		1535		35.17					37	90	159	154	175	180	186	154	155	160	85
Cumulative Total									37	127	286	440	615	795	981	1135	1290	1450	1535



GW

GentVisick

APPENDIX 2, MATTER 34 – EMPLOYMENT LAND UPDATE REPORT

Property: Chidswell
Client: Church Commissioners for England
Date: January 2018

Carlton Tower
34 St. Pauls Street,
Leeds, LS1 2QB

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GentVisick.com



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1.0 Introduction

- 1.1 Gent Visick have been instructed by the Church Commissioners for England (CCE) to update the Employment Market Update Report which we undertook in May 2015 in support of the proposed employment allocation at Chidswell.
- 1.2 In undertaking this update we have had reference to the Council's evidence base, including the Employment Technical Paper – April 2017, the Kirklees Economic Strategy – June 2014 and the Kirklees Employment Market Strength Assessment – September 2015.
- 1.3 We have also considered what defines a strategic site and the components that a site would require to meet this designation.



2.0 Site Appreciation

- 2.1 Whilst this was covered in our 2015 Employment Market Update report by way of a re-cap the proposed site is located on the eastern side of the A653 approximately 2 miles to the north east of Dewsbury Town Centre. The A653 dual carriageway provides access to Junction 28 of the M62 motorway within 2 miles whilst the B 6128 provides a direct link to the A638 and thereby to Junction 40 of the M1 motorway within 2.5 miles.
- 2.2 It is envisaged that the proposed development will comprise 43 hectares of residential development and 35 hectares of employment uses.
- 2.3 The subject site has been identified by the Council as site MX1905 in their Publication Local Plan 2016.
- 2.4 The site has also been identified by Kirklees Council, in their April 2017 Employment Technical Paper, at paragraph 2.32, as having the ability to help fulfil Priority 4 of the Kirklees Economic Strategy to "Develop **strategic employment sites**.....Examples of potential major sites include Cooper Bridge and Chidswell, with other developments such as Lindley Moor."
- 2.5 The site is also identified in the Leeds City Region Strategic Economic Plan (SEP) at Page 32 as a major employment growth opportunity.
- 2.6 The site is being promoted by the Church Commissioners for England and is capable of being brought forward for development within a realistic timeframe as is illustrated in the Matter 34h response – Delivery Statement and Delivery Programme.

3.0 Market Overview

- 3.1 In general, demand for modern well located industrial and logistics space continues to outstrip supply. This is fuelled, to a great degree, by growth in the on-line retail sector, last mile delivery and discount retail sectors. The weakness of the pound has seen an increase in activity in the manufacturing sector but this has yet to lead to any concrete rise in demand for factory space.
- 3.2 The supply of prime industrial and logistics property continues to be constrained by the lack of development funding, the lack of available development sites and increased build costs.
- 3.3 Reduced void periods, increased rental and capital values and significantly improved investment yields have overcome a number of these issues and we have seen an increase in the level of speculative development across the region. Public sector intervention was required initially albeit that this has now provided the requisite impetus to the market for speculative development to become more widespread.
- 3.4 All four of the Grade A buildings in excess of 100,000 sq ft, available as at April 2015, have now been let, these were: -

Valiant, First Point, Doncaster – 246,000 sq ft – Let to Amazon

Sherburn 550, Sherburn – 190,000 & 330,000 sq ft now combined - Let to L & G Homes

Tuscany Way, Wakefield Europort – 281,500 sq ft – Let to Bibby Distribution

- 3.5 In addition to the letting of these units further large scale design and build units have been completed in the intervening period: -

Table 1: Large Scale Design & Build Units

Location	Occupier	Size (Sq Ft)
iPort, Doncaster	Amazon	1,080,000
iPort, Doncaster	Lidl	680,000
Cross Point, Knottingley	TK Maxx	638,138
Link 62, Normanton	Poundworld Retail	523,800
Markham Vale	Great Bear	479,285
Markham Vale	Great Bear	412,500
Redhouse Interchange	Mawdsleys Pharmaceuticals	150,000
Ashroyd Business Park, Barnsley	Universal Components	180,000
Total		4,143,723

- 3.6 Increased economic confidence linked to increased rental and capital values has seen speculative development of large scale units at key strategic locations across the region.

Table 2: Large Scale Speculative Development

Location	Size (Sq Ft)	Comments
Wakefield Europort	133,000	Let to Symphony Kitchens
Wakefield Europort	143,000	Available since completion in November 2016
iPort, Doncaster	215,000	Let to Amazon
iPort, Doncaster	130,000	Let to Fellowes
iPort, Doncaster	195,000	Available since completion in March 2017
Symmetry Park, Blyth	150,000	Under Construction
Total	966,000	

- 3.7 Of the 966,000 sq ft constructed some 488,000 sq ft currently remains albeit that the 150,000 sq ft Symmetry Park unit will not complete until the autumn. There is strong interest in the 195,000 sq ft unit at the iPort, Doncaster whilst the 143,000 sq ft has been available for a while. This is due, in part, to its layout as a gable end loaded building and also it sits mid-range between the size categories that requirements tend to fall into. Occupiers usually search for units of either around 120,000 sq ft or 150,000 sq ft. This unit is too small for the larger and too big for the former.
- 3.8 Smaller scale speculative development has been undertaken again in key locations across the region. Leeds City Council and the LEP have been instrumental in initiating speculative development in the Aire Valley Leeds Enterprise Zone working in conjunction with private sector developers.
- 3.9 Leeds City Council effectively underwrote the development of three units in the Aire Valley with Wilton Developments constructing a 50,000 sq ft unit and a 30,000 sq ft unit on their Connex 45 site whilst Muse Developments constructed an 80,000 sq ft unit on their Logic Leeds site.
- 3.10 The Wilton units have been let to FedEx and Perspex Distribution whilst the Muse unit has been let to Amazon.
- 3.11 St Modwens have let two speculative units of 41,095 sq ft and 36,846 sq ft at their Parkside Business Park in Doncaster to DB Schenker and Bosch and the 13 unit Bullrush Business Park, totalling some 61,731 sq ft at Doncaster is also now fully let. Walker Group have let their 44,500 sq ft and 19,919 sq ft First Point units at Doncaster to Carton Plast and S & G Alfab whilst Harworth Estates have let their 52,068 sq ft R-evolution II scheme at the Advanced Manufacturing Park.

- 3.12 Harworth have also put their 75,000 sq ft Helix unit under offer at Gateway 36 at Barnsley and the three speculative units totalling 65,000 sq ft sold to Barnsley Council at this location have now all been let. The success of these schemes is currently leading to further speculative development supported by the increased rental and capital values achieved by these units and by the investment yields secured.
- 3.13 The weight of money available to the institutions, private investors and the advent of local authorities into the investment market have all contributed to yields moving in and at present yields for industrial and logistics property are close to peaking.
- 3.14 This has made speculative development viable for most sites and locations and we anticipate further developments will commence across the region in the early part of 2018. The iPort, at Doncaster, is proposing to construct two further units, 60,000 sq ft and 120,000 sq ft, Sladen Estates propose constructing two units, 100,000 sq ft and 160,000 sq ft at their site at Thorne, also in Doncaster whilst Peel Logistics propose building a first phase of two units at their Sheffield Peel Logistics site of 45,000 sq ft and 134,000 sq ft. All of these schemes are in South Yorkshire and whilst they will not compete directly with Chidswell they demonstrate increased activity and pent up demand.
- 3.15 Gregory Projects have secured funding for their four unit scheme at Pontefract which will offer units of 12,000 sq ft, 21,000 sq ft, 34,000 sq ft and 82,500 sq ft. Leeds City Council have forward funded three speculative units at the Logic Leeds site, these are under construction now and will comprise 30,000 sq ft, 33,000 sq ft and 37,000 sq ft available in September this year. These schemes will address the SME market but, with the exception of the single building at the Wakefield Europort, there are no large scale speculative units proposed in the M62 corridor at present.
- 3.16 As such there is still a shortage of prime and good quality accommodation across the region and in particular within the Kirklees District. The lack of prime development sites of any scale within the Kirklees District and in particular in Northern Kirklees along the M62 corridor has meant that Kirklees has not seen any of the large scale developments such as those listed above in Table 1.
- 3.17 In our 2015 report we commented, at Page 6, on the major regional development sites which had been identified in the original DTZ report. Again significant changes have taken place at these locations in the last 2 years.

Table 3 – Major Regional Development Sites

Development	Size (Acres)	Comments
iPort, Doncaster	337	Completion of the FARRRS road has enabled development to proceed at this location with over 2.35 million sq ft now built and occupied and the potential for a further 4 million sq ft at this location.
Capitol Park, Goole	130	The element vested in the HCA is reputed to be under offer to a German manufacturing company with the benefit of the rail connectivity whilst the remaining site is subject to negotiations with a third party for a 300,000 sq ft warehouse unit

Table 3 Continued

Development	Size (Acres)	Comments
G-Park, West Moor Park, Doncaster	115	Following a sale of 30 acres to Next no further development has taken place yet albeit that Gazeley, the developer, has been sold.
Finningley Airport	68	With completion of the FARRRS road the site has been re-branded as the Aero Centre Yorkshire and offers a mix of logistics and manufacturing opportunities linked to aviation uses.
Trident Park, Normanton	60	Fully developed
Logic Leeds	60	80,000 sq ft let to Amazon and 65,000 sq ft let to John Lewis. 3 units totalling 102,000 sq ft under construction and a design and build unit of 350,000 sq ft is presently being negotiated.
Smithywood Business Park, Sheffield	38	Further reduced to 29 acres following lettings to DPD and Cutting & Wear
Sheffield Business Park	50	Acquired by the University of Sheffield for development of their Factory 2050 project, a further Phase of 40 acres is now available.
Link 62, Normanton	35	Developed out for Poundworld Retail
Glasshoughton, J32 M62	30	Reduced to a final plot of 14 acres, subject to completion of a forward funding agreement intended to be developed out for a 275,000 sq ft speculative unit.
Gladman Park, Tankersley	30	Sold to Barmston Developments, a jv between Clugston and Wilton. Planning secured for four units totalling 302,250 sq ft. Re-branded as Enterprise 36
Ashroyd Business Park, Barnsley	14.68	Following the Universal Components design and build the remaining 14 acres has been acquired by Network Space who have submitted planning for 5 units, of 52,500 sq ft, 10,000 sq ft, 12,000 sq ft, 20,000 sq ft and 10,000 sq ft with construction due to start in autumn 2018.

Table 3 Continued

Development	Size (Acres)	Comments
P227, Nimbus, Thorne	17	Forward funding secured for 2 speculative units of 100,000 and 160,000 sq ft.
Hawkes Park, Garforth, Leeds	60	The site has been blighted by the proposed HS2 route, although sold to Wilton who are looking to secure residential use on those elements of the site not affected.

3.18 Significant activity has seen some of these schemes fully completed, others have seen significant development and only a few have seen little or no activity. In the intervening period a number of additional schemes have come forward and these, at Table 4 below, include the following.

Table 4 – New Regional Development Sites

Development	Size (Ha)	Comments
62 Leeds, J27 M62	28	The site has now secured an outline planning application and earthworks have been underway for some time to create development plateaux.
Gateway 45, Leeds	66.7	A jv between Harworth Group and Evans, plans were at an advanced stage for two speculative units of 52,500 sq ft and 105,000 sq ft, frustrated at the moment by HS2
Newmarket Lane. Oulton, J30 M62	34.8	Initial development now expanded for NewCold Logistics of 400,000 sq ft with the remaining land available. Issues with Section 106 and funding have delayed development but these are apparently shortly to be resolved
CrossPoint 33, Knottingley	11.33	The site to the rear of the new TK Maxx warehouse at Knottingley

3.19 Of these sites the 62 Leeds development at Junction 27 is the closest to Chidswell, some 3 ¼ miles as the crow flies, by road this is nearer to 6 miles from the site. The site has been allocated for some time in the Leeds Unitary Development Plan but has only been brought forward recently after a struggle to secure an outline planning consent and resolution of surface water issues.

3.20 CrossPoint at the junction of the M62 and the A1 is some 15 miles to the east of Junction 28 of the M62 and is too remote to be considered as direct competition, the Newmarket Lane site is closer at around 5 miles from Junction 28. However, this site is restricted somewhat by a punitive Section 106 Agreement and there remains a question mark over the developer's ability to finance development.



- 3.21 Gateway 45 is restricted at the moment by HS2 and whilst this may shortly be resolved the development is likely to be limited to the ability to provide a single unit of some 500,000 sq ft.
- 3.22 None of these sites are located within the Kirklees District and if Kirklees is to compete for large scale occupiers then it is imperative that large scale sites such as Chidswell are brought forward.
- 3.23 Chidswell has a further advantage to these sites in that it will be a mixed use site bringing forward residential and employment opportunities at a single location and in accordance with a single masterplan.

4.0 Demand for Strategic Sites & Employment Land

- 4.1 For Kirklees to deliver upon its Economic Strategy and to compete for inward investment requirements it is imperative that they too are able to offer sites with the ability to deliver large scale footprints but also sites that have scale and identity.
- 4.2 At Junction 27 of the M62 Marshall Developments have secured outline planning permission for their 28.32 ha (70 acres) 62 Leeds development and are close to completing the earthworks and servicing to deliver this site to occupiers. At Junction 28, Sterling Capitol are seeking an outline planning permission for an extension of their Capitol Park, Tingley scheme which extends to some 34.56 ha (85.39 acres). Both of these are strategically located and if Kirklees is not going to continue to lose out on large scale development or inward investment it must provide strategic sites for development within its district.
- 4.3 In the Kirklees Employment Technical Paper April 2017 (ETP) at 2.21 the council recognises that to meet their Employment Targets within the Kirklees Economic Strategy “.... (KES) measures to support the sector including major new sites and development...” will be required.
- 4.4 At 2.32 the council make reference to Priority 4 of the Kirklees Economic Strategy which “...includes action to ‘Develop **strategic employment sites** to stimulate jobs and growth, with a focus on manufacturing and engineering’. Examples of potential major sites include Cooper Bridge and Chidswell, with other developments such as Lindley Moor.”
- 4.5 At 3.3 of the ETP the council recognises that there are three distinct economic market areas to the Kirklees District and in particular comment that “Dewsbury and the wider north Kirklees area are well connected to the motorway network; an asset to the existing manufacturing and haulage operations.”
- 4.6 At 4.16 of the ETP the council acknowledges that “It is recognised in the KES that the delivery of high quality employment land and ‘landmark industrial sites’ will be required if the strategies stated objectives are to be achieved.”
- 4.7 Chidswell meets the key criteria for a high quality landmark site and will assist the council in meeting the stated objectives of the KES.
- 4.8 At 5.3 of the ETP, based on the job density assumptions, the council identify a need for 175 hectares of employment land in the Kirklees district up to 2031. Table 2 then looks at demand by sector and identifies a need for 54.9 hectares for manufacturing and, inter alia, a further 25 hectares for Transport and Storage and 52.5 hectares for the Wholesale sector.
- 4.9 At 5.7 of the ETP the council comment that if the “...job growth in manufacturing is to be achieved then new prime employment sites will be required to meet these aspirations.” This they state will lead to a requirement for a further 55 hectares of land.
- 4.10 In our 2015 report we contrasted the take-up rates from Kirklees with those of other local and regional authorities and concluded that the lack of available sites within the Kirklees district had suppressed the potential take-up rates and that sites such as Chidswell would be required to redress this issue.

- 4.11 At 5.8 of the ETP the council recognise that “The two sub-regionally important sites at Cooper Bridge and Chidswell will deliver a significant and strategically important element of the employment land need.” It is also recognised that “...there will be a need for a mix of uses coming forward on these sites to support the manufacturing and engineering operations. For example, class B8 storage and distribution, research and development (B1(b)), and ancillary administrative (B1(a)) functions will be required. It cannot be assumed that the entirety of these two sites will be solely focused on B1 (c) light industrial and B2 general industrial uses.
- 4.12 In terms of market viability it is important that all employment classes be permitted across the site to maintain flexibility and to react to market demand. It is evident that large scale manufacturing requirements are relatively scarce with only companies such as Haribo, SEW Eurodrive, L & G Homes, Elliott Modular Construction and Siemens securing new manufacturing facilities in excess of 100,000 sq ft over the last few years. In general large scale manufacturing relocations arise every 20 – 25 years or longer and inward investment requirements often consider wider geographical areas. The key is to have available strategic sites to meet demand as and when it arises.
- 4.13 At 6.3 of the ETP the council comment “However, because very few large and strategically significant sites have been available for development it is anticipated that through the provision of large strategic sites proposed in the Local Plan the average take-up rate is likely to increase. It is therefore the council’s view that either an under provision of employment land or insufficient suitable sites have been made available during the period under review.” (Take up of Employment Land 2004 – 20015).
- 4.14 At 6.11 the council comment that the current land supply is predominantly made up of smaller sites with the average site area being 1.2 ha. The two largest remaining allocations, as at 2015, were Lindley Moor at 31 hectares and Slipper Lane, Mirfield at 11 hectares. Both sites were subject to outline planning permissions and had lost or were about to lose some of the developable area to housing leaving a combined contribution of 36 ha. Indeed there are only 6.2 hectares of land remaining available at Mirfield and the land at Summit 24, Lindley Moor has now been exhausted.
- 4.15 Table 5 of the ETP shows that in the North Kirklees area, according to the Employment Land Supply Review 2015, that there were no available sites of 8.0 ha or over. This means that there are no strategic sites currently available in this area.
- 4.16 Paragraph 6.13 of the ETP comments that “The average size of sites would appear to be consistent with the type of development primarily taking place in the district i.e. extensions and minor new builds. However, this trend is more than likely dictated by the fact that there are few opportunities of a larger and indeed more strategic nature in the district right now.”
- 4.17 Paragraph 6.19 identifies that the evidence from various sources points towards a lack of sites that are of sufficient size and points out that businesses who would be willing to occupy these larger sites have specific locational needs that are defined as: -
- Proximity to the major road network (including motorway junctions);
 - Avoidance of congestion;
 - Further land / expansion opportunities;
 - Access to the workforce;
 - Parking provision; and
 - An attractive environment

- 4.18 Clearly the proposed allocation at Chidswell meets all of these requirements and as such will be attractive to the types of businesses that Kirklees are looking to support and attract.
- 4.19 At paragraph 6.23 the council cites the Market Strength Assessment Report (MSAR) undertaken by Bilfinger GVA in 2015 in which they concluded, inter alia, that;
- North Kirklees is perceived to have the greatest and most established concentration of employment uses, especially industrial
 - North Kirklees is anchored by Birstall, Batley, Cleckheaton and Dewsbury and to a lesser extent Mirfield
 - Proximity to the M62 / key motorway junctions presents the greatest opportunity to attract strategic demand and therefore national and regional occupiers. Proximity to the M62 is often stated and the number one requirement of an occupier (5 miles / 5 minutes distance is seen as the limit for some occupiers)
 - The eastern part of the North Kirklees market zone benefits from its proximity to the M1
- 4.20 The ETP comments at 7.1 that "...the land remaining offers few opportunities to help achieve the overarching economic objectives for the district." It also comments that "There has been little significant development in recent years, however, this does not imply a market failure but is more an indication that the right opportunities to bring about more significant development do not currently exist."
- 4.21 Paragraph 7.2 continues this theme whereby Bilfinger GVA's MSAR included a survey of local agents who believed that "...demand for larger sites was evident in the district but the ability to meet this demand was constrained by the lack of well-located high quality employment sites."
- 4.22 The MSRA also identifies at paragraph 7.6 that "Additional land or space is most likely to be needed for warehousing and storage (40% of those requiring more space)..."
- 4.23 In the conclusions to the ETP at paragraph 8.6 the council notes that the average take up for the district "...has more than likely been suppressed due to a lack of large and strategically significant sites." Furthermore the council comment that the EMSA concludes that if the average take up of the previous eleven years were to continue then the identified employment land requirement for the Local Plan of 175 hectares would be delivered over the plan period. However, they conclude that this will not have assisted in the delivery of the large strategic sites required to deliver the economic objectives for Kirklees due to the existing sites limitations in terms of size and location.
- 4.24 As such the ETP states that if new large prime strategic sites are to be made available then, the expectation is that the average annual take-up will increase and subsequently the actual need for employment land will exceed the 175 hectares calculated.
- 4.25 Bilfinger GVA were commissioned in 2015 by Kirklees Council to undertake a Market Strength Assessment (MSAR) which would inform the Strategic Employment Land Availability Assessment.
- 4.26 Their report notes at 3.58 that "Chidswell has also been identified as a strategic employment site in the district and is located between Dewsbury and Batley with good access to the M1 (J40) and the M62 (J28)."



- 4.27 At paragraph 4.57 the MSAR notes that “At the Kirklees level there is a perception that latent demand for industrial land and property exists.....The true extent of un-met latent demand is considered difficult to determine as the current land supply is seen as very limited....”
- 4.28 The extent of the take-up of employment land in the neighbouring authorities including the entire 90 ha allocation at Normanton is clear evidence that Kirklees is under-performing in this regard.
- 4.29 The MSAR also finds, at paragraph 4.62 that “The distribution sector is, however, considered to have greater potential if an adequate and suitable supply of land could be brought forward given Kirklees’ is equidistant to Leeds and Manchester.”
- 4.30 Paragraphs 4.66 and 4.67 of the MSAR note that the M62 corridor (between junctions 25 and 27 in particular) represent key strategic locations and are important assets for Kirklees. However, whilst the M62 is a significant asset there is actually very little development situated immediately off or alongside it.
- 4.31 At paragraph 4.75 of the MSAR it is noted that leakage to other local authority areas is also an important consideration. At 4.94 the consensus amongst developers is that industrial development is more viable but location is key and that a developer observed that Kirklees caters more for local market demand and was less able to attract the better covenants.
- 4.32 The need for large, well located / strategic, employment sites is also a theme running through the council’s Economic Strategy 2014 (KES) where one of the 6 key initiatives is to “Develop strategic employment sites to stimulate jobs and growth...”
- 4.33 Priority 5 of the KES is defined as “**Quality places locations** of choice for people, business and investment”. Chidswell will assist Kirklees in meeting this Priority through the provision of a quality place for both residential and employment uses.

5.0 Strategic Sites

5.1 The ETP, as noted above, defines strategic sites as those which can meet the following criteria;

- Proximity to the major road network (including motorway junctions);
- Avoidance of congestion;
- Further land / expansion opportunities;
- Access to the workforce;
- Parking provision; and
- An attractive environment

5.2 In addition to these criteria I would also suggest that a strategic site, by its very nature, must be of a certain scale in order to attract the covenants envisaged in the KES.

5.3 Reference has been made to the two sites, 62 Leeds and Capitol Park of 28 ha and 34.56 ha at Junctions 27 and 28 of the M62 which are of a scale to be of regional significance. The proposed allocation of 35 ha of employment land within the overall site will provide scale, critical mass and provide the type of environment which will attract the type of occupiers envisaged by the KES.

5.4 The sites in Table 5 below are of regional and national significance;

Table 5: Strategic Sites

Location	Size (Ha)
iPort, Doncaster, J3 M18	136
Gateway 45, Leeds, M1	66
Advanced Manufacturing Park, Rotherham, J33 M1	61
Newmarket Lane, Oulton, J30 M62	86
Logic Leeds, J45 M1	44.5

5.5 In terms of these sites they all share certain features, proximity to the motorway network, the availability of labour, expansion potential and perhaps, most importantly, scale.

5.6 The provision of 35 ha of employment land at Chidswell would mean that the site will be of regional significance. Allied to the existence of a skilled workforce, connectivity to the M1 and M62 motorways and the attractive landscaped environment the site is certainly well placed to satisfy the locational and occupational requirements of the majority of local businesses and also those of potential inward investors.

6.0 Conclusions

- 6.1 Kirklees has a shortage of large scale development sites which is potentially restricting its ability to retain large scale occupiers within the district and to attract large scale occupiers into the district.
- 6.2 The take-up levels, when contrasted to those of the neighbouring authorities, clearly demonstrate that Kirklees is experiencing lower levels of take-up and that this is primarily due to the lack of large scale sites which would attract large scale businesses.
- 6.3 Proximity and access to the M62 and, for the east of the district, the M1 is important for large scale occupiers and Chidswell is ideally suited in this respect.
- 6.4 The region has seen significant large scale take-up of employment land over the course of the last three years and significant investment from national and international companies. However, little of this has been within the Kirklees district.
- 6.5 The employment site is being brought forward as part of a larger mixed use proposal and this will be a major benefit to residents in the eastern conurbations of the Kirklees district.
- 6.6 The proposed site at Chidswell meets all of the criteria for a strategic site of regional significance and will assist Kirklees in meeting the objectives of the Kirklees Economic Strategy and the wider Leeds City Region Economic Strategy.



GW

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MX1905 – Consideration against Green Belt five purposes

In response to the site specific impact of the proposed Green Belt changes to accommodate the allocation, our client appointed Gillespies to undertake landscape appraisal work as part of the site promotion through the original Core Strategy withdrawn in October 2013. This work has been developed in conjunction with the JTP concept masterplan as part of an iterative process to consider the impact of the development on the Green Belt. Sensitive locations in terms of potential for sprawl, coalescence and encroachment have been considered and consideration of the site against the 5 purposes of Green Belt is summarised below.

Table 1

Purpose	Assessment
1. Check the unrestricted sprawl of large built up areas	<p>As set out above, the assessment of the relationship of the proposed site and the existing Green Belt area with the current built up area boundary has been considered in relation to the potential for urban sprawl.</p> <p>There is a degree of containment provided by the adjoining built up areas and local road network on the western side of the proposed site and these features would prevent sprawl in these directions.</p> <p>If development is to occur in an easterly direction from Chidswell and Leeds Road there are clear and distinct features within the landscape that can directly inform a new line to the edge of Green Belt, and the interface between development and open land to the east. These include woodland (Dum Wood - western edge and Dogloitch Wood - western edge, field boundaries and an existing watercourse to the south. These existing features in the landscape are sufficiently established to suggest permanence.</p> <p>Consequently, we consider due consideration has been given to how much development could be potentially accommodated to the east/north east and south having regard for natural defensible features.</p> <p>The potential for sprawl to the north east / east will be contained by existing permanent site features including woodland (Dum Wood - western edge and Dogloitch Wood - western edge, field boundaries with sensitive master planning to form a robust green belt boundary.</p> <p>The potential for sprawl to the south will be constrained by the presence of the watercourse along this boundary which as a physical landscape feature also forms the administrative boundary between Kirklees and Wakefield. This boundary has the potential through sensitive master planning to form a robust green belt boundary as well as improve the character of the remaining green belt south of this stream. Given the topography of the site and the limited inter-visibility with the landscape to the south will also contain the perception of sprawl. Slopes up towards Gawthorpe.</p> <p>In conclusion, there would be no unrestricted sprawl.</p>
2. Prevent neighbouring towns from merging	<p>Strategically in the context of Kirklees, assessment of this Green Belt purpose is the identification of the role this portion of the Green Belt performs in terms of preventing built up areas from merging into one another. This has been addressed through the Council's green belt methodology and considered in the JTP/Gillespie's work as outlined above.</p> <p>The Gillespie's work in particular has considered the sites relationship to West Ardsley in Leeds and Gawthorpe in Wakefield which has informed the masterplan approach. Whilst the development could impact on the strategic gap careful consideration through master planning can ensure enduring new green belt boundaries and in that context, there would be no merging of neighbouring towns.</p>
3. Assist in safeguarding the countryside from encroachment	<p>Whilst the site currently demonstrates rural characteristics in terms of its arable agricultural use and the presence of rural landscape features, its visual relationship with the wider area is contained by the existing site features and it has more limited visual relationship with the wider rural landscape to the east.</p> <p>In conclusion, the site is not considered to form an integral part of the open countryside.</p>

<p>4. Preserve the setting and special character of historic towns</p>	<p>There are no listed buildings or features of designated historic significance within or immediately surrounding the site and there is no inter-visibility between the site and any such features within the wider landscape.</p>
<p>5. Assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p>	<p>Based on the objectively assessed need for employment and housing the Local Plan has identified that there is insufficient capacity available from urban regeneration sites to meet proposed future growth in Kirklees.</p> <p>In such circumstances, exceptional circumstances exist and sites will have to be sought outside the currently defined urban area.</p> <p>In conclusion, the site does not perform a role in this purpose.</p>