

# **Sustainable Urban Extension**

Land at Chidswell, Dewsbury (Reference MX1905)

Church Commissioners for England

Kirklees Council

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# Delivery Statement for CSUE

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## 1.0 Introduction

1.1.1 The purpose of this joint delivery statement is to set out information about the Chidswell Sustainable Urban Extension (CSUE) (Allocation Reference MX1905) and how it will be delivered. The following sections provide:

- Information on who is delivering it, 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 SUE?

### 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 for England (herein referred to as “The Church Commissioners”) are the principal landowner and site promoter.

### c) Land ownership

1.2.3 The site is largely 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.

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- 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.

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**Figure 1 – Location Plan**



### **2.0 Vision and Key Objectives for CSUE**

#### **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 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.

Figure 2 – Concept Masterplan



### **3.0 Site Assessment**

#### **3.1 Site Matters**

3.1.1 The concept masterplan has been developed considering the setting of the site along with the key matters that are summarised below. In summary, the site has few physical constraints and no barrier 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 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 falls primarily in Flood Zone 1. Drainage capacity work has been undertaken which has informed the location and scale of drainage ponds shown on the masterplan.

##### **c) Utilities**

###### **Water and sewerage**

3.1.5 Yorkshire Water have not raised any significant objections, however a water main and existing sewerage infrastructure crosses the site which may need to be diverted, removed or altered. Additional capacity for foul water drainage may also need to be provided.

###### **Gas / Electricity**

3.1.6 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.



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### **d) Access / Transport**

- 3.1.7 The site will be accessed from several points from the existing public highway, including the A653 (Leeds Road) to the west and Heybeck Lane to the north. Further information regarding access and transport can be found in the transport assessment submitted as supporting evidence.
- 3.1.8 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.

### **e) Green Links**

- 3.1.9 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 masterplan sets out at a strategic level opportunities for green linkages, which will be developed through subsequent detailed masterplanning.

### **f) Ecology**

- 3.1.10 There are no international or national environmental designations on the site. No ecological constraints have been identified to prevent residential development on the site in principle.

### **g) Archaeology**

- 3.1.11 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.
- 3.1.12 There are several non-designated heritage assets within the development site, which could be preserved in situ within the development of the site. 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.

### **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. Allowance for a primary school (covering 2.0 hectares) is shown on the concept masterplan.

#### **c) Community Facilities and Services**

3.2.3 One local centre will be identified as part of the masterplan and will act as a focus for community provision.

#### **d) Recreation / open space**

3.2.4 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 current 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
1535	2018/19	2030/31	Up to 3 developers at 50pa each

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 (May 2015) concludes that demand for employment accommodation has increased and there is pent up demand for larger scale footprint units.

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 proposed employment site at Chidswell would provide Kirklees with a strategic site capable of both attracting inward investment and meeting the expansion needs of local companies. It is well connected, close to the M62 and M1, and is of sufficient scale to be of regional significance.

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	2018/19	2030/31	Mixed B use class employment provision to be provided on site

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### 4.3 Infrastructure Delivery Trajectory

4.3.1 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.

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 but no identified requirement within the first 5 years.	Section 106 or CIL
	Secondary School	Phased financial contributions	Section 106 or CIL
Health	Reinforcement of local health infrastructure	Over the plan period	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

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

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### 4.4 Deliverability

#### The Church Commissioners for England – Profile

- 4.4.1 The CCfE manage an investment fund of £6.7 billion, distributing £215 million in 2014, making them the third largest UK charitable giver and the 14th largest globally.
- 4.4.2 The CCfE have a diverse portfolio and hold approximately £2 billion worth of property assets. Within this property portfolio the CCfE own and manage a significant amount of rural land. Approximately 8,000 acres of this land is strategic development land on which the Commissioners are committed to bringing forward c. 25,000 units for development.
- 4.4.3 The CCfE 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. Where necessary, CCfE can invest in up front infrastructure to promote or speed up delivery of a site.

### 4.5 Project Plan Key Dates

<b>Outline Application Submitted</b>	Early 2018
<b>Site Granted Permission and Marketed</b>	Summer 2018
<b>Developer Start on Site</b>	Winter 2018