



Kirklees Local Plan

Strategic Employment Allocation E1832c

Land north and west of the Three Nuns Pub and the former Cooper Bridge Waste Water Treatment Works, Leeds Road, Mirfield

Joint Delivery Statement

April 2017

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Cooper Bridge: Delivery Statement

Topic Paper: Employment Allocation E1832c – Land north and west of the Three Nuns Pub and the former Cooper Bridge Waste Water Treatment Works, Leeds Road, Mirfield

Short summary and current status

A sustainable strategic employment allocation with capacity for 158,000 sqm of floorspace, focussing on the advanced manufacturing and precision engineering sectors to support the overarching economic objectives for Kirklees and the Leeds City Region.

The land is currently in the green belt as shown on the Kirklees Unitary Development Plan and identified location for economic development and transport investment in the Leeds City Region Strategic Economic Plan.

The site allocation falls within two land ownerships – The Kirklees Estate and Keyland Development Ltd.

Introduction

The purpose of this joint delivery statement is to set out information about the strategic employment allocation on land north and west of the Three Nuns Pub and the former Cooper Bridge Waste Water Treatment Works, Leeds Road, Mirfield – referred to as Cooper Bridge in this delivery statement – and how it will be delivered. The following sections provide:

- The need for the allocation;
- The masterplan covering achievable floorspace, phasing of development, landscape and visual constraints, heritage impact and flooding;
- The required transport improvement scheme to serve the Cooper Bridge area, including funding, technical feasibility, and network capacity considerations; and
- Summary of the green belt assessments and the case for exceptional circumstances

Need for the allocation

The Council has calculated that the objectively assessed need (OAN) for jobs is 23,200 full time equivalent (FTE) which equates to a land requirement of 175 hectares (Employment Technical Paper, April 2017). The council and the wider Leeds City Region (LCR) LEP are committed to boosting the manufacturing sector with particular focus being afforded to the precision engineering and advanced manufacturing sectors. Some large flat sites, with good access to the motorway junctions and proximity to a skilled workforce will be required to deliver on these objectives.

The 'Employment Technical Paper' concludes that Kirklees' existing employment land portfolio is insufficient both in terms of quantum and quality. Taking account of past take-up data, the district has seen predominantly minor extension and new builds occur. These have generally served the SME operations within the local economy and limited the opportunity

to secure inward investment opportunities and meet the growth aspirations of the districts larger indigenous businesses.

Although there has been little significant development in recent years this does not, however, imply a market failure but is more an indication that the right opportunities to bring about more significant development do not currently exist. The findings of the Employers Surveys for the years 2008, 2009, 2011 and 2013 and enquiries made to the council seeking relocation and expansion opportunities support this conclusion.

In view of this, and in order to deliver the overarching economic objectives for Kirklees, the council has identified the need to allocate new prime employment land in locations that can secure inward investment opportunities and meet the needs of the districts larger indigenous businesses who are seeking to relocate and expand within the district. Cooper Bridge represents one of the key prime employment sites being proposed in the Kirklees Local Plan to assist in the delivery of these objectives.

Master Plan

The master plan shows a possible layout of development across the site, based on the latest arrangement for the A644 / A62 (Cooper Bridge Road/ Leeds Road/ Wakefield Road) junction.

This master plan represents the current stage in the evolution of the proposed development. It is expected that this will change over time as more detailed assessment work is undertaken and the inputs of statutory consultees are secured. In particular, further technical work is required in respect of site levels, building heights, cut and fill volumes and the effects of this engineering exercise on views, the setting of heritage assets and the amount of floorspace which is achievable.

The current draft scheme will provide a range of unit sizes from 929 sqm / 10,000 sqft up to 28,000 sqm / 300,000 sqft. These will be high quality modern units in a well landscaped setting. They will target the identified need for new accommodation to meet the existing and future needs of both the advanced manufacturing / precision engineering sector and associated R&D and logistics operations. This mix of use and unit sizes will cater well for the existing needs of this sector, as well as the growth which is forecast throughout the plan period.

The masterplan shows an indicative scheme of around 158,000sqm / 1.7m sqft across 4 phases:

Phase Indicative Floorspace

Phase 1: 15,793 sqm / 170,000 sqft

Phase 2: 31,206 sqm / 335,900 sqft

Phase 3: 49,805 sqm / 536,100 sqft

Phase 4: 45,940 sqm / 494,500 sqft

Total 142,744 sqm / 1.5m sqft¹

The masterplan will be subject to future refinement and so is indicative at this stage. As further detailed work progresses on site investigations, cut and fill modelling and detailed heritage, landscape and visual assessments, there is potential that the amount of development on the current master plan could reduce. However, this is considered to be a robust maximum floorspace for traffic generation purposes.

The ultimate objective of the revised allocation area is to focus development around the valley bottom, whilst retaining the more open and rural feel to the north. This is considered to sit better within the landscape than the allocation area put forward in the last draft plan. It also retains more existing landscape features, including the areas of Dockentail Wood which would have been lost in the earlier allocation boundary.

The master plan will accommodate the three Public Rights of Way which dissect the eastern area of the site, although some diversions will be necessary. Potential routes are indicatively shown on the current master plan. These new routes will be subject to further refinement and wherever possible will be routed through landscape corridors within or around the site.

New woodland planting will be provided around the development area, as well as some off site planting around the south eastern corner of the site, in order to better screen views of the development from the Leeds Road Corridor and houses in that area.

The site will also be broken up by strong internal hedgerow planting, which will both soften internal views of the development and act as wild life corridors, connecting the existing and proposed landscaping and offering commuting, foraging and nesting opportunities for wildlife. As cut and fill / development plateauing work progresses, these corridors are likely to increase.

Drainage will be secured using open surface water systems wherever possible, including swales and attenuation ponds. However, it is likely that some tanked and piped drainage will also be required in order to attenuate surface water flows to greenfield rates. Discharge will be to existing watercourses around the site, at rates which will ensure that there is no greater risk of flooding off site. This approach will ensure that there is a strong network of green and blue infrastructure around the site.

Phasing

The Phasing Plan shows the current intentions for bringing forward development on the site. The activities expected by phase are set out in Appendix 2.

Phase Activity

Infrastructure Phase

The development is reliant on the new access points being delivered. These works will be undertaken by the Council. The intention is that the Phase 1 land will accommodate the local construction compound for those highway works. This will necessitate creating a

construction access to the Phase 1 land, and using part of Phase 1 for the duration of the local highways works.

During this stage, the intention will also be to start clearing and levelling both the Phase 1 and Phase 2 land. In addition, it is likely that offsite landscaping will be planted. This will allow a longer maturation period before development occurs, and enhance the early screening benefits of the planting.

Phase 1

This Phase will see the infrastructure associated with the Phase 1 area of the development provided, including the first section of estate road and the provision of services to the site. The first buildings on the site will also be delivered.

Due to the more extensive demolition, remediation and earth working required to create a development plateau on the Phase 2 area, it is likely that these works will still be progressing whilst development on the Phase 1 area is being delivered.

Phase 2

This phase will see the delivery of buildings on the Phase 2 land. Works are also likely to progress on levelling and servicing the Phase 3 land.

Phase 3

This phase will see the delivery of buildings on the Phase 3 land. Works are also likely to progress on levelling and servicing the Phase 4 land.

Phase 4

This phase will see the delivery of buildings on the Phase 4 land.

This phasing is indicative as the progression of any development will be guided by the market for new buildings and the ability of each phase to accommodate the size of requirements arising. For this reason, the inclusion of a phasing policy for this site would not be supported by the site owners. However, the phasing plan sets out the likely sequence of events. The main development will be reliant on further highways capacity being created by the Cooper Bridge highways works, although there is potential that some development could be released prior to the main highways works being completed.

Landscape and Visual

The landscape constraints plan shows a number of existing landscape, heritage and other constraints which need to be considered. The key features, including Listed Buildings, Registered Park and Garden, and the main woodland blocks are outside the development boundary. None of the site is part of a landscape designation.

However, there are existing landscape features which need to be taken into account when developing the masterplan. These include local landscape character, defined by the topography and existing pattern of vegetation including field boundaries, smaller woodland copse and public rights of way.

An analysis of the sensitivity of the local landscape character has identified three clear areas within the site, with differing levels of sensitivity to future development.

The areas immediately adjacent to the road corridor are affected by the noise and disturbance of the road corridor and the surrounding land use of large scale industrial and infrastructure uses. These include the sewage works on part of the site and neighbouring residential, industrial and leisure uses. Due to the flat low lying topography views are restricted from and within these areas of land. The views are dominated by the busy transport corridors and industrial land uses, with the surrounding valley slopes as a backdrop. These areas have a low sensitivity to development.

The area north of the A644 between Stubbin's Plantation (existing planting on the road side), Nun Brook and Park Bottom Wood is slightly more removed from the urbanising effects of the road corridor and associated development, although its character and sensitivity to change is still affected by the major urbanising influences in this area. This area has a low to medium sensitivity.

The land between Nun Brook and Hartshead Hall Wood is more sensitive to change. It has a more rural character and has several rights of way, including two long distance trails around the edges of the site. There are open distant views available across the valley to the south and east. Views to the north are restricted by the topography and existing woodland. This area of the site has a more open feel and a rural character. The land is used for grazing livestock. A matrix of mature hedgerows, hedgerow trees and woodland copse and plantation form a small to medium sized field pattern. However, there remains evidence of modern human influence, by the distant views of the built form on the valley floor and scattered settlement on hill tops and transport corridors. There is a constant hum of traffic noise. This area has a medium sensitivity to development.

The site is well contained to the north by existing woodland and the master plan proposes some areas of off-site planting, to the east and south east, which will assist in screening views from nearby properties and transport routes. The master plan has also allowed for planting within the site itself, including corridor planting within the site for both wildlife connectivity and softening the views of the development from longer distance viewpoints. To create build platforms on the higher slopes, a cut and fill exercise would generate the requirement for embankments between buildings which could be used to create a new 'field' pattern of hedgerow and woodland, re-creating corridors of vegetation, to link with the surrounding existing field boundaries.

The more open northern area of the site has public access, from which much of the sensitivity to change is derived. The masterplan suggests possible routes for realignment of the rights of way, although these will require further refinement. The objective will be to

position these in their own landscaped setting and to avoid relocating the footpaths on to estate roads wherever possible.

The site is currently undeveloped and the areas more removed from the development which follows the road corridor are more sensitive. However, there are no landscape designations in this area and the character is already affected by urbanising influences. Subject to detailed design considerations, it is considered possible for the landscape in this area to accommodate further development.

Heritage

The revised allocation boundary has been subject to a further review. There will be no direct effects on listed buildings other than the Dumb Steeple, at the current roundabout location, and potentially the boundary stone opposite the Three Nuns Public House.

The Steeple has already been relocated once due to highways improvement works and so the need to relocate it again would not represent removing it from its original location and this would have a slight impact. The boundary stone may need to be moved to accommodate highways works. If necessary, the stone should be repositioned as close to the original boundary line as possible, in order to limit the erosion of its significance. There are not likely to be any other direct effects on listed structures in the vicinity of the site.

The most sensitive heritage assets are the Listed Buildings of Kirklees Hall and Home Farm, and it is important that views of, and from, these are not harmed. The immediate setting of these assets, however, is defined by the park itself which will be retained.

As further refinement of the master plan continues, notably through more detailed work on site levelling, plateau positions and building heights on those plots, the inter-relationship between the development and the Park and Gardens will be better understood. This is currently work in progress, although it is considered that a suitable solution can be found which will ensure that the significance of those assets is not harmed.

Views from the general parkland area, and particularly from the carriage drives, should be protected so as not to diminish the rural setting of the park as a whole. Most of these are already screened by vegetation.

The planting shown around the master plan area offers an opportunity, over time, to provide further screening. Further mitigation through design may also be achievable, particularly when building heights and plot levels are better understood and refined to suit the heritage context.

Further detailed work on the floor levels and building heights at the far eastern end of the development will therefore be needed, in order to fully assess potential effects on the setting of these assets. However, provided that appropriate levels are achieved, there are not likely to be effects which significantly detract from the importance and interpretation of the heritage assets at the Park.

An offset will be maintained around the park boundary, to help retain its legibility and historic grain, and to reduce impact on the setting of the park wall, which is in itself a historic landscape feature.

In addition, the drive to the southern entrance to the park will be considered for retention, in order to retain the historic approach to the park. The historic character of the approach will be protected, potentially by retention of stone walls and/or trees along the route and an offset to retain as much green space as possible.

There needs to be a buffer zone and screening around the park and its approaches. The existing vegetation and woodland at the site already serves to provide considerable screening and with appropriate enhancement or remodelling should meet this need.

Flooding

The drainage strategy for the site is dictated by the differing risks of flooding in the different areas of the site.

The land to the north of Wakefield Road and Leeds Road (A644 / A62) is currently agricultural land that slopes down to the valley bottom. It is in Flood Zone 1.

The strategy in this area will be to attenuate flows to a greenfield run off rate before discharge into existing water courses. An allowance will be made for increased storage to account for future climate change.

The system is likely to include a series of swales / open channels where possible, but may also need to include some piped discharges, particularly where the use of petrol interceptors is required. The main flood storage will be in attenuation ponds, although it may also be necessary to include some sub-surface tanks to ensure that the attenuation volumes can be achieved.

The objective during detailed design will be to create a network of open drainage channels which run through the landscaped areas of the site, to create a strong blue / green framework, within which the development will sit.

The southern area of the site is more complicated. It sits in Flood Zones 2 and 3, although current investigations and modelling suggest that the settling and filtration tanks may well be protected by the tank structures themselves, meaning that the central area of the site is not currently at risk of flooding.

The site is affected by flooding from the river backing up to the south eastern corner of the site, as well as over land flood flows which are directed through the bridges over Cooper Bridge Road, to the west of the site. This creates a need to manage two different flood flows in order to maintain a status quo.

The drainage strategy is likely to involve building up this area of the site to its north / north east, to match the levels of the new road junction. To compensate for this loss of flood

zone, the south eastern areas of the site are likely to be lowered, to ensure that an equivalent volume of flood storage is maintained. Within the development area, attenuation will be provided, most likely in the form of underground tanks, which will discharge at an attenuated rate to the river.

In addition, it will be necessary to manage the overland flows from the west. To accommodate these, a channel is likely to be formed around the south western perimeter of the site. This will maintain the same connectivity for flood flows, provide storage within the channel itself and direct the flows away from the developed area.

The drainage strategy for the southern area of the site will require further refinement. However, there is considered to be a deliverable solution to the risk of flooding in this area of the site, which will ensure that there is no greater risk of flooding elsewhere in the river catchment.

Summary of transport/highways position

The purpose of this section of the delivery statement is to clarify some of the issues around deliverability of the access requirements and wider transport scheme to support the large housing and employment allocations in the area around Cooper Bridge and Bradley. The focus of this section will be on two areas: the funding feasibility and practical feasibility of physical highways works.

Under funding feasibility, the following points will be addressed:

- How is the road going to be funded?
- Is the funding likely to be secured? What information do we have that can help show that?
- Is the funding likely to be in place within the plan period?
- What is the process for securing funding?

Under practical feasibility the following points will be addressed:

- What is the scheme?
- Can the scheme be delivered from an engineering perspective?
- Does the likely design give adequate capacity to support the plans proposed allocations?

Funding Background

A transport scheme at Cooper Bridge will be delivered through the West Yorkshire Transport Fund (WYTF). The next section of this report shows why the Transport Fund is essential in delivering the priorities of the Leeds City Region Strategic Economic Plan and how a transport scheme at Cooper Bridge is integral to this process.

As part of the 'City Deal' between West Yorkshire, York and central government, a new Transport Fund in excess of £1bn targeted specifically to increasing housing, employment

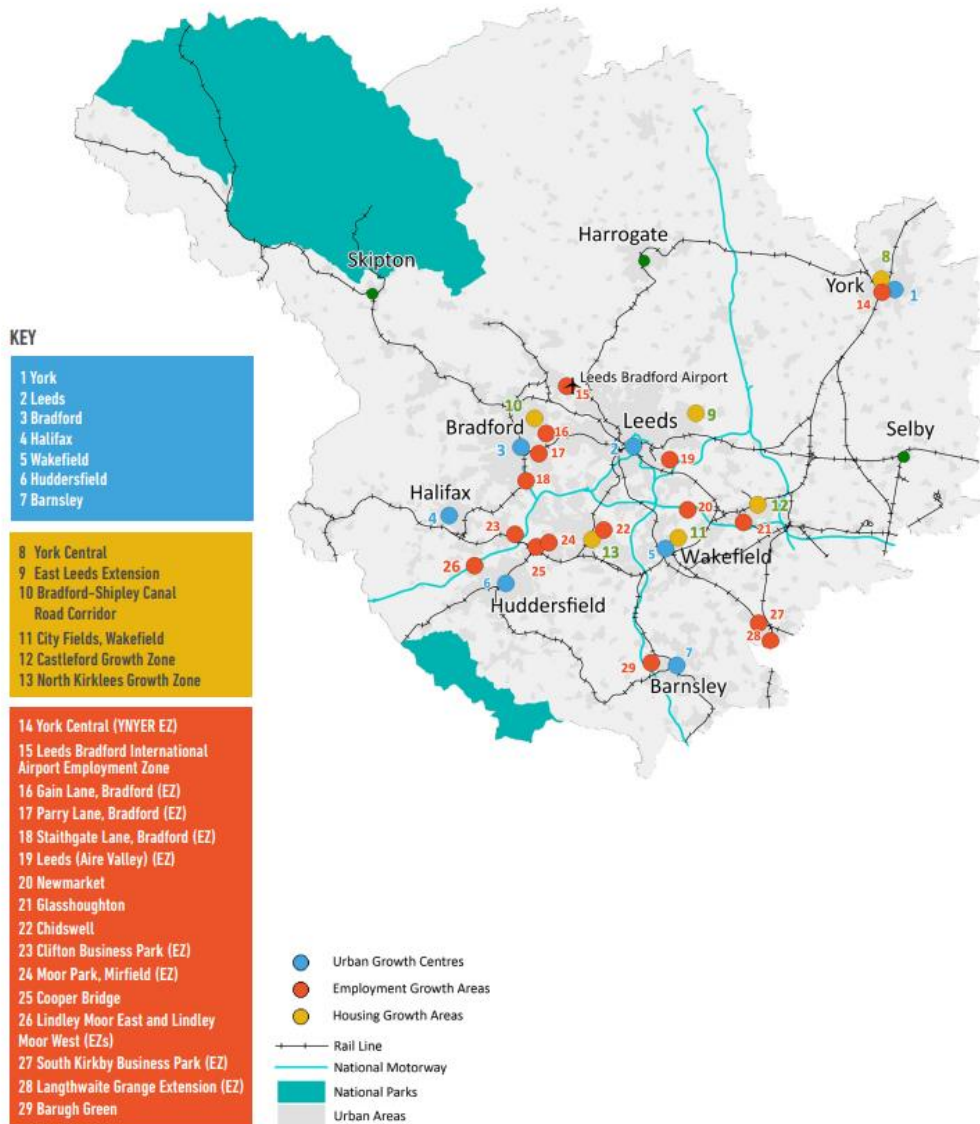
and economic growth across the region has been created. (Leeds City Region, Local Enterprise Partnership: Strategic Economic Plan 2014, Part A, p53).

The Leeds City Region Economic Plan 2016 to 2036 has 4 strategic priorities required to achieve “good growth”. Good growth is defined as: “achieving both the right quantity and the right quality of growth; creating a strong, productive and resilient economy where a radical uplift in business competitiveness, productivity and profits goes hand in hand with access to good jobs that pay higher wages, and where all residents have access to opportunity and enjoy improved quality of life.

The aim of priority 4, “infrastructure for growth” is “to build a 21st century physical and digital infrastructure that supports the City Region to grow and compete globally; and to do this in a way that enhances places, transforms connectivity, maximises GVA benefits, minimises carbon impacts, and enables all businesses, people and places to have access to opportunities”

A number of key action areas are promoted, two of which are to accelerate the delivery of employment growth areas and supporting infrastructure to facilitate sustainable job growth and to deliver the package of 31 strategic priority projects prioritised with the West Yorkshire Transport Fund. The following is an excerpt from the SEP, page 77. Cooper Bridge is noted at 25 as a Spatial Priority Area.:

LEEDS CITY REGION SPATIAL PRIORITY AREAS



To facilitate the delivery of the Cooper Bridge spatial priority area, a scheme at Cooper Bridge has been identified as a core project in the Transport Fund. (Leeds City Region, Local Enterprise Partnership: Strategic Economic Plan 2014, Part B, pp 101 to 104).

‘Core projects’ are seen within the fund as those which are the catalysts and enablers of change, have the greatest direct short term economic impact (in terms of jobs supported per £ invested), and generate funding to reinvest in other ‘more transformational’ projects.

Further details on the core projects and their impact on the Kirklees economy can be found in the core document: “Kirklees Council Cabinet: West Yorkshire Plus’ Transport Fund”, dated 25th April 2013.

Notwithstanding the delivery of the LCR Spatial Priority Area, Kirklees Council has identified the need to alleviate existing congestion at Cooper Bridge as a requirement to bring forward development, not just in this area, but across the district as a whole (Transport Technical Paper, Kirklees Council 2014 p23)

This base situation is likely to be exacerbated as development associated with the local plan is completed after the first 5 years of the plan period (Transport Technical Paper, Kirklees Council 2014 p25).

Funding Process

Testing of a scheme at Cooper Bridge, undertaken as part of the development of the West Yorkshire Transport Fund, showed that there was the potential for it to facilitate the creation of 502 jobs across West Yorkshire (365 in Kirklees) when compared to the baseline and to directly contribute to a net West Yorkshire GVA change of £30.4 million compared to 2009 baseline process.

Whilst this initial testing was sufficient to designate the transport scheme as a priority project in the WYTF, in addition to the identification of the area as one of spatial priority, these are in themselves no guarantee of full funding coming forward. Like any form of public investment, there must be demonstrable evidence that the benefits of a scheme outweigh the costs.

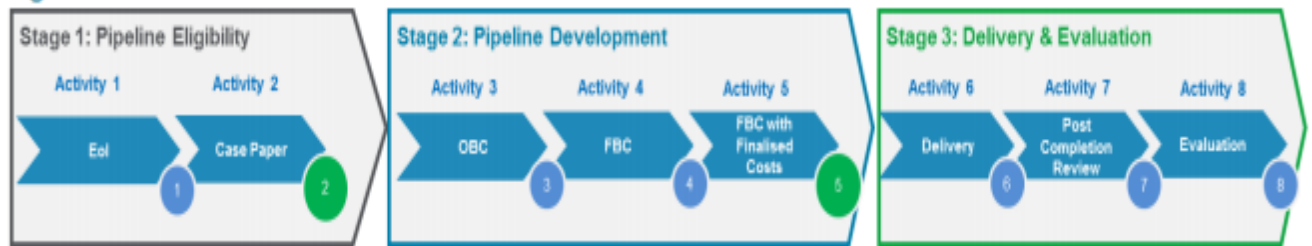
The body that is accountable with regard to the Leeds City Region Growth Deal Funding, the West Yorkshire Combined Authority is part of an Assurance Framework developed by the Leeds City Region (Leeds City Region 2017 p4)

This Assurance Framework covers capital and significant revenue expenditure funded by Government or local sources and invested by WYCA in projects and programmes. The Assurance Framework sets out arrangements adopted by the LCR in relation to:

- governance and key decision-making, including how transparency and accountable decision making is promoted and delivered
- processes used to prioritise
- assurance around project and programme delivery, including our approach ensuring value for money; and
- approach to monitoring and evaluation

As set out in detail in Section 4 of the Assurance Framework, all schemes requiring investment go through a 3 Stage Assurance Process. The process has (depending on the scheme), up to 8 Decision Points and as a scheme progresses through the Assurance Process, decisions are made at each of these points about whether or not a scheme should progress and what the requirements for a scheme should be in its development. This includes any funding for scheme development and the final funding agreement.

Figure 2.1: Overview of the Assurance Process



Decisions on transport investment are informed by evidence set out in a business case. Business cases are developed in line with Treasury’s advice on evidence-based decision making set out in the Green Book and use its best practice five case model approach.

This approach shows whether schemes:

- are supported by a robust case for change that fits with wider public policy objectives – the ‘strategic case’;
- demonstrate value for money – the ‘economic case’;
- are commercially viable – the ‘commercial case’;
- are financially affordable – the ‘financial case’; and
- are achievable – the ‘management case’.

Cooper Bridge is currently progressing through to stage 2, decision point 3: “outline business case”. The outline business case concentrates on detailed assessment of the options to find the best solution. Full economic and financial appraisals take place during this phase (building up the economic and financial cases), a preferred option is selected and, where relevant, preparations are made for the potential contract through the development of the commercial case. The arrangements required to ensure successful delivery are set out in the management case.

The current delivery plan as drawn up by Kirklees Council has submission for outline business case in quarter 4 2017/18. The award for the full funding of the scheme will be made after activity 6, decision point 5. At this moment it is estimated that this will be around Q4 2018/19.

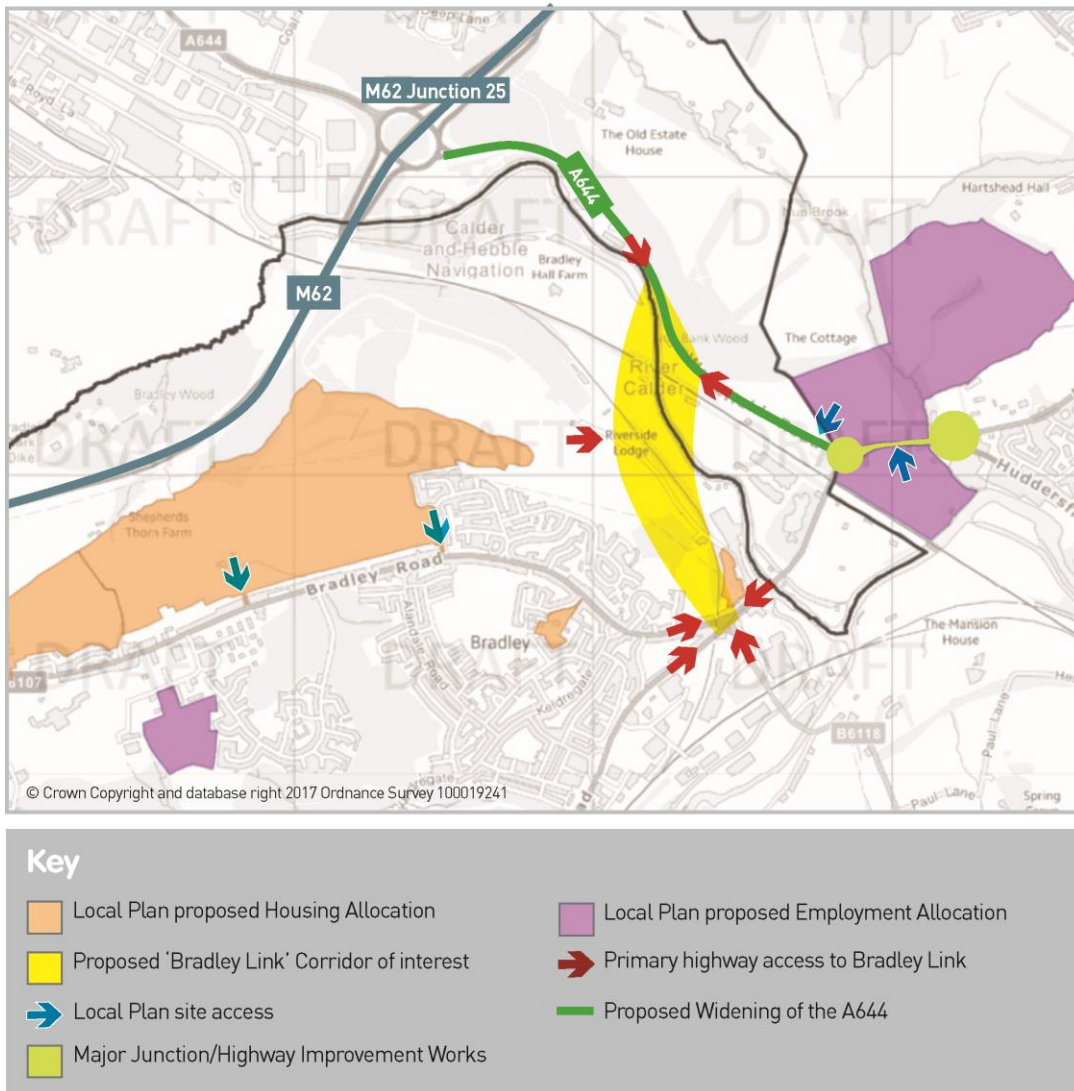
Practical Feasibility

The Cooper Bridge highway scheme that is currently under consideration within the Transport Fund can be described as follows:

- Highway improvement works to the junction of Bradley Road / Colne Bridge Road (incorporating Oak Road);
- Construction of the Cooper Bridge Relief Road (Bradley to the A644 Wakefield Road);
- Highway improvement works to the junction of A62 Cooper Bridge Road, A644 Wakefield Road, A62 Leeds Road (incorporating the 'Three Nuns' junction);
- Widening of the A644 Wakefield Road between the M62 junction 25 and Cooper Bridge
- Provision of access points to the key development sites in the area

The following drawing (overleaf) shows the area of interest for the highway improvement works in relation to local plan allocations (housing, employment and mixed use allocation) to the junction of Bradley Road / Colne Bridge Road (incorporating Oak Road) and construction of the Cooper Bridge Relief Road (Bradley to the A644 Wakefield Road). It also shows the section of the A644 that is currently proposed to be converted to dual carriageway. Note that this drawing only shows major junction improvements as identified through the Council's strategic transport modelling. It is expected that through the planning process, other more localised transport and highway improvements will be pursued if required.

**Kirklees Local Plan Cooper Bridge and Bradley Area allocations - delivery.
Draft Highway Schemes**



With respect to the design of the scheme the following has been undertaken:

- Desktop geotechnical survey for the link road
- Structural design at preliminary detail (horizontal and vertical alignment based on topographical surveys), focussing on three options to cross the railway line and water courses.
- Highway designs at preliminary detail (horizontal and vertical alignments based on topographical surveys)
- Strategic transport modelling

The following design elements are still to be undertaken and are programmed in for quarters 2 and 3, 2017/2018:

- Detailed microsimulation modelling to determine the precise capacity requirements of junctions and links

- Invasive surveys to determine detailed structural requirements
- Land based environmental surveys/studies

Capacity Calculations

As noted earlier Kirklees Council has identified the need to alleviate existing congestion at Cooper Bridge as a requirement to bring forward development, not just in this area, but across the district as a whole (Transport Technical Paper, Kirklees Council 2014 p23)

Cumulative modelling work undertaken by the Council (Transport Technical Paper, Kirklees Council 2014, pp15-16) has shown that with all the identified transport interventions in place (and all the Local Plan allocations are fully developed) by 2030, journey times on 13 key routes in minutes and seconds in the district increase only on average by 6% between 2014 and 2030. More importantly they drop by 21% when comparing the 2030 scenario of full local plan development and no transport schemes with 2030 full local plan development and all transport schemes. This is tabulated below:

Table 1 Journey Times on monitored routes in the Kirklees Transport Model (mins: secs)

Base AM 2014	Do Nothing 2030 Local Plan development and no transport schemes	Do Something 2030 Local Plan development and all transport schemes	%-age difference between base 2014 and “Do Something” 2030	%-age difference between “Do Nothing” 2030 and “Do Something 2030”
08:26	11:10	08:49	6%	-21%

The following table shows the same calculations but for four of the corridors in the immediate geographical area:

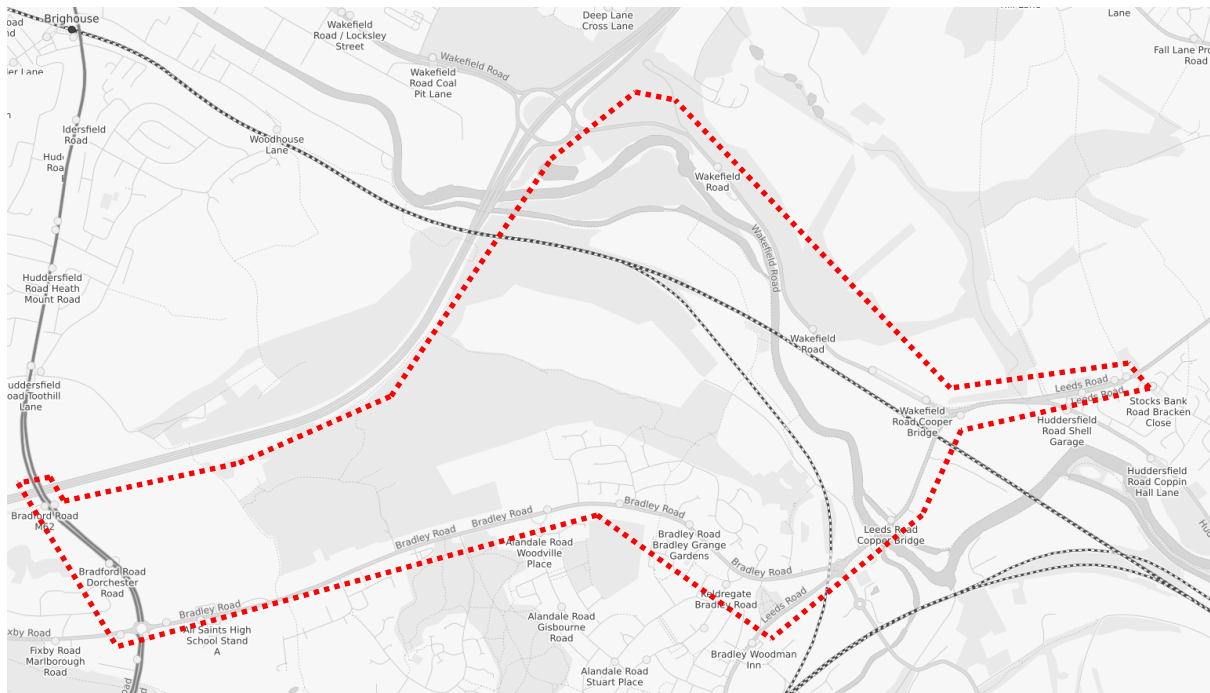
- A62 Huddersfield Ring Road to Cooper Bridge
- A644 M62 J25 to Cooper Bridge
- A644 Stocks Bank Rd to Cooper Bridge
- A641/A6107 Roundabout to Huddersfield Ring Road

Table 2 Journey Times on monitored routes in the Kirklees Transport Model in the vicinity of Cooper Bridge (mins: secs)

Base AM 2014	Do Nothing 2030 Local Plan development and no transport schemes	Do Something 2030 Local Plan development and all transport schemes	%-age difference between base 2014 and “Do Something” 2030	%-age difference between “Do Nothing” 2030 and “Do Something 2030”
09:10	12:27	07:15	-20%	-30%

This work has subsequently been refined to give a greater understanding of the capacity benefits of the Cooper Bridge transport scheme and these are presented in the following section below:

A cordon around the local authority strategic roads and junctions in the area depicted below was overlaid in the Council's traffic model



From the cordon, the total number of trips originating, ending and passing through it was calculated, as was the total delay in the following scenarios:

- Base
- Do Nothing 2020 (5 years Local Plan development and no transport schemes)
- Do something 2020(5 years Local Plan development and no transport schemes)
- Do Nothing 2030 (15 years Local Plan development and no transport schemes)
- Do something 2030(15 years Local Plan development and no transport schemes)

The results from this analysis are as follows in the am:

	Cordon Trips (pcu)	Total Delay (Hr)	Delay per Trip (sec)
Base	6,391	351	198
Do Minimum 2020	7,720	624	291
Do Something 2020	7,695	657	307
Do Minimum 2030	8,630	845	353
Do Something 2030	11,227	752	241

The results for the PM are presented overleaf:

	Cordon Trips	Total Delay (Hr)	Delay per Trip (sec)
Base	6,407	278	156
Do Minimum 2020	8,145	603	266
Do Something 2020	8,156	630	278
Do Minimum 2030	9,575	876	329
Do Something 2030	12,272	881	258

From the results presented above and an understanding that the Cooper Bridge transport scheme would be in place post-2020, it can be seen that both the number of trips within and through the cordon increases in all scenarios. What is interesting is the large increase between the Do minimum 2030 and the Do something 2030. This is because the scheme provides a large amount of capacity available for development related trips, but also for traffic that reassigns through this area as a result of the capacity improvements. As a result of this reassignment, delays per trip do increase from the “base” scenario but the key thing to note is the decrease of 111 seconds in 2030 as a result of the scheme introduction in 2030.

This work shows that the transport scheme at Cooper Bridge caters not only for the development traffic in the immediate locality around Cooper Bridge but for the traffic associated with the provision of 31,000 homes as part of the Kirklees Local Plan.

This demonstrates that the proposed highways works can deliver capacity for the envisaged amount of development on each of the local strategic allocations.

Green belt

The National Planning Policy Framework (paragraph 83) states that once established green belts should only be altered in exceptional circumstances, through the preparation or review of a Local Plan. Therefore, the Council are correct to seek to consider alterations to the green belt within the plan making process.

The Council have prepared a Green Belt Review (November 2016). Cooper Bridge is contained within parcel CB1. The assessment is contained in appendix 2a on page 54 of the PDF (pages are not numbered).

CB1 has a test two score of 3. A score of 5 is the most significant degree of conflict with green belt purposes and 1 is the most negligible.

The Green Belt Edge Review uses a green, amber, red coding assessment, the conclusions of which are summarised below (colour coding in brackets).

CB1- Described as an area where development could have a limited impact on openness but there is a necessity to retain green belt separation from Calderdale. Impact upon listed buildings (amber), part of the wider countryside (red), the presence of trees, track, roads

and existing development provide containment (amber), a restricted gap with green belt in Calderdale (amber). Environmental constraints include a high pressure gas pipeline, protected trees and flood zones 2 and 3a (amber). The physical constraints include the high pressure gas pipeline and the Nun Brook (amber).

CB1 has been assessed as having a moderate impact on the perceived setting and character (amber) and considered to be no impact in terms of topographical (green).

Further to the Green Belt Review, the Council have considered the impact on green belt in a site specific assessment of site E1832c as set out in the "Accepted Site Options – Technical Appraisals document (November 2016)" This document recognises that Cooper Bridge is located within an area that performs a role of preventing physical merger of Kirklees with Calderdale. The extent of the site northwards limits impact on the gap and it is considered there allocation provides the opportunity for limited settlement expansion without significantly impacting upon the openness or strategic role of the green belt.

The Council's exceptional circumstances for the release of green belt are summarised as:

- The release of land for development in this location makes a significant contribution to meeting OAN
- The market need and locational demand to meet economic objectives for Kirklees and the Leeds City Region
- The development is demonstrated as sustainable; through the SA
- The site forms part of the Council's strategy which has been demonstrated to be sustainable; through the SA
- The loss of the land from the wider green belt would not adversely effect the wider purpose of green belt in this area; particularly when considering sprawl and merger of settlements.