

3/K15/5925

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Supporting Information to further the employment
application in the Draft Local Plan stage for Kirklees
North E1831

LAND BETWEEN WHITECHAPEL ROAD
AND WHITEHALL ROAD, CLECKHEATON
(E1883: Plot B, Junction 26, Bradford Road)

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Who We Are

Founded in 1976, Martin Walsh Architectural is an architectural consultancy based near Leeds that has a wide portfolio of expertise and experience.

Our philosophy is to provide a professional, high quality service to all our clients, irrespective of contract value. Our principal aim is to ensure projects are completed on time and within budget. The practice takes pride in maintaining client confidentiality as part of our normal client relationship.

We aim to advise our clients in the appointment of contractors and in contractual matters with integrity and competence. The company employs highly experienced staff, specialising in a variety of areas. We are committed to the training and development of all our staff to ensure we are always up to date with the latest methodologies and technologies.

Martin Walsh Architectural are currently working towards The British Standard BS8555 with long term aspirations to achieve ISO14001.



Martin Walsh Architectural is a multi-disciplinary practice working within all areas of architectural consultancy with over 40 years in service. The company works across a wide variety of sectors including **Commercial**, **Industrial**, **Healthcare**, **Leisure**, **Education**, CDM Co-ordination, Party Wall Surveying and **Residential**.

From small to large scale jobs, Martin Walsh Architectural is a versatile practice which can handle all aspects of any project, from concept feasibility schemes, topographical surveys, detail specification design through to contract administration

We Aim ...

- To further this employment application for the reallocation of Green Belt grade 3 agricultural land to Employment land at Whitechapel Road and Whitehall Road, Cleckheaton.
- To provide evidence and justification within this report to justify why this is appropriate.

Vision



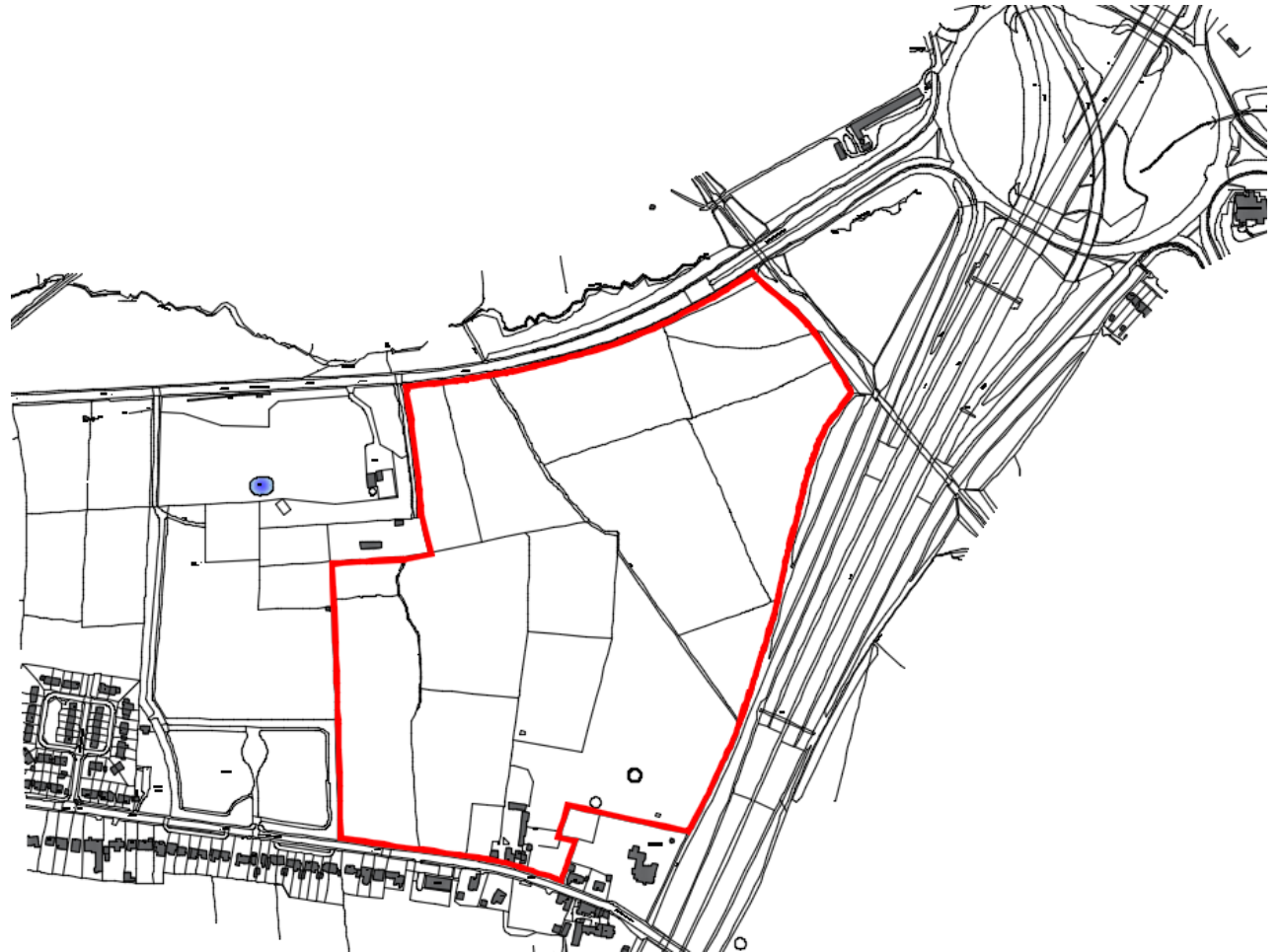
Vision

The Site has the potential of becoming an attractive sub centre for employment for the Metropolitan Borough of Kirklees. Through the use of the existing transport infrastructure the site could have the opportunity to attract investment into this location. This opens the possibilities of regeneration of the surrounding towns and villages which will strongly benefit local communities with new prospects. This site has the potential to build upon the legacy of industrial & manufacturing traditions of Kirklees which has existed for over two centuries.

Due to the sites size and location it can become a key source for employment opportunities for Kirklees which will ultimately assist with reducing dependence upon cities such as Bradford and Leeds to provide employment.

The Site Location

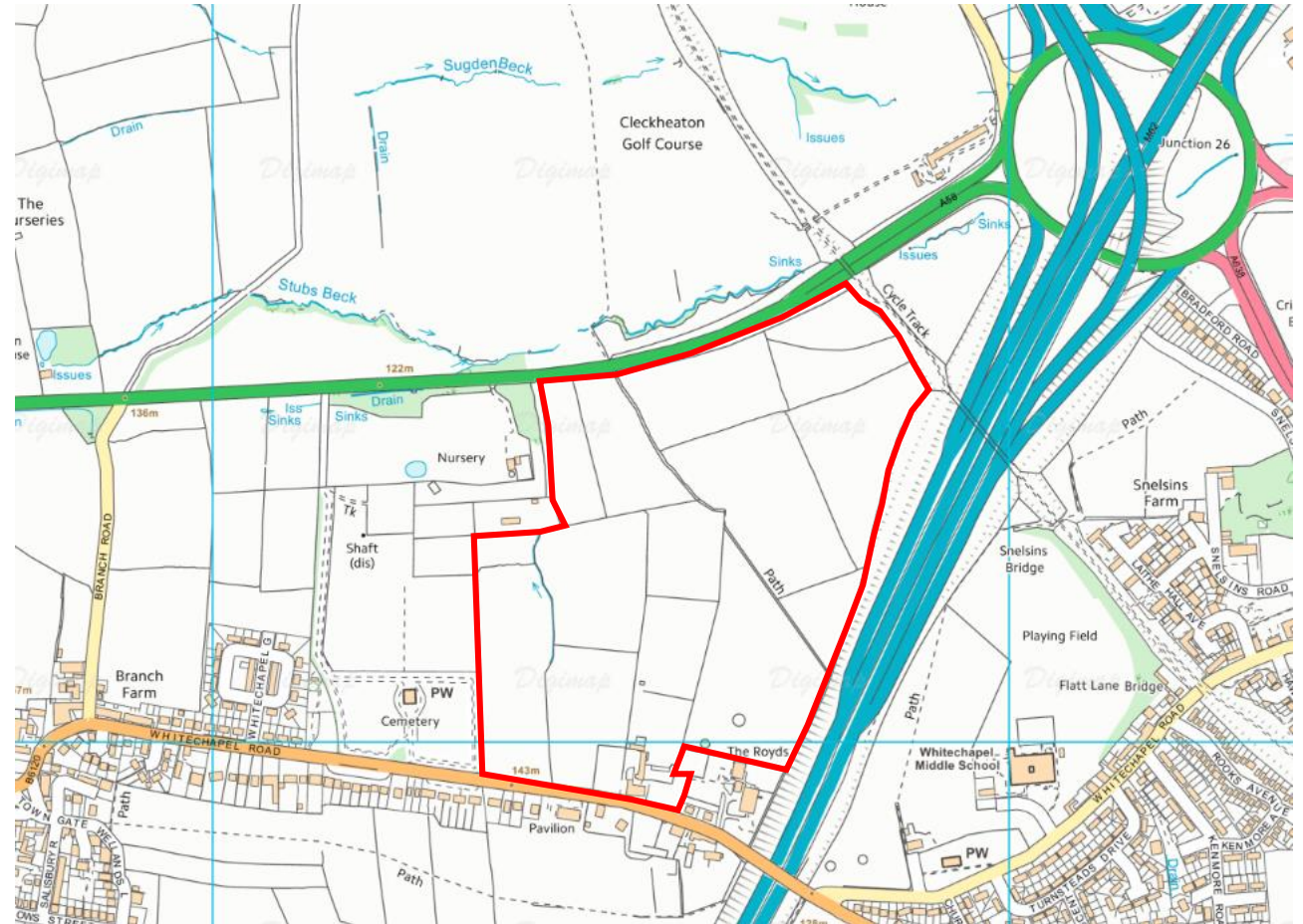
The site is located within the ward of Cleckheaton and the site is centred between a number of towns and villages such as Oakenshaw to the North and Wyke to the West. Also, the site has the M606 and the M62 running along the North-East and South-East site boundary.



The Site Area

The land is currently allocated as green belt by the Unitary Development Plan Map of 1999. However, the land is allocated as Employment under the accepted Policies Map of the Draft Local Plan. In addition, the gross site area for the allocated employment use is 24.57 Hectares.

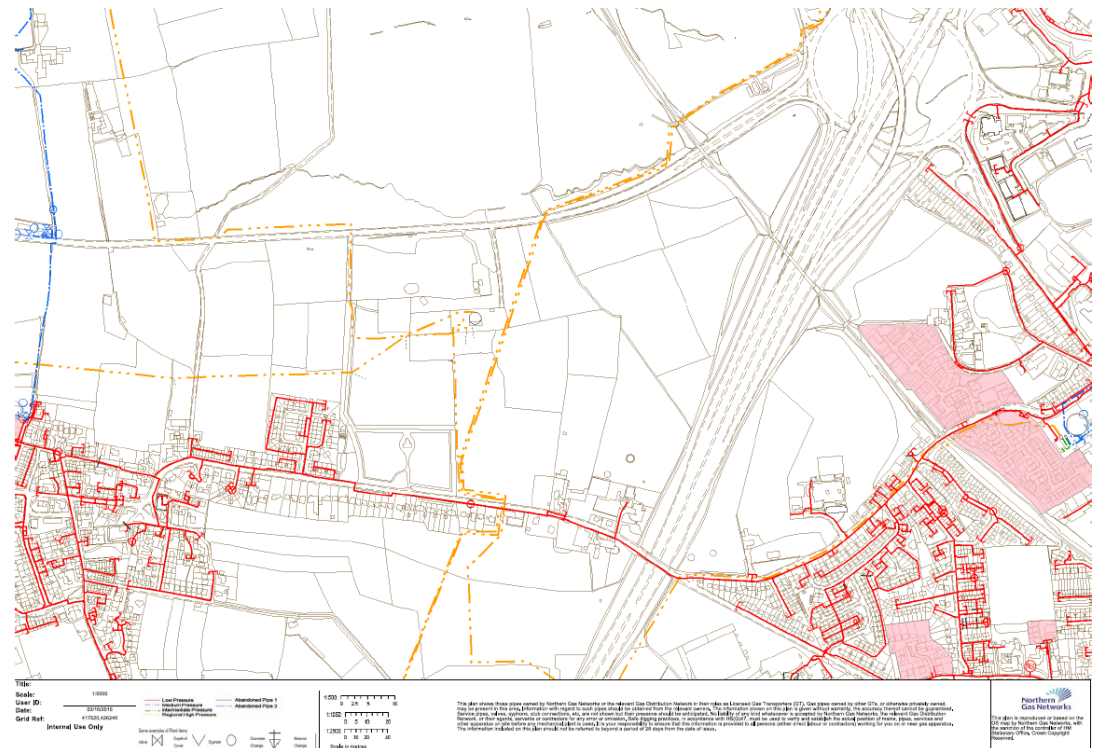
The site is situated between the A58 Whitehall Road to the North; as well as, the B6120 Whitechapel Road to the South. East of the site there is a dense wooded area and Junction 26 which connects to major motorway links. The South of the site along the road frontage are low density residential housing and a pavilion. South West of the site is a cemetery and North-West is a wholesale nursery and garden centre. The North of the site shares its road frontage with a Golf course.



Constraints

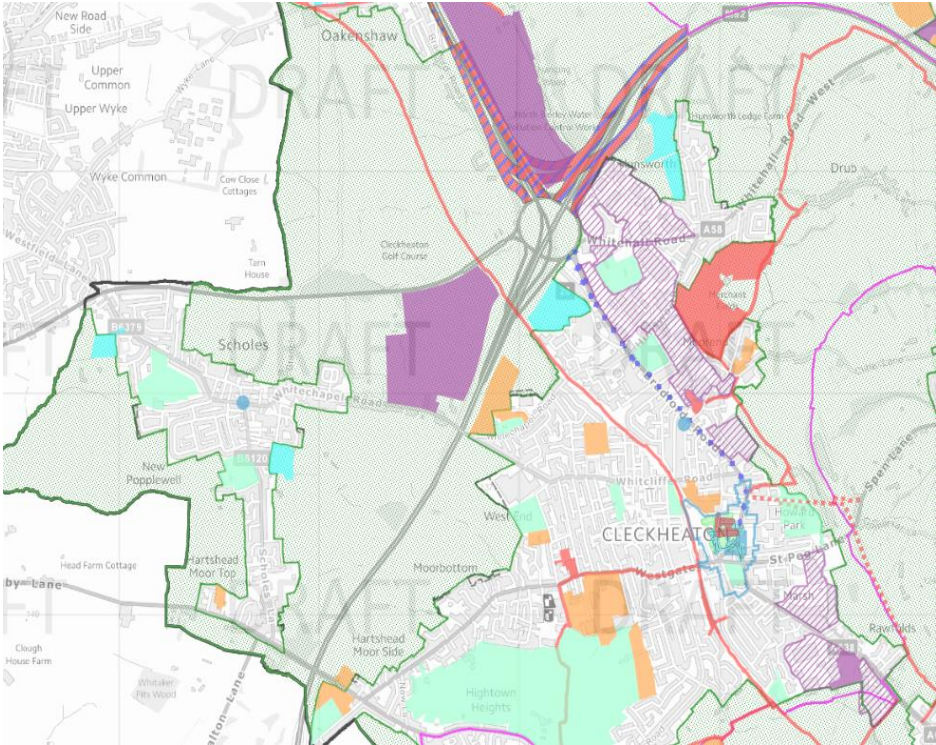
There are a small number of constraints for this site such as the motorway which can occasionally become congested. This would only result in minor delays in peak travel times.

In addition, there are high pressure regional gas pipelines partially crossing a section of the site which can cause complications in the design and construction phases.



Green Belt

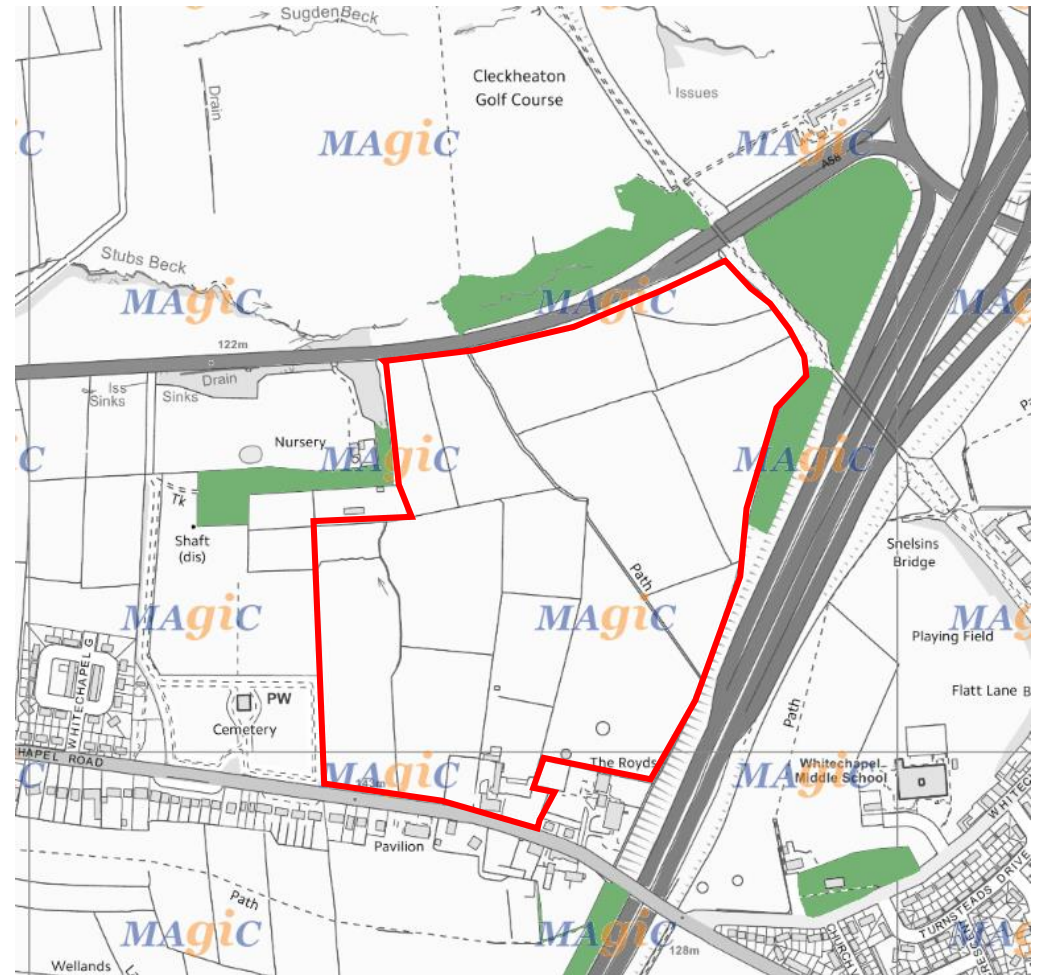
The site currently lies within the Green Belt this land has little environmental value other than being grade 3 agricultural land. Due to the location of the site it does not prevent urban sprawl and merging towns. This is because Cleckheaton has the M1 and M606 which act as a physical barrier which prevents these factors from taking place.



Environment

The land has a motorway verge stretching along the North-East and South-East site boundary which separates the land from the M606. This verge and the land to the North-East contains deciduous woodland which is part of England Habitat inventory that acts a physical buffer zone.

The site also contains three Tree Preservation Orders (TPOs) to the South-East. Two of these are located North of The Royds, 280 Whitechapel Road. Their TPO ID's are 08/81/g2 & 08/81/g3. The third TPO ID is 08/81/t4 which is located opposite the Pavilion on Whitechapel Road. these TPO's do not need to be harmed in any employment development due to their location they can be incorporated into future designs without complications.



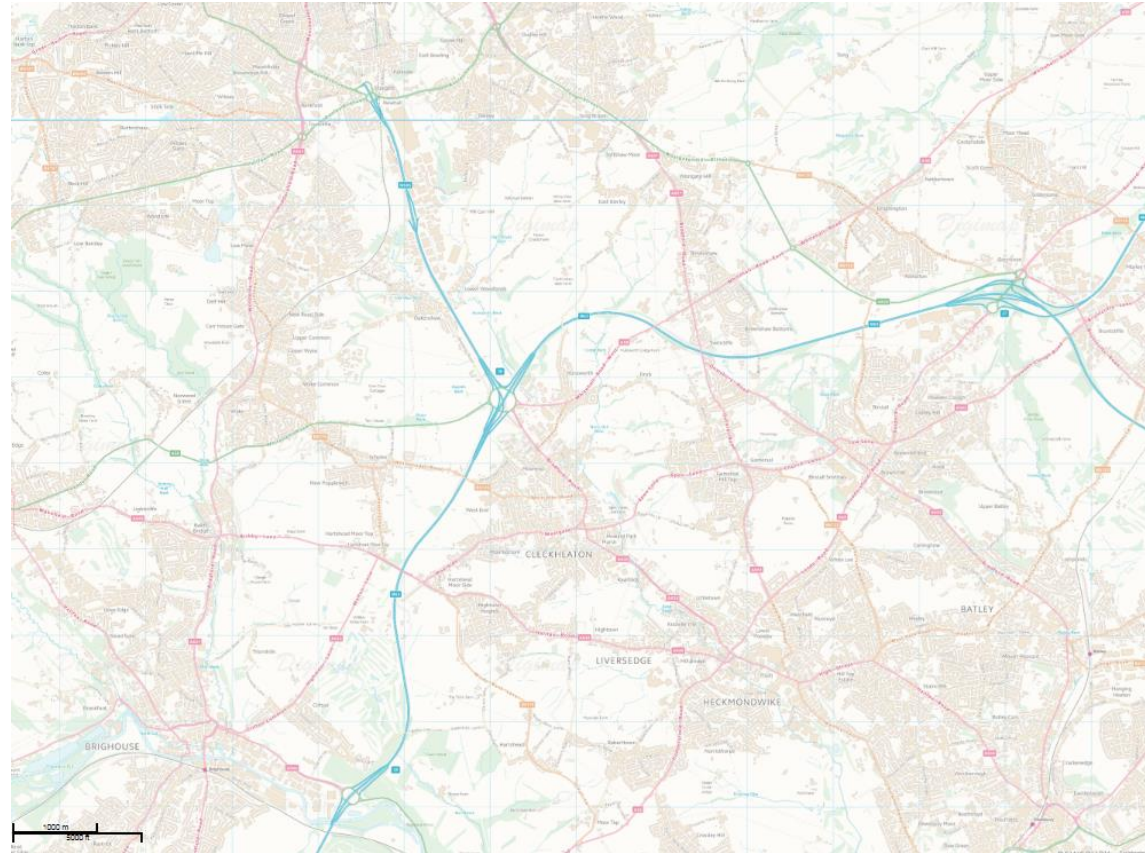
Environment

The potential noise impact generated from the site wouldn't be significant. This is because the site is situated in a semi rural environment with a small number of dwellings located to the South of the site. Furthermore, the site has the M1 and M606 running along North-East to the South-East of the site. The traffic noise generated from the motorway is likely to be more significant than any proposed development upon the site. Due to this factor the residents to the south may be unable to hear any noise produced from the site. The site is more protected from traffic noise than the residential dwellings south of the site. This is due to the motorway verge and the deciduous woodland which are present North-East of the site. This woodland can to some extent reduce noise and air pollution from the motorway. The existing woodland improves the air quality by filtering harmful dust and pollutants generated from the motorway.



Transport

A primary road which passes along the North of the site is the A58 Whitehall road. The A58 connects Bickershaw and Cleckheaton. Also, the A58 links on to Bradford Road and the M606 which leads to South of Bradford City Centre. The M606 connects onto the M62 (North Bound) which facilitates inter-regional traffic from Leeds city centre, Holbeck and Birstall. The M606 which connect to the M62 (south bound) which connects the site to such places as Brighouse. This demonstrates that the existing transport infrastructure is sufficiently connected to allow any future employees to access the site from the cities and their satellite towns; as well as, towns and villages within Kirklees metropolitan district.



Transport

A minor public transport assessment was conducted using Google maps travel times tool. This enabled the assessment of travel times using public transport to travel between urban area within Kirklees to the site. This assessment identifies that the location has an appropriate existing public transport infrastructure. Furthermore, this indicates that if this location was allocated as employment land public transport could accommodate potential staff from villages and towns in Kirklees. This option displays the sustainability of the site in regards to travel. Due to the accessibility of the site this can reduce the reliance upon private vehicles to access work. Also, This could reduce the number of in traffic movements generated by the location if allocated as employment land.

The Approximate Overall Travel Times To Site Using Public Transport (includes walking time)

ARRIVA Buses	268A	256	255	253
Birkenshaw			40mins	
Brighouse		47mins		
Cleckheaton	30mins			
Dewsbury	1hr 18mins			
Liversedge	51mins		50mins	
Gomersal			37mins	
Mirfield				1hr 8mins
Scholes	29mins			

Transport

According to the Proposed Local Plan 50,000 Kirklees residents work outside Kirklees and about 30,000 people work in Kirklees but live elsewhere. The majority of these people will travel using private vehicles which leads to congestion on existing major road networks and contributes to air and visual pollution. If the site became allocated as employment land this could encourage some of the 50,000 who work out of the Kirklees area to stay. This will result in shorter journeys and due to its close proximity to towns like Cleckheaton and Dewsbury. In addition, due to the close proximity this could encourage further use of the cycle track which passes the North-East of the site. This is a sustainable form of travel that helps alleviate car use on major road networks that can reduce the strain upon the existing transport infrastructure. Also, this could possibly reduce the level of carbon emissions produced through travel; as well as, reducing the chance for delays and accidents.



Sourced : www.kirklees.gov.uk/leisure

Transport

The existing transport network around the site is currently part of the Road Investment Strategy which aims to improve England's road network with a £15 billion plan.

- M606 (BRADFORD) - M62 JUNCTION 26*
- A58 (HALIFAX) - M62 JUNCTION 26*
- A58 M62 - (LEEDS)

These roads will be directly effected by the strategy as part of the M62 junction 26 chain bar improvement scheme. This £11.03million scheme will provide a direct link from the M62 westbound to the M606 north bound. This will increase the existing capacity which will remove significant congestion from the main part of the existing junction while improving the condition of the road network.

The site will be strongly benefited by this investment scheme if it is to be allocated for employment purposes. This improve the accessibility of the site for future employees and other vehicles associated with potential employment use such as light goods vehicles.



Sourced: www.yorkshirepost.co.uk

Community

There is a pedestrian route called the Spen Valley Heritage Trail which runs South-East to the North-West of the site. This trail is part of a 19 mile walk which goes through small towns and villages with the purpose of looking at buildings which exume significant architecture and culture. However, the site does not have any of these qualities and is used as a simple public highway to reach the next location. This means this route can be easily diverted around the outer edge of the site or incorporated into the future design of the employment area. This will prevent any significant impact and doesn't damage or harm this local community activity.



<http://autismatter16.com>

Employment

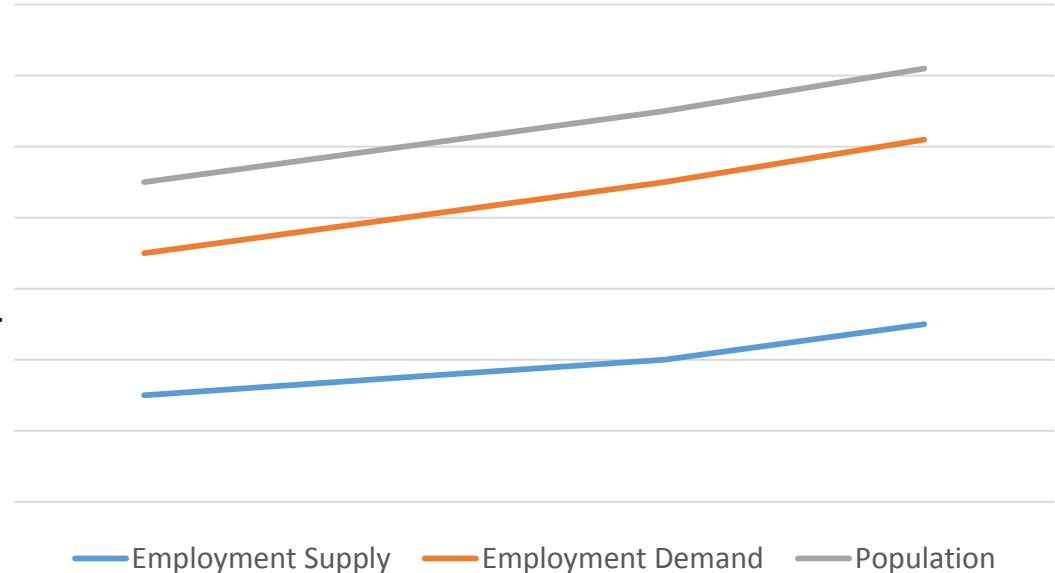
The draft Local Plan acknowledges that Kirklees will have an estimate population growth of 47,700 by 2031 which will increase the overall population for Kirklees to 475,800 in 2031. To accommodate this growth new and more attractive job opportunities must be created to ensure unemployment doesn't rise.

The Kirklees labour market is predominately made up of part-time low income female workforce. Consequently, this increases the demand upon the housing market to provide affordable housing. Furthermore, "About 50,000 Kirklees residents work outside Kirklees" which is because of higher skilled and higher paid jobs located in neighbouring cities like Leeds and Bradford. This demonstrates the reliance upon private vehicles and strain on the existing transport infrastructure.

What is required are new employment opportunities such as the site E1831. employment land such as this one have the potential to provide full and part time jobs for both the low and high skilled workforce. By having more employment land within Kirklees it will help retain its high skilled workforce and prevent losing them to the cities. This will result in an improvement in the workforce skills gap and potentially the housing market.

SUPPLY & DEMAND

Diagram for Illustrative purposes only



Employment

The draft local plan aims to deliver approximately 32,000 new jobs between 2013 – 2031 to meet the increasing demand of Kirklees. “This equates to a total employment land requirement of 265 hectares.” This table demonstrates the need for more employment land within Kirklees. Employment sites such as this one need to become available to accommodate the growth as many existing sites are no longer appropriate for the location and do not meet Kirklees economic objectives. The type of sites that are capable of providing this cannot be found in an urban area. Also, site E1831 has a good transport infrastructure as previously illustrated in which to provide easy access for the potential workforce.

Meeting the Employment Land Requirement	Hectares
Employment land requirement (based on REIU work)	265
Completions - employment land take-up (since 1st April 2013)	- 8
Commitments - on land not allocated for employment or mixed use	- 21
Supply from previous permissions - on land not allocated for employment or mixed use	- 3
10% flexibility allowance	+ 23
Supply from PEAs	- 60
Amount of additional employment land required	196
Amount of land allocated	262

Table 2 Meeting the employment land requirement

Sustainability Appraisal Report

September 2015

In regards to the Sustainable Appraisal E1883: Plot B, Junction 26 Bradford Road was considered to have a significantly positive effect for Kirklees.

“Summary of SA findings: Potential significant positive effect was found in relation to SA objective 1: employment opportunities, 2: economic growth, and 11: land use. No significant negative effects were identified.”

This statement demonstrates the economic potential for the site and the effect upon Kirklees prosperity which can help reduce crime rates. Furthermore, the SA identifies the site as 8.40 ha site which is entirely on brownfield land and the existing use is less than efficient.

Please see
(<http://www.kirklees.gov.uk/business/planningPolicy/localPlan/pdf/consultation/Annex-2-Employment-SA-Matrices.pdf>)



www.landuse.co.uk

Draft Kirklees Local Plan

Sustainability Appraisal Report

Annex 2: Sustainability Appraisal Matrices and Maps for Employment Site Options

Prepared by LUC
September 2015

Planning Policy to Consider

Kirklees Unitary Development Plan 2007

The site falls within the boundaries of Kirklees Council which means that it must follow the Kirklees Unitary Development Plan (UDP), adopted in March 1999 – revised September 2007. The UDP forms a development framework for determining applications within Kirklees.

Aims Section

To accommodate development and land use change to ensure that housing And other facilities are commensurate with the needs and demands of Kirklees residents and business now and over the next decade.

NE9 - Development Proposals Should Normally Retain Any Mature Trees Within The Application Site. Where Development Is Approved On Sites Containing Mature Trees No Construction, Including Changes In Levels, Drainage Works And The Formation Of Access Roads Will Be Permitted Within The Crown Spread Of The Trees Unless It Can Be Demonstrated That Satisfactory Precautions Will Be Taken To Ensure Their Continued Viability.

BE1 - All Development Should Be Of Good Quality Design Such That It Contributes To A Built Environment Which:

- Creates Or Retains A Sense Of Local Identity;*
- Is Visually Attractive;*
- Is Energy Efficient In Terms Of Building Design And Orientation And Conducive To Energy Efficient Modes Of Travel*

Planning Policy to Consider

Kirklees Unitary Development Plan 2007

BE2 - New Development Should Be Designed So That:

- It Is In Keeping With Any Surrounding Development In Respect Of Design, Materials, Scale, Density, Layout, Building Height Or Mass;*
- The Topography Of The Site (Particularly Changes In Level) Is Taken Into Account;*
- Satisfactory Access To Existing Highways Can Be Achieved; And*
- Existing And Proposed Landscape Features (Including Trees) Are Incorporated As An Integral Part Of The Proposal.*

5.3 - Most of the agricultural land in Kirklees is moderate or poor quality (grades 3b, 4 and 5). Losses of land of this quality to other uses are not likely to be critical unless the cessation of agricultural practices in a particular area would prejudice local agricultural viability or be detrimental to the local landscape or ecology because the land is no longer tended in the same way.

T6 - To Assist In The Determination Of Land Use Proposals And The Allocation Of Resources In Accordance With Policy T2, Major Roads In The District Are Categorised In Accordance With Their Primary Function As Part Of The West Yorkshire Strategic Highway Network.

Planning Policy to Consider

National Planning Policy Framework

The National Planning Policy Framework (NPPF) is for material consideration in the decision making process for planning applications which favours sustainable development.

Relevant National Planning policy guidelines provided by the NPPF:

Core Principles

Paragraph 17 – Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

Be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area.

Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.

Ensuring the Vitality of Town Centres

Paragraph 23 - Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, local planning authorities should:

Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites.

Where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

Planning Policy to Consider

National Planning Policy Framework

Delivering a wide choice of high quality homes

Paragraph 50 - To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- Plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community.*
- Identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand.*

Requiring good Design

Paragraph 61 - Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Conserving and enhancing the natural environment

Paragraph 134 - Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 140- Local Planning authorities should assess whether the benefits of a proposal for enabling the development, which would otherwise conflict within planning policies but would secure the future conservation . . . outweigh the disbenefits of departing from those policies.

Our business is built upon industry experience

For the reasons stated previously within this documents we at Martin Walsh Architectural strongly advise that the land between Whitechapel Road and Whitehall Road, Cleckheaton should be allocated as Employment Land.

Thank you for your time and consideration.

Get in touch with us

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