



Kirklees Publication Draft Local Plan

Technical Paper: Spatial Development Strategy and Settlement Appraisal

November 2016

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Part 1: Spatial Development Strategy and Distribution of Growth

1. National Planning Policy Framework and Planning Practice Guidance

1.1. In order to be sound it is important that the Local Plan is founded on a strategy which can be found ‘sound’. The strategic component of the Local Plan is a key issue when soundness is considered as follows:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development; (our emphasis)
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence; (our emphasis)
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

1.2. The National Planning Policy Framework and the National Planning Practice Guidance (at the time of writing) require Local Plans to set out a clear overall strategy and also set out certain strategic tests in the following extracts:

- Paragraph 17, Core planning principles – *“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. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;” (our emphasis)*
- Paragraph 21, Building and strong, competitive economy – *“set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;” (our emphasis)*
- Paragraph 47, Delivering a wide choice of high quality homes – *“use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market*

area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;” (our emphasis)

- Paragraph 85, Protecting Green Belt land – *“.....ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;” (our emphasis)*
- Paragraph 97, Meeting the challenge of climate change, flooding and coastal change – *“have a positive strategy to promote energy from renewable and low carbon sources;”*
- Paragraph 126, Conserving and enhancing the historic environment – *“Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.” (our emphasis)*
- Paragraph 157, Local Plans – *“contain a clear strategy for enhancing the natural, built and historic environment, and supporting Nature Improvement Areas where they have been identified.”*
- Paragraph 002, Ensuring the vitality of town centres – *“A positive vision or strategy for town centres, articulated through the Local Plan, is key to ensuring successful town centres which enable sustainable economic growth and provide a wide range of social and environmental benefits.”*

1.3. It is notable that national planning policy refers to ‘strategy’ in relation to a number of different land uses and objectives, not just housing and employment. An assessment of whether the publication version of the Local Plan satisfies these tests is set out at the end of this section.

1.4. In preparing the Local Plan, the council set out three broad approaches to assigning the distribution of growth for housing and other forms of development where different approaches could be relevant for consideration. These were set out in a consultation document called ‘Kirklees – A Place to Grow’ which was made available as part of the early engagement on the Local Plan during the Autumn of 2014. The three scenarios were also tested as part of the early stages of the sustainability appraisal.

1.5. For economic development purposes the Kirklees Economic Strategy is clear that local employment opportunities need to be retained where justified and strategic employment locations are needed to meet the job aspirations of the district and the Leeds City Region.

1.6. To comply with national planning policy, land needs to be allocated to meet identified needs for waste, minerals, travellers and safeguarded land in sustainable locations and the focus of new retail, leisure, office, cultural and tourist facilities

development is in the district's identified centres and on identified mixed use allocations, taking advantage of existing services and high levels of accessibility.

2. Early Engagement on the Kirklees Local Plan and Relevant Strategic Alternatives

- 2.1. The Council has two key strategies which together form the corporate activity, partnership working and a basis for decision making and investment – the Kirklees Economic Strategy and the Health and Wellbeing Strategy. Any strategy developed as part of the Local Plan must therefore be able to deliver the outcomes set out in these documents as far as possible and set out a spatial framework to do this. The Local Plan achieves this through its suite of planning policies and land allocations, but there are still various ways in which the distribution of development could be arrived at.
- 2.2. At the early engagement stage the council confirmed the following key drivers behind any strategy:
 - deliver the objectives of the council's Economic Strategy and Joint Health and Wellbeing Strategy;
 - ensure sufficient land is found for new homes, jobs, shopping, facilities for sport and leisure, minerals and waste management, and that this land is in locations where we can expect development to be delivered;
 - minimise the adverse impact of development on the natural and historic environment, and on local character – we can do this by encouraging the use of brownfield land first, before greenfield land;
 - recognise that development in some areas and circumstances is challenging, and that if we pursue this there should be a reasonable prospect of improving critical infrastructure.

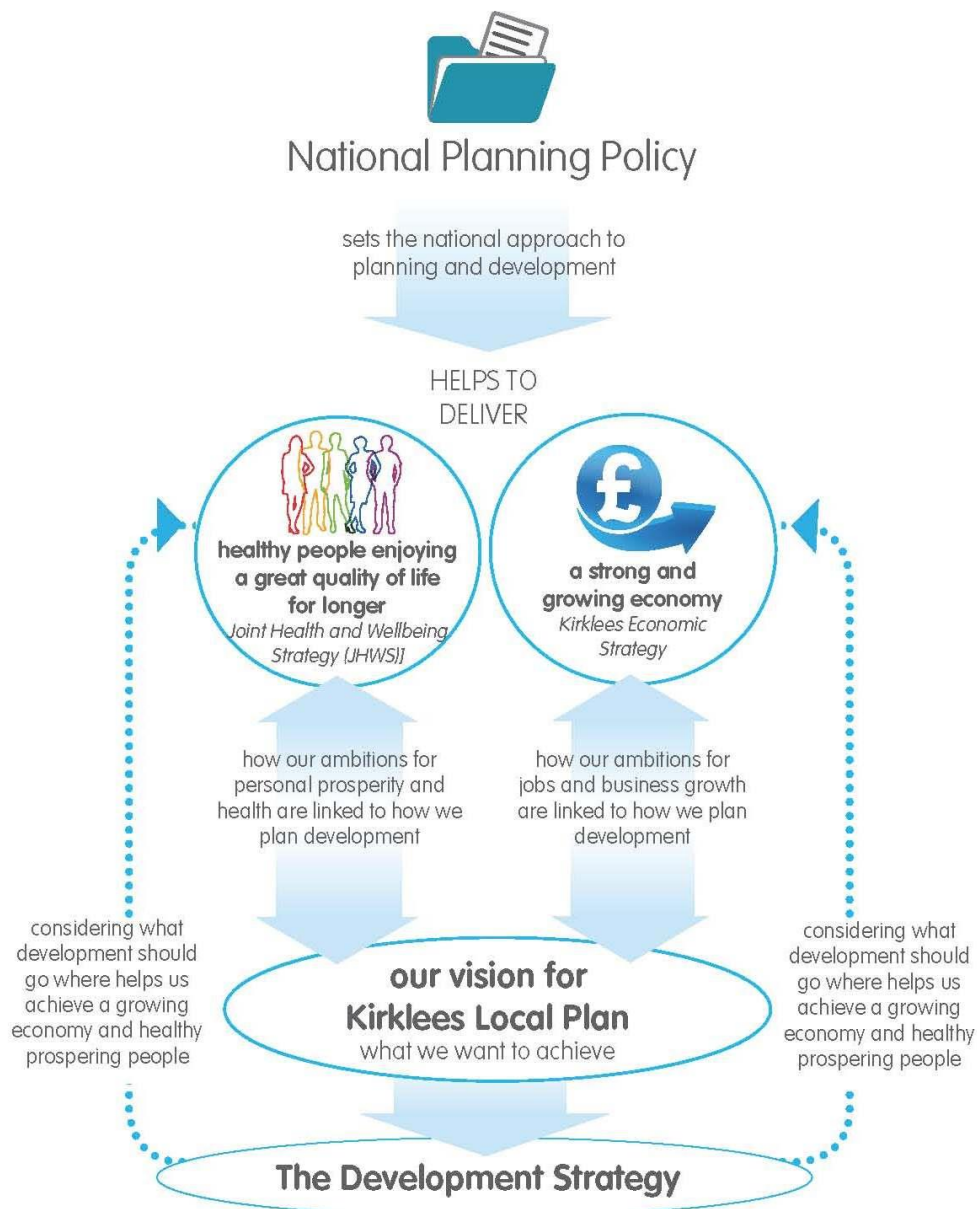


Figure 1 - Local Plan Early Engagement Diagram

Approach 1 – Allocating development based on the size of settlements

2.3. This approach would categorise towns and villages according to their existing size, role and function, and rank them from large to small. Any future development would be distributed proportionately according to a place’s existing size. Generally this means that the larger the place the more development it would accommodate. Larger settlements usually have a greater range of existing services and infrastructure than the smaller settlements. Therefore it’s likely that development in and around these places is sustainable. Smaller settlements tend to have less capacity to accommodate growth without significant new services and

infrastructure, and this is likely to make development more expensive than it would be in larger places.

- 2.4. This approach was rejected in the Draft Local Plan and presented as a relevant alternative for comment.

Approach 2 – Allocating development based on an area’s character, constraints and opportunities

- 2.5. This approach would assess the potential of each of the Local Plan’s four identified sub-areas to grow. This means that development would be allocated to places based on their ability to help us achieve our overall objectives, rather than simply on their existing size. It could also mean that quite small places could grow significantly if development opportunities exist.
- 2.6. This approach was rejected in the Draft Local Plan and presented as a relevant alternative for comment.

Approach 3 – Allocating development based on an area’s character and the size of its settlements (Accepted)

- 2.7. This approach assesses the potential of each of the Local Plan’s four identified sub-areas to grow but also acknowledges the size and function of each settlement in the sub-area. This draws on evidence set out in the later sections of this technical paper. Generally it would mean that the larger places in the district would accommodate more development but it would also allow for the different character or Kirklees’ settlements to be taken into account. This means that development would be allocated to places based on their ability to help us achieve the Local Plan’s overall objectives, rather than simply on their existing size and that smaller settlements could grow significantly if development opportunities exist, depending on the outcomes of the green belt review, the sustainability appraisal and the consideration of other alternative site options.
- 2.8. This approach was accepted as the council’s preferred option in the Draft Local Plan.

3. What the Different Approaches would mean for the distribution of growth

- 3.1. The following section seeks to set out the positive and negative impacts of each of the approaches, together with their potential implications on meeting demographic and socio-economic needs, reflecting the environmental characteristics of the district, existing and proposed infrastructure and relationships with neighbouring areas.

Approach 1 – Allocating development based on the size of settlements

3.2. Following this approach would have resulted in a settlement hierarchy dictating the amount of new homes to be allocated in each settlement based on committed sites in the settlements below and allocating additional sites to meet the housing requirement, working downwards in settlement size (population) as follows:

Table 1- List of settlements in Kirklees by population size

Settlement	Local Plan Sub-Area	Population
Huddersfield (including Golcar)	Huddersfield	139263
Dewsbury	Dewsbury and Mirfield	44157
Batley	Batley and Spen	34317
Heckmondwike	Batley and Spen	23940
Mirfield	Dewsbury and Mirfield	18075
Cleckheaton	Batley and Spen	16110
Meltham	Kirklees Rural	7738
Honley/Brockholes	Kirklees Rural	7362
Ravensthorpe	Dewsbury and Mirfield	7089
Gomersal	Batley and Spen	6948
Thornhill	Dewsbury and Mirfield	6781
Holmfirth	Kirklees Rural	6160
Birkenshaw	Batley and Spen	6094
Slaithwaite	Kirklees Rural	4512
Skelmanthorpe	Kirklees Rural	4407
Birstall	Batley and Spen	4118
Clayton West/Scissett	Kirklees Rural	4118
Kirkburton/Highburton	Kirklees Rural	4013
Lepton	Huddersfield	3902
Marsden	Kirklees Rural	3719
Kirkheaton	Huddersfield	3622
Linthwaite	Kirklees Rural	3572
Netherton	Huddersfield	3437
Netherthong	Kirklees Rural	3437
Scholes (Cleck)	Batley and Spen	3150
Denby Dale	Kirklees Rural	2954
Shelley	Kirklees Rural	2737
Roberttown	Batley and Spen	2551
Shepley	Kirklees Rural	2291
New Mill	Kirklees Rural	1803
Scholes (Hfrth)	Kirklees Rural	1527
Emley	Kirklees Rural	1481
Flockton	Kirklees Rural	1343
Thongsbridge	Kirklees Rural	1317
Holmbridge	Kirklees Rural	1198
Upperthong	Kirklees Rural	953

Grange Moor	Kirklees Rural	856
Upper Hopton	Dewsbury and Mirfield	744
Oakenshaw	Batley and Spen	723
Upper Cumberworth	Kirklees Rural	699
East Bierley	Batley and Spen	671
Hepworth	Kirklees Rural	634
Upper Denby	Kirklees Rural	544
Outlane	Kirklees Rural	496
Scapegoat Hill	Kirklees Rural	494
Hade Edge	Kirklees Rural	440
Stocksmoor	Kirklees Rural	438
Farnley Tyas	Kirklees Rural	433
Thurstonland	Kirklees Rural	394
Lower Cumberworth	Kirklees Rural	363
Hartshead	Batley and Spen	328
Armitage Bridge	Huddersfield	171
Wellhouse	Kirklees Rural	164

- 3.3. This approach links planned growth to the ‘achievement of sustainable development’ elements of a settlement hierarchy, with some of the most accessible settlements in the district towards the top of the hierarchy, but this approach could fail to support the redevelopment of brownfield sites elsewhere in the district and the ability to meet local housing needs in mid-sized and smaller sized settlements. While the settlements of Huddersfield and Dewsbury would be clearly identified for the most significant growth, it could also lead to the significant expansion of settlements in environmentally sensitive locations in the district near to the Peak District National Park such as Meltham and Marsden. Settlements where the green belt review indicates that it would be difficult to justify green belt release would be unable to accommodate significant growth, such as Holmfirth and Mirfield. In addition in some higher order settlements such as Heckmondwike there is insufficient available land supply to accommodate the scale of growth required to comply with the housing requirement. Overall, the Local Plan site allocation assessment has shown that it would not be possible to justify this approach in terms of land supply, when taking into account environmental considerations and green belt constraints, particularly in Heckmondwike, Mirfield, Holmfirth, Meltham and Marsden. If the settlement hierarchy approach was strictly followed.
- 3.4. In terms of the sustainability appraisal this approach scores well across a number of sustainability indicators but raises some minor negative impacts in relation to amenity and local character considerations due to the restrictive nature of a settlement hierarchy, which would be potentially undeliverable in some higher order settlements such as Holmfirth

Approach 2 – Allocating development based on an area’s character, constraints and opportunities

- 3.5. Following this approach would not result in a settlement hierarchy but instead would focus on where place shaping and environmental considerations could allow growth. The Local Plan sets out Place Shaping considerations and information set out in the council’s early engagement information provided contextual data to allow proper consideration of this alternative. The Local Plan sets out place shaping characteristics of each of the sub-areas and confirms that development growth options could focus on opportunities and avoid key constraints.
- 3.6. One of the main place shaping/environmental considerations which have helped determine the spatial development strategy is the Green Belt Review. The Green Belt Review is available as a separate document but consideration of the outcomes of this review confirm that some of the settlements/localities in the district have constraints in terms of being able to justify significant green belt release. These include settlements in the Colne Valley (Slaithwaite, Linthwaite, Scapegoat Hill, Wellhouse and Marsden), the green belt boundary to the eastern and southern fringes of Huddersfield, the southern fringes of Mirfield, and settlements in the Holme Valley (in particular Holmfirth). Equally, some smaller settlements, particularly in the Holme and Dearne Valley areas show significant capacity to expand in relation to the Green Belt Review outcomes, such as Shepley, Skelmanthorpe, Denby Dale, Scholes (Holmfirth) and Hade Edge mainly due to the relatively flat topography surrounding these settlements and agricultural land use patterns.
- 3.7. This approach takes into account the green belt review as part of the spatial development strategy which also gives consideration to heritage, ecology and wider environmental considerations, however significant levels of growth, particularly in smaller settlements can be challenging when considering existing and planned infrastructure development. While local housing and job needs can be considered for settlements that can grow, other, larger settlements are restricted.
- 3.8. In terms of the sustainability appraisal this approach scores well in terms of local character, biodiversity considerations and consideration of the historic environment but shows some minor negative impacts in relation to access to local services, transport and climate change. Overall, objectively assessed needs for the Local Plan could not be met as the settlements and locations capable of growth (following only this approach) collectively would not have sufficient deliverable and developable land supply and would lead to relatively unsustainable concentrations of development in smaller settlements.

Approach 3 – Allocating development based on an area’s character and the size of its settlements

- 3.9. Again this approach would not result in a settlement hierarchy but combines the evidence of the council's settlement appraisal, together with the evidence in the Green Belt Review and other considerations such as place shaping constraints/opportunities, and existing and planned infrastructure. Focusing development in Huddersfield, Dewsbury and the North Kirklees area maximises access to the strategic road network and key east/west public transportation networks. These areas of Kirklees also share some degree of overlapping housing market geography with adjoining authorities, although this is not significant enough to suggest that Kirklees does not have a substantially self-contained housing market. This approach also helps to bring forward most new housing development closer to the main strategic employment locations identified along the M62 corridor.
- 3.10. In terms of the sustainability appraisal this approach scores well across a number of sustainability indicators and does not raise any minor negative impacts, although there is some uncertain effects regarding health, amenity, education, recreation and access to services. As this approach helps bring forward significant strategic site options there is a reasonable prospect of planned new infrastructure coming forward to address these uncertainties.

4. Does the Local Plan contain the most appropriate strategy for the district

- 4.1. The Local Plan spatial development strategy is set out in section 6 of the Publication Draft Local Plan – Strategy and Policies document and it states:

Policies and proposals in the local plan have been developed around a spatial development strategy which cuts across several themes. It has taken into account the spatial vision, strategic objectives and the place shaping agenda for Kirklees to provide a strategy which has combined them together.

Where appraisal of existing settlements indicates that there is a greater level of services/facilities, this has been given preference when considering development options, but a strategy which only indicates the existing capacity of each settlement would not be capable of delivering the identified objectively assessed needs for the district in full. To do this the council has considered a place based approach alongside considering the role and function of settlements to provide the flexibility needed to reflect the unique character of Kirklees. This allows most growth to be met in the main urban areas of Huddersfield and Dewsbury in accordance with the spatial vision and a more flexible approach elsewhere to achieve a sustainable pattern of development. It is an appropriate strategy for the district as it recognises the character of the district but also allows for the objectively assessed needs to be met in full.

It is important to note that the distribution of jobs and homes in the plan is guided by these place shaping principles and the strategy has not set distinct targets for sub-areas, settlements or wards. The strategy has also considered the role and function of the green belt, the topography of the district, existing and planned levels of infrastructure, local need for development and recognition of open spaces in urban areas.

Sustainable economic growth is delivered in Kirklees during the plan period through the provision of:

- *About 165 hectares of new employment land to achieve a 75% employment rate over the plan period.*
- *Recognising its role in terms of market demand, available land supply and access to the strategic road network, prime new employment development is located along the M62 corridor to the north of Kirklees and in the Dearne Valley where easier access can be achieved to the M1 through:*
 - *Allocated sites at: Lindley Moor, Cooper Bridge, Slipper Lane, Whitechapel Road, the former North Bierley Waste Water Treatment Works, Chidswell and Clayton West*

Site	Net additional employment land (Hectares)
Lindley Moor	8
Cooper Bridge	33
Slipper Lane	6
Whitechapel Road(Cleckheaton)	25
Former North Bierley Waste Water Treatment Works	8

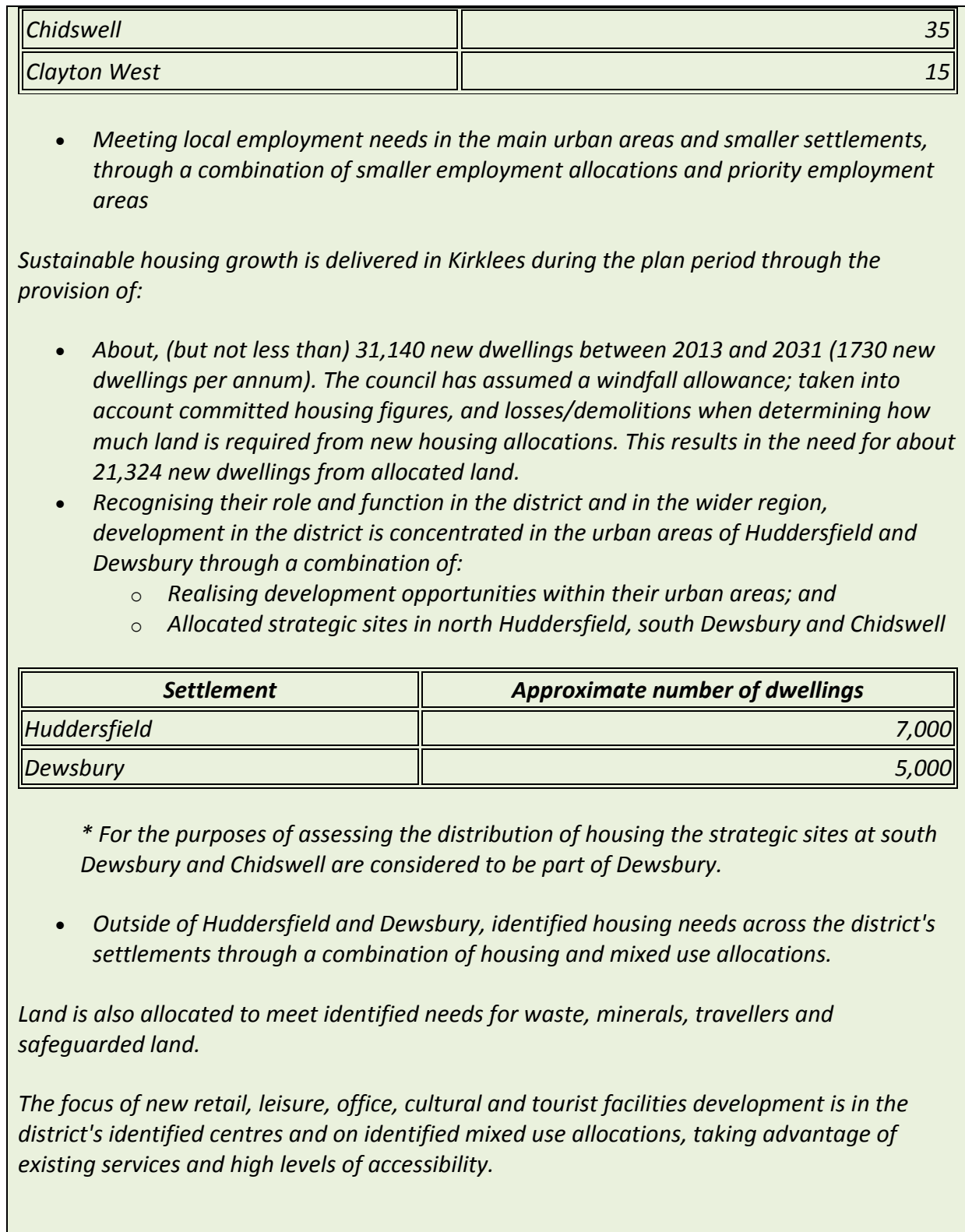


Figure 2 - Local Plan Spatial Strategy

4.2. This is considered to be the most appropriate strategy for the Kirklees Local Plan. The Sustainability Appraisal confirms that the spatial development strategy in the Local Plan represents a balance between the advantages of focusing most development in the largest settlements and the need to ensure that it is located in

the most appropriate locations that are most able to accommodate growth, taking into account factors other than settlement size.

- 4.3. Although there is a spread of development across the district’s settlements, the majority of new growth is planned to take place in Huddersfield, Dewsbury (as justified by the Kirklees Economic Strategy and by the settlement appraisal evidence) and in the north Kirklees area taking advantage of existing and proposed transport infrastructure investments and allowing for the objectively assessed housing and job needs of the district to be met in full, and also allows some local housing needs to be met in smaller settlements. The strategy is capable of accommodating proposed urban extensions in sustainable and accessible locations in the district. It also reflects the outcomes of the green belt review and has ensured that this process has informed a sustainable development strategy.

Part 2: Appraisal Methodology

5. Introduction

- 5.1. Kirklees is a diverse and contrasting area with differing levels of socio-economic profiles throughout the district. In apportioning levels of development throughout settlements, due to this diverse nature, it is critical that not only the relative sustainability of settlements have been accounted for but also issues relating to social, economic and environmental factors have been considered per sub-area.
- 5.2. The Council, as part of the evidence base for the Local Plan, has provided a comprehensive analysis of the sub-areas, taking a 'bottom-up' approach to place shaping.
- 5.3. Green Belt Review, settlement boundary definition, local profile socio-economic analysis, accessibility scoring, an analysis of services available per settlement, an analysis of environmental factors per settlement along with local knowledge of the areas have contributed to the understanding of Kirklees as a place to live and work. Development options allocated in the draft Local Plan are founded on this basis and represent the underlying theme of sustainable development.

6. Policy Background

- 6.1. The National Planning Policy Framework (NPPF) demonstrates the importance for Local Plans to be prepared with the primary objective of achieving sustainable development (Paragraph 151).
- 6.2. Paragraph 7 of the NPPF highlights that there are three dimensions to sustainable development which include an **economic** role, **social** role and **environmental** role. In Paragraph 8, the NPPF states that *"these roles should not be undertaken in isolation, because they are mutually dependent... Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system."*
- 6.3. In line with the requirements of the NPPF, the Kirklees Local Plan strives to create sustainable communities which will embrace the principles of sustainable development using a holistic and co-ordinated approach to housing, transport, education and health, jobs, social opportunities, services and the physical environment. The following Settlement Appraisal is just one aspect of this approach which will be used in creating sustainable communities in Kirklees.

7. Methodology for Defining Settlement Boundaries

- 7.1. As part of the local plan process, the Council has sought to define the extent of settlements within Kirklees, to be used for Local Plan purposes. Clear settlement boundaries must be set to provide certainty when assessing the sustainability of settlements. Appendix A provides a district wide spatial representation of Local Plan settlement boundaries.
- 7.2. The definition of settlements and their extent is important to ensure the Local Plan can effectively use evidence of land supply and sustainability when making decisions in relation to future development and protection of land.
- 7.3. A method was needed to account for capacity not within the built up areas of existing settlements. It is also important to be clear about the extent of each settlement, especially where there is more than one settlement in a continuous built up area.
- 7.4. To accurately define the outer boundaries of settlements, the existing green belt boundary has been used as a starting point. The following approach has been used:
- a) *Settlements wholly surrounded by green belt*

The green belt boundary represents the most appropriate way to delineate the settlement boundary.
 - b) *Settlements part of a wider urban area*

It is more difficult to determine the extent of settlements in this case as there can be a number of factors influencing the settlement boundaries.
- 7.5. The green belt boundary has been used as the outer settlement boundary (where applicable) but within the continuous urban area the assessment has focused on the geographical built form including examining aerial photographs and Ordnance Survey maps to determine potential breaks in development. This has allowed a settlement boundary to be drawn in most instances. As some settlements have coalesced over time, it may not be practical to separate them for Local Plan purposes.
- 7.6. In addition to this, sites abutting a settlement have been assigned to that settlement but identified by a different category. This is to ensure that any urban extensions proposed can be accurately attributed to a settlement. Sites identified which do not abut a settlement have been classified as ‘detached from Local Plan settlement’
- 7.7. Local Plan allocation can therefore be attributed to the following categories:

- Within Local Plan settlement
- Adjoining Local Plan settlement
- Detached from Local Plan settlement

7.8. With each of the settlements defined, a settlement appraisal has taken place to assess the relative sustainability of each of the settlements.

8. Assessment of Overwashed Settlements in the Green Belt

- 8.1. Overwashed settlements within the Green Belt have been assessed in relation to paragraph 89 of the NPPF, which allows a degree of infilling within existing villages in the Green Belt, subject to there being no impact on openness.
- 8.2. Within Kirklees there are some overwashed villages, however these largely consist of small groupings of residential properties or form ribbon development along road frontages. An assessment has been carried out to determine whether any of these settlements has any of the characteristics normally associated with villages that would make them suitable places to accommodate infill development.
- 8.3. For the purpose of this assessment, village characteristics are deemed to be the presence of a school or shop, so allowing residents access to day to day services without having to rely on the private car, and a bus service that links to a major town. The presence of a village core around which the village has grown was also considered.
- 8.4. The assessment of each settlement has focused on two key areas; primary assets and secondary assets. A primary asset is the presence of a primary school, a shop, or a frequent bus service, deemed to be at least an hourly service. Secondary assets are any further services or facilities, such as a church or village hall, playgroup, recreation ground or club, which demonstrate a community rather than just a group of houses. Regard has been had to the existing settlement form, the opportunity for new infill development or the potential impact of any settlement extension. In addition, consideration has also been made to other factors upon which any new development would impact. These include heritage assets such as listed buildings and conservation areas, flood risk, tree preservation orders and other environmental considerations.
- 8.5. Appendix D provides a table of places within Kirklees which have been considered for their potential to accommodate infill development for the purposes of paragraph 89 of NPPF. The list of places has been compiled from reviewing approvals for infill development granted in the district from 2010 and local knowledge of the presence of settlements that warrant an assessment of their potential.

9. Settlement Appraisal Methodology

Introduction

- 9.1. In accordance with the NPPF, sustainability is multi-dimensional. There is an interdisciplinary relationship between sustainability indicators and it is not possible to ascertain the overall sustainability of development through the independent assessment of one indicator. The following section of this document will explain the methodology process of the Settlement Appraisal and how it can be implemented to assess the relative sustainability of settlements in Kirklees.
- 9.2. The settlements have been assessed individually and have been arranged by the four sub-areas defined as:
- Huddersfield
 - Dewsbury and Mirfield
 - Batley and Spen
 - Kirklees Rural
- 9.3. This settlement appraisal includes an assessment of the following economic, social and environmental sustainability indicators per settlement:
- **Local Profile** – Population, % Economically Active, % Unemployed, % Health classed as “good – very good”, % Health classed as “bad – very bad”, % School leavers in full time education.
 - **Accessibility rating** – Employment, Primary School, Secondary School, GP, Hospital, Local Centre, Town Centre – based on heat maps from West Yorkshire Combined Authority detailing travel time thresholds within settlements.
 - **Local Services** – Education, Health, Retail centres, and Community Facilities
- 9.4. The above indicators entailed collecting and synthesising information on key contextual data on individual settlements in the district. For a full list of sources used in the collation of data for this study, please see Appendix D. It is considered the above indicators provide the most relevant assessment of sustainability and pinpoint key economic, social and environmental considerations.

Limitations to the Study

- 9.5. Different places often have different roles and functions in relation to employment and community facilities. Places also differ in prosperity where residents are affected by accessibility to economic and social services. The four sub-areas have been used based on their role and function and will allow for a strategic approach to be taken in relation to where to locate new development.
- 9.6. It must be noted, however, that this study has its limitations. The Settlement Appraisal is based on information available at the current point in time which may change over time. The accessibility ratings are based on the current public transport network. It is not possible to predict the future of all bus and rail services as services change regularly to reflect demand. However, in areas where accessibility is rated poor and there are development opportunities proposed, this can be used to support the creation of more facilities through master planning and the resultant demand generated by any developments.
- 9.7. The contextual data provides a useful measure for comparing and assessing settlements in terms of their sustainability, accessibility and their suitability to accommodate future growth and can be supplemented with local knowledge gained through the consultation on the draft Local Plan. It should be noted that the information collated is for information purposes only and is not an attempt to inform a settlement hierarchy for Kirklees.

Local Profile

- 9.8. As noted above, the settlement appraisal should take into account a multitude of sustainability criteria¹. The Local Profile information has been selected in order to provide further context of the situation of each settlement area which will help determine the overall sustainability of each settlement in accordance with the NPPF. The following sustainability indicators were selected for creating the social and economic background to each settlement:
- Population
 - % Economically Active
 - % Unemployed
 - % School Leavers in Further Education
 - % Health classed as “good”
 - % Health classed as “not good”
- 9.9. In order to gather Local Profile information, Lower Super Output Area level data (geographical region created for Census use) from the Office of National Statistics were used to complete the settlement appraisal matrices, see Appendix C. LSOA level geography was matched to settlement geography and aggregated using the number of households (July 2011 council tax data) to weight the data to provide a more accurate data set. This has limitations as it does not provide reliable data for the smallest settlements.

¹ In accordance with Paragraphs 7 and 8 of the National Planning Policy Framework (2012)

9.10. The local profile data allows comparison of the various indicators per settlement within each sub-area and identify key issues within the sub-areas.

Accessibility

9.11. This high level accessibility test has been derived in order to test the accessibility of each settlement to public services.

9.12. This is the only sustainability indicator within the settlement appraisal that used a numerical scoring system by which to ascertain the settlements with the best accessibility to services. The services which will be assessed have been derived from the Accessibility Statistics Guide (DfT, 2012) and are as follows:

- Employment
- Primary School
- Secondary School
- Further Education
- GP
- Hospital
- Local/Neighbourhood Centre
- Town/District Centre

9.13. The Department for Transport (DfT) has identified a lower and upper threshold for time taken to access public services. The lower threshold represents a national average of actual journeys and the upper threshold represents the higher end of actual journey times. The journey times reflect times taken by public transport and walking. The walking element of the journeys is a maximum of 400 metres. This is based on data from March 2015, with assessments based on public transport availability on Tuesday at 7am – 9am.

Table 2 Accessibility Statistics Guide (Department for Transport, 2012)

Service	Lower threshold (mins)	Upper threshold (mins)
Employment	20	40
Primary School	15	30
Secondary School	20	40
Further Education	30	60
GP	15	30
Hospital	30	60
Food Store	15	30
Town Centre	15	30

9.14. Each threshold differs in relation to every service, according to the DfT. For example, the lowest time taken to access employment is 15 minutes, and the highest 40 plus.

- 9.15. Heat maps of each settlement have been produced which have allowed accessibility to be assessed in more detail. The heat maps for each settlement are available as a separate background document
- 9.16. Each map demonstrates the proportion of each settlement which falls within the lower, upper or over the DfT thresholds for accessibility. The proportion will be determined in 25% increments, up to the maximum of 2.0 for lower threshold areas and 1.0 for upper.

Table 3 Accessibility Thresholds

Sustainability Criteria	Lower Threshold (mins)	Max Score Lower Threshold	Upper Threshold (mins)	Max Score Lower Threshold	Above Upper Threshold (mins)	Score Above Upper Threshold
Employment	1-20	2.0	21-40	1.0	41+	0.0
Primary School	1-15	2.0	16-30	1.0	31+	0.0
Secondary School	1-20	2.0	21-40	1.0	41+	0.0
Further Education	1-30	2.0	31-60	1.0	61+	0.0
GP	1-15	2.0	16-30	1.0	31+	0.0
Hospital	1-30	2.0	31-60	1.0	61+	0.0
Town/District Centre	1-15	2.0	16-30	1.0	31+	0.0
Local/Neighbourhood Centre	1-15	2.0	16-30	1.0	16+	0.0

- 9.17. The test then attaches an overall numerical value to each settlement which correlates with this proportion. For example, if 100% of a settlement falls within the lower threshold of accessibility to a primary school, the settlement will score 2.0. In this case, the settlement will also fall 100% in the upper threshold therefore will score an additional 1.0. Overall, the site will be awarded with a total of 3.0 points (the maximum allocation). Any settlements with a proportion which falls within the threshold above those set by the DfT will score 0.0 and will not be considered as having a suitable level of sustainability.
- 9.18. It may be the case that a settlement is border-line in its proportions to accessibility. For example, 75% of Settlement A falls within the lower threshold, and 25% of Settlement A falls within the upper threshold. In this case, 1.5 (75% of 2.0) will be awarded within the lower threshold column and 0.25 (25% of 1.0) will be assigned within the upper threshold column. In this instance; Settlement A will score a total of 1.75.
- 9.19. Whilst this test considers the journey times to services, it does not consider the frequency of services. An assessment of bus and train services serving each settlement is set out in the table in Appendix C.

Local Services

9.20. The information collated on available facilities within each settlement has a contextual purpose and will provide further background of each settlement in the study. The total number of each facility in the settlement has been used. The following groups of services were quantified within each settlement:

- GP surgeries and number of GPs
- Dentist
- Hospital
- Primary School
- Secondary School
- Principal town centre / town centre / district centre / local centre
- Libraries
- Indoor Leisure Facilities (KAL)

Part 3: Settlement Profiles and Site Allocation Analysis

10. Sub-area Profiles

- 10.1. The settlement appraisal matrices at Appendix C provide information which will allow the most sustainable settlements to be determined individually.
- 10.2. Whilst accessibility and sustainability can be measured through a numerical scoring system, there is a variety of other information for each settlement to be considered alongside the sustainability information that provides a comprehensive overview of each settlement in terms of economic, social and environmental considerations (in accordance with the NPPF). A combination of this information has formed the basis of the spatial distribution of accepted development options.
- 10.3. The Local Plan seeks to analyse and ‘place-shape’ the District when considering the spatial distribution of development options. The Local Plan identifies four sub-areas and their distinct role, character, function, socio-economic profile, green belt edge constraints, housing need, employment needs and any environmental considerations.
- 10.4. The four sub-areas within Kirklees are:
 - Huddersfield
 - Batley and Spen
 - Dewsbury and Mirfield
 - Kirklees Rural
- 10.5. The next section seeks to analyse in detail the results of the local profile information and accessibility ratings in Appendix C to form a full picture of any opportunities and challenges for each sub-area and how the Local Plan spatial strategy has addressed these.
- 10.6. The sub-areas are represented spatially at Appendix A and should be read in conjunction with the settlement boundary map at Appendix B.

11. Huddersfield sub-area

11.1. Huddersfield sub-area is an extensive urban area, surrounded by steep slopes which are visible from within the town, and contains numerous areas of historic or architectural interest, including the town centre. For the purposes of this analysis, the settlement boundary of Huddersfield incorporates Golcar and Crosland Hill to the west, Lindley and Bradley to the north and Almondbury to the south. This represents the overall built form of the area encompassing the Green Belt edge.

11.2. Kirkheaton, Lepton and Armitage Bridge whilst in the Huddersfield sub-area have been appraised as settlements in their own right for the purposes of the Local Plan, due to their ‘detached’ nature of the urban form of Huddersfield. The Huddersfield settlement includes parts of the Golcar ward that are within the Huddersfield built up area, but are in the Kirklees Rural sub-area. Appendix 2 provides a full spatial representation of the settlement boundary areas.

11.3. Table 4, below, shows settlements in Huddersfield sub-area. The table provides a summary of the growth proposed for each settlement in terms of employment and housing allocations, the defined centres – as identified in the Local Plan policy PLP13. For more information on the local services and the levels of accessibility in each settlement, please see the full Settlement Appraisal Matrix in Appendix C. The settlements are listed in alphabetical order and do not reflect any ranking of sustainability.

Table 4 Summary of growth and centres in Huddersfield sub-area

HUDDERSFIELD	Employment		Housing		Centres			
	Allocations	Floorspace	Allocations	Units	Principal Centre	Town Centre	District Centre	Local Centre
Armitage Bridge	0	0	0	0	0	0	0	0
Huddersfield (including Golcar)	7	96583	53	6861	1	0	5	26
Kirkheaton	0	0	5	298	0	0	0	1
Lepton	0	0	5	819	0	0	0	1
Netherton	0	0	3	410	0	0	0	1

Figure 3 - Strengths, Opportunities and Challenges for Huddersfield

Strengths/opportunities for growth

- Frequent rail services to major cities across the north of England from Huddersfield station, as well as services to other towns in Kirklees and West Yorkshire.
- Good access to the M62, particularly from the north.
- Frequent bus network connecting Huddersfield town centre to outlying areas of the town and to other areas in Kirklees and elsewhere in West Yorkshire.
- Priority in Kirklees Economic Strategy to revitalise Huddersfield town centre
- Huddersfield University and Kirklees College potentially attracting investment.

- The town centre is a focus for shopping and leisure and there are opportunities to enhance this provision; including through enhanced independent retail.
- Attractive buildings and spaces of historic and architectural interest in the town centre.
- The town centre is the district's main cultural and leisure hub with opportunities to enhance this provision, along with links to the Stadium and proposed HD One development
- Many areas of the town have good access to green spaces and the surrounding countryside for leisure opportunities.
- Greenways present opportunities for walking and cycling, including proposed enhancements to the cycle network to Golcar and connections to the Calder Valley.
- Strong and innovative manufacturing sector linked to educational establishments.
- The River Holme, River Colne, Huddersfield Narrow canal and Huddersfield Broad canal, with the Aspley Marina and Waterfront Quarter can provide attractive settings for development and attract investment.
- Green Flag parks at Beaumont Park and Greenhead Park are leisure and recreation assets.
- Economic opportunities in creative sector linked to university, Kirklees College and media centre.
- Mixed use development in sites around the town centre such as the Waterfront Quarter, former Sports Centre and Technical College site.
- Strong housing market in the north of Huddersfield.
- District centres at Almondbury, Lindley, Marsh and Moldgreen meeting a range of everyday shopping and service needs, along with other local centres throughout Huddersfield.

Challenges to growth

- Traffic congestion and poor access to M1 from across Huddersfield and poor access to M62 from the south.
- Maximising the potential of the relatively flatter and accessible potential development locations.
- Flatter areas at low levels tend to be at risk of flooding.
- Poor air quality in some areas.
- Pockets of high unemployment, deprivation and poor health.
- The housing market is weak in some areas, which may be a barrier to development of brownfield sites.
- Some historic buildings are in poor condition, with the conservation areas at Birkby and Edgerton on the Heritage at Risk register
- Shortfall of Grade A office accommodation and private sector service employers relative to other large towns.
- Traffic detracting from environmental quality around Huddersfield town centre on the ring road and also Marsh and Moldgreen centres which are located on arterial roads.

Role, Character and Function

- 11.4. Huddersfield is the largest town with Kirklees with a population of 139,263 and an important centre in the context of Leeds City Region. Huddersfield has grown following significant expansion throughout the late 19th century due to the success of the textile industry. Huddersfield cloth is world renowned as being of the highest quality and is still in demand to this day. The town is ideally positioned centrally within the Pennines near junctions 24 and 25 of the M62 motorway. The town centre also has direct and frequent rail services across the north connecting with Manchester, Leeds and York from Huddersfield station and will benefit from the proposed electrification of the Trans- Pennine line in the near future.
- 11.5. Within Huddersfield Sub-area, a good range of shopping and leisure opportunities are available both in the town centre and within the retail parks, and further afield in neighbouring local centres. Industrial areas are concentrated along the Colne and Holme river corridors and the town centre, providing a variety of employment opportunities, but unemployment is above the Kirklees average. Household income and average house prices are below the Kirklees average. All areas of the town are well served by public transport, but several main roads are prone to peak hour delays.
- 11.6. Huddersfield is a centre for education, with Huddersfield University based in the town centre, which has a total of 14,000 students. Kirklees College also has a base on the edge of the town centre.

Delivering the Local Plan Strategic Objectives in Huddersfield

1. Support the growth and diversification of the economy

- 11.7. Huddersfield has a high proportion of residents who live and work in the area and the area has in-commuting from the Kirklees Rural area and parts of Calderdale. Huddersfield is the most accessible settlement and such is a focus for jobs in the district. Economically, there are some challenges for Huddersfield. The local profile information highlights there are some pockets of high unemployment and deprivation in certain areas. As a settlement, 3.3% of the population are unemployed with just 57% economically active, which is below the Kirklees average of 75%. Accessibility to employment is a challenge with many low skilled workers unable to afford transport to out of centre locations and low levels of car ownership.
- 11.8. Huddersfield has a strong and innovative manufacturing sector linked to the University and Kirklees College, with a number of local employers working with institutions offering apprenticeships and work experience with an emphasis of retaining local skills and employment within this sector. There are also economic opportunities in the creative and digital sector with the establishment of the media centre and the links it has with small businesses and the University.

- 11.9. The Local Plan supports levels of growth reflective of the needs and economic aspirations of this area.
- 11.10. Land at Cooper Bridge whilst not directly within Huddersfield Area but located at the eastern tip of the area in the Green Belt, provides a key role in providing sufficient employment opportunities both within the Huddersfield area and Batley and Spen area. The Green Belt edge analysis of this area concluded there is scope for expansion in this particular area without development having a significant impact on the role and function of the Green Belt, especially where exceptional circumstances exist.
- 11.11. The Cooper Bridge site offers a unique and significant opportunity for the council to deliver against the economic aims and objectives at both a sub-regional and local level. Sub-regionally Cooper Bridge has been identified as a strategically important site to assist with unlocking the Leeds City Region’s (LCR) potential with a focus on manufacturing and engineering due to its close proximity to established supply chains and access to the M62 (J25). From a local authority perspective, Kirklees has achieved a strong market presence in the engineering and manufacturing sector and the emphasis of its own strategy is to continue to grow and strengthen this market, particularly in precision engineering and high-end manufacturing.
- 11.12. It is recognised that for Kirklees to succeed in strengthening its current position in these sectors then new strategic sites will need to be made available. The delivery of such prime sites will help to support both the growth aspirations of the indigenous businesses to Kirklees and significant inward investment opportunities. Currently the Huddersfield area as a whole has a very limited employment land portfolio that has historically served local needs and minor expansion opportunities. Sites such as Cooper Bridge are integral to realising the ambitions of the both the Leeds City Region and the Kirklees Economic Strategy. The delivery of Cooper Bridge is estimated to generate jobs which will be a boost to the Huddersfield and Batley/Spen Sub-areas and address employment needs in these areas.
- 11.13. The Cooper Bridge site is strategically placed to access junction 25 M62 with direct links to Leeds, Bradford and Brighouse. The scale of the site provides ample opportunities for the re-location of existing businesses wishing to expand within the Kirklees district and allowing the retention of local jobs and economic output.
- 11.14. The Cooper Bridge site also provides the opportunity to improve local infrastructure and connectivity with the re-modelling of the Cooper Bridge gyratory which will improve congestion issues along the A62. A comprehensive re-modelling of the A62/A644 junction will resolve congestion along Leeds Road and the A644. The re-modelling will also involve enhanced public transport provision along this corridor to ensure an increased modal shift from private car use and help the accessibility of employment for lower paid and low skilled workers within the Huddersfield and Batley/Spen areas.

- 11.15. The employment strategy provides the Council with an opportunity to plan for new employment sites and mixed use development. Land at Lindley Moor will continue to provide opportunities for mixed use developments to meet part of our jobs and homes aspirations. The land represents a flat accessible site with direct access to junction 24 of the M62 and reflects the high market demand for housing in this area. Sites such as the land at Bradley Business Park represent opportunities for expansion and again reflect latent demand along the M62 corridor. The Market Strength Assessment and Employment Technical Paper provides further information on demand throughout the District.
- 11.16. The Local Plan also allocates land for employment at Lindley Moor. The Local Plan seeks to safeguard 26 Priority Employment Areas (PEAs) in the Huddersfield sub-area. This seeks to safeguard existing employment land and premises to keep them in use for employment.

2. Strengthen the role of town centres

- 11.17. Huddersfield is recognised regionally as a shopping and commercial centre and forms a major component within the Leeds City Region. In addition, the town centre is recognised in the Kirklees Economic Strategy as a priority for revitalisation including the development of the Waterfront Quarter, the former Kirklees College site and the former sports centre site along with the importance of preserving the town's existing historic assets. Opportunities are available to enhance the main cultural hub within the town centre with links to the stadium and proposed HD one development.
- 11.18. Huddersfield is the largest and most accessible service centre in the district offering a wide range of retail, leisure and financial services that serve the needs of local residents and also regional needs including Kingsgate shopping centre and the new leisure centre.
- 11.19. The Local Plan identifies primary and secondary retail frontages and encourages food and drink uses and development of the night time economy to ensure the continued vitality and viability of the centre.
- 11.20. Policy frameworks have been established that directly relate to Huddersfield as a principal town centre. The framework aims to support development, growth and the revitalisation of one of the Districts principal town centres which is of regional importance. The policy provides a key set of criteria for the assessment of planning applications within Huddersfield town centre ensuring the protection for main town centres uses including being a focus for office development and the support for key town centre organisations such as the University of Huddersfield.
- 11.21. There are district centres within Huddersfield settlement at Almondbury, Moldgreen, Marsh, Lindley and Milnsbridge. There are a further 26 local centres

within the town of Huddersfield. Elsewhere in the sub-area there are local centres at Kirkheaton, Lepton and Netherton.

3. Improve transport links and sustainable travel

- 11.22. The Town Centre is bounded by the A62 ring road which provides direct access to the M62 motorway to the north and other centres in the Leeds City Region. These are core routes regionally incorporating key public transport routes and centring on a transport hub in the town centre. The town centre also has direct and frequent rail services across the north connecting with Manchester, Leeds and York from Huddersfield station and will benefit from the proposed electrification of the Trans-Pennine line in the near future. Huddersfield is the second busiest railway station in West Yorkshire.
- 11.23. Key employment and housing allocations have been provided along parts of the identified key route network namely to the north east of the sub-area to facilitate the use of sustainable modes of travel. In addition, transport schemes are identified which will enhance existing public transport provision in these areas.
- 11.24. The identified new motorway junction, with the A641 close to Bradley Bar, will help deliver growth to the area by providing a more direct access to the town centre for businesses and residents in the area.
- 11.25. It is recognised however, that there are poor links from Huddersfield to the M1 motorway and poor links from the south of Huddersfield to the M62 motorway with high levels of congestion around the town centre. Traffic detracts from environmental quality around Huddersfield town centre on the ring road and also Marsh and Moldgreen centres which are located on arterial roads. Transport schemes have been identified to improve congestion problems on the routes identified to the south of the area, as well as links to junction 25 of the M62 and the A629 Halifax Road.
- 11.26. The Local Plan Strategy seeks to concentrate development in Huddersfield, reflecting the high levels of accessibility in the town.

4. Provide new homes which meet the housing needs of the community

- 11.27. The Plan recognises Huddersfield as the largest settlement in the District and the prime focus for new homes. It is also recognised that it is necessary to meet the demand for housing in the Huddersfield area generally.
- 11.28. Housing sites close to the town centre for can seek to boost the housing market in this area and provide prime opportunities for brownfield development.
- 11.29. Following an assessment of all the relevant alternatives and taking into the account the topographical constraints and issues of low demand, the north east of the town

is considered to represent the best opportunity to expand Huddersfield as a settlement and to meet local housing needs. This north eastern edge presents one of the few realistic Green Belt expansion opportunities in this northern part of the Huddersfield Sub-area and provides good access again to the M62 motorway. The housing market is also strong in this part of Huddersfield and represents an opportunity to provide more homes.

- 11.30. Similarly, in the south of the settlement, the conclusions of the Green Belt Review realistically only enable small pockets of expansion into the green belt. There are just 3 settlements to the south of the Huddersfield sub-area where a definitive new green belt boundary could feasibly be established and provide the opportunity for expansion.
- 11.31. Whilst the level of services and facilities in Kirkheaton, Lepton and Netherton currently represent a local centre, the location of these settlements on the outskirts of Huddersfield represent opportunities to provide sustainable links to the main town centre from the south west, south and south east.
- 11.32. The level of Green Belt release for housing in these areas would not undermine the role and function of the Green Belt in these areas in that settlements would not be merged together.
- 11.33. Lepton in particular, provides an opportunity to link into the Fenay Greenway therefore enhancing its ability to offer sustainable modes of transport in this area.

5. Tackle inequality and give all residents the opportunity of a healthy lifestyle

- 11.34. Huddersfield has pockets of high unemployment, deprivation and poor health. Just 79% of residents within Huddersfield settlement classed their health as 'good-very good' compared, for example, to Hepworth within the Kirklees Rural area at 88%. A high proportion of residents at 6% classed their health as 'bad-very bad' compared to settlements in Kirklees Rural that have less than 3%.
- 11.35. Tackling inequality and providing residents with an opportunity to a healthy lifestyle can relate directly to levels of employment. Employment development opportunities exist within the town centre at St.Andrews Road and at an extension to Bradley Business Park. In addition, key employment areas have been protected as Priority Employment Areas at the edge of the town centre ring road which are safeguarded sites that are working towards the economic objectives for Kirklees economy whilst providing the opportunity for continued employment for the high levels of workplace populations within Huddersfield.
- 11.36. Poor air quality is recognised as a particular challenge in some areas of the Huddersfield sub-area. Areas of poor quality have generally been avoided when considering the allocation of land for housing.

6. Protect and improve green infrastructure

- 11.37. In addition to providing employment and housing opportunities, Huddersfield contains a large proportion of green spaces. Green flag parks at Beaumont Park and Greenhead Park are leisure and recreation assets and many areas of the town centre have good access to greenspaces and the surrounding countryside. In order to recognise the health benefits to residents, the policy framework aims to protect areas of greenspace and green infrastructure by allocating land as urban greenspace, local greenspace, strategic green infrastructure and the identification of a core walking and cycling network to link the town centre to the adjacent countryside.
- 11.38. It is recognised that there are deficiencies in certain types of greenspace in some areas within the Huddersfield sub-area. The policy framework provides an opportunity to enhance existing green infrastructure in the securing of contributions from developers or where there is a catchment gap for a particular type of greenspace in the area.
- 11.39. The identified core walking and cycling network establishes a link from the town centre to a national trail – The Pennine Way to the south west of the District. The allocations at Bradley and Lepton provide an opportunity to link into a sustainable route for walking and cycling to the town centre.
- 11.40. The Local Plan allocates 165 areas of urban greenspace in this area.

7. Promote development that helps to reduce, adapt and mitigate climate change

- 11.41. The larger scale urban extensions at Bradley and Lepton provide the opportunity to benefit from low carbon/decentralised energy solutions through full masterplanning on these sites, to reduce greenhouse gas emissions in the area. The sites also provide the opportunity to provide and enhance the core walking and cycling network.
- 11.42. Land to the south east and south west of Huddersfield such as Dalton, Fenay Bridge, Milnsbridge and Armitage Bridge are flat and at a lower level and are therefore prone to flooding. Land allocation in these areas have been avoided and where allocated sites contain an element of Flood Zone 2, this area has been netted off the site capacity to ensure to ensure future occupants are not at risk from flooding.

8. Protect and enhance the characteristics of the built, natural and historic environment

- 11.43. To the west of Huddersfield, the area is characterised by long steep river valleys which constrains the suitability for further growth. Topographical constraints are also evident to the east of Huddersfield along with significant environmental constraints to growth. There are however, some areas to the south east and north

east of Huddersfield where the constraints are fewer and where the topography, existing land use and settlement pattern would allow settlement extension to occur. Land allocations at Bradley and Lepton provide the opportunity to meet the housing requirements without undermining the role and function of the green belt.

- 11.44. Work has been done to assess the green belt edge around Huddersfield and further information is available in the Green Belt Review.
- 11.45. Huddersfield Town Centre itself boasts architecturally important Grade I, II* and II listed buildings. The Grade I listed buildings in the town centre are most notably the railway station and associated buildings around St. Georges square, St. Georges warehouse, library, Huddersfield University and the Piazza shopping centre. The presence of these buildings enhances Huddersfield town centre character as a centre for leisure, retailing and tourism and reflects the town's industrial heritage. The policy framework provides for a Conservation Area designation within the town centre where special attention should be paid to preserving the character and spaces within the designated area. In all this area has 3 Grade I listed buildings at Huddersfield Railway Station, Banney Royd at Edgerton and the church of All Hallows at Almondbury and 27 Grade II* listed buildings. There are 13 conservation areas in the sub-area, with Birkby and Edgerton on the heritage at risk register.
- 11.46. Castle Hill is a prominent feature within this area and is visible from not only the immediate Huddersfield but from long range views throughout the district. It is an Ancient Scheduled Monument and its setting should be preserved. Allocations that would be detrimental to its setting have been avoided. The Castle Hill Setting Study looks at the impact of proposed allocations on the setting of this ancient scheduled monument.
- 11.47. The policy framework provides the opportunity for investment in Conservation Areas which are at risk throughout the Huddersfield area.

9. Promote the re-use of existing buildings and the use of brownfield land to meet development needs and support the regeneration of areas

- 11.48. Of 7,605 new homes proposed on land allocations for this area, 17% of these units will be built on brownfield sites. In addition to the allocations, the completions from the first two years of the plan period and existing planning permissions yet to be implemented, 34% of total units will be developed on brownfield sites in the Huddersfield area. The Plan includes a windfall allowance and it is anticipated that the overall provision on brownfield land through the plan period will increase. The housing market is weak in some parts of the Huddersfield area which is a barrier to brownfield sites coming forward or being considered for re-development.

10. Facilitate the sustainable use and management of minerals and waste

- 11.49. The policy framework identifies a waste management hierarchy approach in the sustainable treatment of waste. The Plan provides for the expansion of an existing waste management facility on the outskirts of the town centre to cope with the increased levels of waste generated by growth in the District. This reduces the amount of waste necessitating landfill disposal. Existing waste sites have also been safeguarded to ensure the sustainable use and management of waste are able to continue within the area.

12. Batley and Spen Sub-area

12.1. Settlements here are based around the hills and valleys of the Spen and Calder rivers, although the valleys are wider and generally less steep than in other parts of Kirklees. The historic building legacy of the industrial revolution make for attractive townscapes; although the built-up areas of Heckmondwike, Batley and Dewsbury have merged into one urban area, and many settlements are separated by only relatively narrow areas of green belt. The area enjoys a well-established greenway network with plenty of opportunities for walking and cycling. There are good local centres offering a range of shopping, and also a major retail park at Birstall.

12.2. Table 5, below shows the settlements in Batley and Spen. The table provides a summary of the growth proposed for each settlement in terms of employment and housing allocations, the defined centres – as identified in the Local Plan policy PLP13. For more information on the local services and the levels of accessibility in each settlement, please see the full Settlement Appraisal Matrix in Appendix C. The settlements are listed in alphabetical order and do not reflect any ranking of sustainability.

Table 5 - Summary of growth and centres in Batley and Spen sub-area

BATLEY AND SPEN	Employment		Housing		Centres			
	Allocations	Floorspace	Allocations	Units	Principal Centre	Town Centre	District Centre	Local Centre
Batley	0	0	11	725	0	1	0	6
Birkenshaw	0	0	6	360	0	0	0	1
Birstall	1	6370	4	394	0	0	1	0
Cleckheaton	3	7140	15	1291	0	1	0	1
East Bierley	0	0	1	59	0	0	0	0
Gomersal	0	0	5	271	0	0	0	1
Hartshead	0	0	2	15	0	0	0	0
Heckmondwike	0	0	9	306	0	1	0	2
Oakenshaw	0	0	0	0	0	0	0	1
Roberttown	0	0	1	272	0	0	0	1
Scholes (Cleckheaton)	0	0	2	51	0	0	0	1

Figure 4 - Strengths, Opportunities and Challenges for Batley and Spen

Strengths/opportunities for growth

- Good motorway links to M62.
- Greenway network in the Spen Valley encourages walking and cycling.
- Attractive buildings reflecting the area's industrial heritage and public spaces, particularly in Batley and Birstall.
- A range of settlements with distinctive characters, which are protected in

conservation areas.

- Attractive countryside between settlements, primarily in the Spen Valley, with recreation and leisure opportunities at Oakwell Hall and via walking and cycling connections to Dewsbury Country Park.
- Batley, Cleckheaton and Heckmondwike centres provide for the food shopping needs of residents, Batley particularly is an important cultural and leisure hub in the north of the district and Birstall is a district centre meeting day to day shopping needs.
- Oakwell Hall and Wilton Parks have green flag awards and are leisure and recreation assets for the area.
- Strong housing market area around Birstall, Gomersal, Upper Batley and Cleckheaton.
- Good local employment opportunities in Batley, Birstall and Cleckheaton.
- Gentle slopes provide the opportunity to expand settlements.
- The Spen River and Batley Beck have the potential to be opened up more to create attractive environments.
- Out of centre retail and leisure park at Birstall, attracts visitors from a wide area and provides an opportunity to create linked trips to towns in north of the district.

Challenges to growth

- Traffic congestion on main routes and at junctions.
- Rail services are restricted to local services at Batley.
- Bus journeys to larger towns and cities tend to be indirect and experience congestion.
- Narrow green belt gaps between many settlements in the Spen Valley.
- Higher than average empty shops and offices in Batley town centre.
- Poor environmental quality in some areas reduces the potential for investment.
- The redevelopment of brownfield sites, particularly in the Spen and Batley Beck valleys which are at risk of flooding.
- Noise and air quality issues associated with motorway around Cleckheaton, Birkenshaw, Gomersal, Birstall and Oakenshaw.
- Pockets of high unemployment, deprivation and poor health.
- Out of centre retail and leisure park at Birstall, attracts visitors from a wide area and plays an important retail role, meaning it is necessary to reinforce the role of main town centres in north of the district

Role, Character and Function

12.3. Batley and Spen is the most northern of the four sub-areas. Many of the towns grew as part industrial revolution. Development can be seen based around the hills and valleys of the Spen and Calder rivers. The valleys within Batley and Spen are wider and less steep distinguishing it from other areas of the district, this made the area a prime area for development.

- 12.4. Batley and Spenningsdale has a strong industrial character. The presence of the woollen mills within the Batley and Birstall settlements contribute the distinct character of the region, highlighting the presence of the cloth industry that Huddersfield is renowned for.
- 12.5. The towns of Batley, Heckmondwike and Dewsbury have merged into one urban area. Other settlements within the sub-area are separated by small narrow pockets of green belt. Strain is placed on elements of the green belt especially when preventing further sprawl and merging of urban areas. Work has been done surrounding the green belt edge and further information can be found in the Green Belt Review.
- 12.6. Batley and Spenningsdale has 11 settlements within it. These settlements within the sub-area provide good town, district and local centres that can be used by a variety of service users and offer varied levels of retail services, community facilities and leisure opportunities.

Delivering the Local Plan Strategic Objectives in Batley and Spenningsdale

1. Support the growth and diversification of the economy

- 12.7. Batley itself has the lowest levels of income in the sub-area and least level of economically active 16-74 year olds at 53.8% compared with the Kirklees average of 68%. The level of unemployment in Batley, at 3.4%, is the highest in the Sub-area and is comparable with Huddersfield.
- 12.8. Cleckheaton represents the larger of the centres to the north of the sub-areas following Batley and is easily accessible from Junction 26 of the M62. Employment opportunities exist at the business park at Chain Bar with a mix of uses such as food/drink uses, offices, financial services, hotel uses, car showrooms and distribution units. The accessibility of M62 Junction 26 and its location directly between Leeds and Bradford makes this an attractive location for businesses and has seen demand for land increase over recent years.
- 12.9. Birstall Retail Park and large employment parks located adjacent Junction 27 of the M62 and off the A62 provide opportunities for local job provision and further expansion in this area. Its prime location directly adjacent to the motorway ensures it is easily accessible for workers and shoppers by car from Leeds, Bradford and Huddersfield.
- 12.10. The pattern of development in this area and the location of employment locations tend to make accessibility by public transport more challenging, due to journey times to the neighbouring cities by bus and localised traffic congestion on main routes and at junctions.

- 12.11. The land at Cooper Bridge will provide increased provision for job opportunities in Batley and Spen with easily accessible core transport and cycling routes interconnecting the area. The investment in transport infrastructure at Cooper Bridge and in the wider area will help connect people to jobs and reduce congestion. The existing Batley and Spen greenway and improvements to the core walking and cycling network will improve accessibility to the area and will offer health benefits for local employees.
- 12.12. The release of Green Belt land for employment provision to the north of the sub-area reflects the latent demand for land supply in this area and represents the most appropriate area for growth due to its easy access to the M62.
- 12.13. The employment strategy outlines the requirement for a large mixed use opportunity at Chidswell, to the east of Batley and will seek to meet employment needs of the north east of the Sub-area. Development at Chidswell reflects the high market demand for housing in this area due to its proximity to Leeds. This mixed use development will provide for jobs which will help to improve the low levels of economic activity in this area, particularly in Batley.
- 12.14. Currently Kirklees has a very limited employment land portfolio that has historically served local needs and minor expansion opportunities. Large sites such as Chidswell, which represents one of very few opportunities, are integral to realising the ambitions of the both the Leeds City Region and the Kirklees Economic Strategy.
- 12.15. The Local Plan seeks to safeguard 17 Priority Employment Areas (PEAs) in the Batley and Spen sub-area. This seeks to safeguard existing employment land and premises to keep them in use for employment.

2. Strengthen the role of town centres

- 12.16. The Local Plan sets out a retail hierarchy, which recognises the role of town centres at Batley, Cleckheaton and Heckmondwike for providing for the shopping needs of residents, particularly for food shopping. Batley, Cleckheaton and Heckmondwike have shopping frontages set out to ensure that their retailing role is safeguarded. There are also a district centre at Birstall and local centres at Scholes, Roberttown, Birkenshaw, Gomersal, Moorend in Cleckheaton, Mount Pleasant in Batley and Batley Road in Heckmondwike.
- 12.17. The Birstall retail park is located to the north of Birstall at Junction 27 of the M62. This has a broad range of retail and leisure outlets which attract customers from beyond the district. The town centres in Batley and Spen can capitalise on this and attract linked trips by providing a range of other uses. However, due to the role and popularity of Birstall retail park it is necessary to reinforce the function of the town centres in the north of the district. Whilst it is recognised that retail parks play an important role in the retail offer, they do not have the mix of retail and service uses

of traditional town centres. These retail parks are not recognised as town centres in the shopping centre hierarchy as they do not fulfil that role and function. The policy is to support the vitality and viability of existing town centres as highlighted in National Planning Policy Guidance.

- 12.18. The proximity to Leeds, Bradford and the White Rose centre are also a challenge to the town centres in the Batley and Spen area.
- 12.19. Batley town centre has an above average number of empty shops and offices which is a challenge to improve the role and function of the town centre. The policy framework however, defines Batley as a town centre where main town centre uses will be permitted to encourage the re-vitalisation of this centre. The policy framework does not permit uses that would be contrary to this role and function.

3. Improve transport links and sustainable travel

- 12.20. Batley and Spen has good transport links to the M62 and neighbouring cities; Leeds and Bradford. There are public transport challenges within the sub-area as rail services are limited to one station located in Batley. Although the area has established road links to surrounding cities there are limitations to rail use. Bus provision, however, is well established in the area with frequent services along most of the key transport routes. Congestion is a problem on most of the key routes in this sub-area. Transport schemes have been identified to tackle congestion locally on Soothill Lane, Stocks Lane and Rouse Mill Lane.
- 12.21. Highways England have proposed four schemes along the Strategic Road Network which will improve congestion in the area. The M62/M606 Chain Bar scheme in particular will provide for future housing and employment growth in the local area and improves connectivity to the M62 and in particular the M606 and Bradford. This scheme will help to reduce congestion around the Chain Bar roundabout.
- 12.22. The well-established Spen Valley greenway network provides cycle and walking routes connecting the area neighbouring Dewsbury and with established routes to Huddersfield. The completion and continued maintenance of this route has enabled a modal shift for employees in the area and provides a well-used leisure route for cyclists and families. Opportunities for extending this network in this particular area are vast with the use of redundant railway lines to connect key employment sites and settlements.
- 12.23. Key routes have also been established within the core walking and cycling network in this sub-area to connect large employment sites with existing settlements and proposed new residential developments and also link with the existing Spen Valley Greenway.
- 12.24. The level of housing and employment allocations made in this sub-area recognises the relatively good accessibility of the settlements within it.

4. Provide new homes which meet the housing needs of the community

- 12.25. The Local Plan seeks to require at least 31,140 homes between 2013 and 2031. Whilst the sub-areas do not have specific requirements, settlements in Batley and Spen deliver 5,279 of the 21,919 homes allocated in the Publication Draft Local Plan. The large mixed use site at Chidswell is close to the east of Batley but it extends the Dewsbury settlement.
- 12.26. The majority of settlements in Batley and Spen are well located to deliver housing, but in many places are constrained by the Green Belt. The role and function of the Green Belt is important around these settlements to preserve their distinct characters. Batley and Heckmondwike have already merged into one another, and with Dewsbury, which reduces development opportunities around these settlements.
- 12.27. There is some green belt release for housing proposed around Cleckheaton, Birkenshaw, Roberttown and Scholes. This is a part of the district that has a strong housing market area, convenient access to the M62 and new employment opportunities.
- 12.28. Housing challenges do exist in this sub-area, as areas of Batley have a weaker housing market than elsewhere in the district due to poor environmental quality reducing the potential for investment.

5. Tackle inequality and give all residents the opportunity of a healthy lifestyle

- 12.29. Batley and Spen has pockets of high unemployment, deprivation and poor health. Just 79% of residents within Batley classed their health as 'good-very good' compared, for example, to Hepworth within the Kirklees Rural area at 88%. A high proportion of residents at 7% classed their health as 'bad-very bad' compared to several settlements with less than 3%.
- 12.30. There are areas of poor air quality in the Batley and Spen area which constrain the opportunity of a healthy lifestyle. These are notably adjacent to the M62 motorway. The worst areas of air and noise pollution from the motorway exist between junctions 26 and 27 due to the direction of the prevailing winds. Land allocations have been avoided in this area except where physical characteristics of the site would protect future occupiers.
- 12.31. Tackling inequality and providing residents with an opportunity to a healthy lifestyle can relate directly to levels of employment. Employment development

opportunities exist in this area at Cooper Bridge, Chidswell, as well as the 17 PEAs that the Local Plan seeks to protect.

6. Protect and improve green infrastructure

- 12.32. The Batley and Spen sub-area has a good network of green infrastructure. The Spen Valley greenway is a recreation asset, connecting the Spen valley towns to the Dewsbury Country Park. This runs through the Spen Valley, which is forms part of the city region strategic green infrastructure network. The River Spen and Batley Spen are culverted in many locations, development may provide opportunities to open them up and provide more attractive environments.
- 12.33. Oakwell Hall Country Park is strategically important to Kirklees and is located adjacent to Birstall. There is potential to increase access to this through proposed additions to the walking and cycle network.
- 12.34. In recognition of the high value and scarcity of open space within this area due to the coalescence of urban areas, large area of open land has been retained as urban greenspace at Hightown / Cleckheaton and at White Lee, Batley.
- 12.35. It is recognised that there are deficiencies in certain types of greenspace in some areas within the Batley and Spen sub-area. The policy framework provides an opportunity to enhance existing green infrastructure in the securing of contributions from developers or where there is a catchment gap for a particular type of greenspace in the area. .
- 12.36. The Local Plan allocates 114 urban greenspaces in Batley and Spen.

7. Promote development that helps to reduce, adapt and mitigate climate change

- 12.37. The Spen and Batley Beck valleys are at risk of flooding often within the urban area. This is a challenge to the promotion and re-development of brownfield sites for housing in this area. Land allocation in these areas have been avoided and where allocated sites contain an element of Flood Zone 2, this area has been netted off the site capacity to ensure to ensure future occupants are not at risk from flooding.
- 12.38. Grade 3 agricultural land is evident to the north east of the sub-area, the highest grade agricultural land in Kirklees. This represents the best and most versatile agricultural land in the District. The allocation of land for development has been avoided in these areas.

8. Protect and enhance the characteristics of the built, natural and historic environment

- 12.39. Narrow gaps within the Green Belt have been identified where further development could undermine the role and function of the green belt. The green belt around the

Spenn Valley plays an important role in preventing towns from merging. A number of strategic gaps have been identified, for example between Cleckheaton and Heckmondwike and between Gomersal and Birstall. Further towards the east, Heckmondwike merges to form a heavily urbanised area with Batley. North and east of Batley, the green belt performs a strategic function in helping to prevent further merger with Leeds, for example between Birkenshaw and Drighlington and Batley and Morley. Land allocations have been avoided in these areas.

12.40. Much of the built environment in the centre of the towns of this area dates from the Industrial Revolution when this was part of the Heavy Woollen area. This heritage is protected by four Conservation Areas in Batley and others at Birstall, Gomersal, Little Gomersal, East Bierley, Scholes and Hartshead Moor Top. There are two Grade I listed buildings in this area: All Saints Church at Batley and Oakwell Hall at Birstall, there are a further 14 Grade II* listed buildings. Wilton Park has a green flag award and is leisure and recreation asset for the area. The policy framework pays special attention to preserving heritage assets when considering applications for development.

12.41. The Adwalton battlefield, Birkenshaw is a historic battlefield which crosses the district boundary with Leeds. Land allocations for development in this area have been resisted to acknowledge this distinct and unique heritage asset for Batley and Spenn.

9. Promote the re-use of existing buildings and the use of brownfield land to meet development needs and support the regeneration of areas

12.42. Of the 5,279 new homes proposed on land allocations for this area, 15% of these units will be built on brownfield sites. In addition to the allocations, the completions from the first two years of the plan period and existing planning permissions yet to be implemented, 28% of total units will be developed on brownfield sites in the Batley and Spenn area. The Plan includes a windfall allowance and it is anticipated that the overall provision on brownfield land through the plan period will increase. The Spenn and Batley Beck valleys are at risk of flooding which is a barrier to brownfield sites coming forward or being considered for re-development.

10. Facilitate the sustainable use and management of minerals and waste

12.43. There are no minerals options in this area. The location of minerals in the district tends to be in the western half of Kirklees, which is underlain by carboniferous millstone grit sandstones which provide building stone, clay and shale in the south-eastern part of the district and some sand and gravel reserves along the Calder Valley.

12.44. The sub-area plays its part in the district’s waste management. The Local Plan safeguards a number of waste management sites throughout the sub-area.

13. Dewsbury and Mirfield Sub-area

- 13.1. Dewsbury and Mirfield form an extensive urban area within a wide valley, bounded by some steep slopes and containing significant areas of historic or architectural interest. The area benefits from good transport links to the M62 and the M1, and by rail to Leeds and Manchester. There is also a well-established green network making it easy to walk and cycle. Dewsbury town centre is the main location for shopping. Local shopping centres exist in Mirfield and Ravensthorpe, where shops and services are either side of the busy main road. Overall, household incomes are below the Kirklees average but there are some higher income areas. Relative to other areas of Kirklees, skills levels in Dewsbury are lower than average. The area experiences both strong and weak housing market areas.
- 13.2. Table 6, below shows the settlements in Dewsbury and Mirfield sub-area. The table provides a summary of the growth proposed for each settlement in terms of employment and housing allocations, the defined centres – as identified in the Local Plan policy PLP13. For more information on the local services and the levels of accessibility in each settlement, please see the full Settlement Appraisal Matrix in Appendix C. The settlements are listed in alphabetical order and do not reflect any ranking of sustainability.

Table 6- Summary of growth and centres in Dewsbury and Mirfield sub-area

DEWSBURY AND MIRFIELD								
	Employment		Housing		Centres			
	Allocations	Floorspace	Allocations	Units	Principal Centre	Town Centre	District Centre	Local Centre
Dewsbury	4	131586	17	4952	1	0	0	7
Mirfield	2	144655	6	402	0	0	1	4
Ravensthorpe	0	0	2	26	0	0	1	0
Thornhill	0	0	3	77	0	0	0	2
Upper Hopton	0	0	0	0	0	0	0	0

Figure 5 Strengths, Opportunities and Challenges in Dewsbury and Mirfield

Strengths/opportunities for growth

- Dewsbury is less than ten minutes from Leeds on the train and enjoys direct rail links to other major northern cities.
- Dewsbury is an important public transport hub with bus services linking to other parts of North Kirklees and to Leeds, Bradford and Wakefield.
- Mirfield is currently the district's only direct rail link to London.
- Relatively good motorway links from Mirfield to M62 and north-east Dewsbury to M62 and M1.
- Priority in Kirklees Economic Strategy to transform Dewsbury, building on strategic location and driven by integrated housing and economic development in town

centre.

- Strong housing market areas of Mirfield and outskirts of Dewsbury.
- District centres at Mirfield and Ravensthorpe meeting a range of everyday shopping and service needs, along with other local centres throughout Dewsbury and Mirfield.
- Attractive buildings and townscape in Dewsbury, with enhanced buildings such as Pioneer House and the Victorian Arcades.
- Kirklees College potentially attracting investment.
- Established greenway network and Dewsbury Country Park.
- Brownfield opportunities from former industrial uses.
- Potential to enhance river and canal corridors for the River Calder, Spen River and the Calder Hebble Navigation to help attract investment and provide an attractive setting and a leisure and recreation asset.
- A growing young population with a history of enterprise and community networks.
- Crow Nest Park has a green flag award and is a leisure and recreation asset for Dewsbury.
- Out of centre retail and leisure park at Birstall, attracts visitors from a wide area and provides an opportunity to create linked trips to towns in north of the district

Challenges to growth

- Traffic congestion on key routes.
- Railway stations at Ravensthorpe and Mirfield currently have a lack of facilities.
- High levels of inequality between strong and weak housing market areas.
- Narrow green belt gaps separating some settlements, particularly around Mirfield.
- Flatter areas at low levels tend to be at risk of flooding.
- Many brownfield opportunities are in weak housing market areas.
- Poor air quality in some areas.
- Poor environmental quality in some areas reduces potential for investment.
- Higher than average retail floorspace vacancy in Dewsbury Town Centre.
- Traffic detracting from environmental quality between Dewsbury Town Centre and the railway station and in Mirfield and Ravensthorpe centres which are located on busy roads.
- Dewsbury town centre conservation area is on the Heritage at Risk register.
- Pockets of high unemployment, deprivation and poor health.
- The regeneration of Dewsbury as a place to live, work and invest.
- Out of centre retail and leisure park at Birstall, attracts visitors from a wide area and plays an important retail role, meaning it is necessary to reinforce the role of main town centres in north of the district.

Role, Character and Function

- 13.3. Dewsbury is the second largest town in the district, with a population of approximately 44,157. This forms part of a wider urban area, which is merged with Batley and Heckmondwike. Dewsbury is the principal town within this sub-area. A large immigrant population, mainly from the Indian sub-continent, came to the town in the mid-20th century to support the textile industry. The textile industry, as across England, went into decline in the 1960s and 1970s. Dewsbury contains different neighbourhoods with varying socio-economic characteristics. To the south and west of Dewsbury are the settlements of Ravensthorpe and Thornhill. Ravensthorpe is a settlement developed around a busy shopping area and industrial development on the A644 Huddersfield Road and Thornhill, a largely residential area mostly developed in the mid-late 20th century set around a historic village core.
- 13.4. The population of Mirfield is 18,075. Mirfield also forms part of the heavy woollen area, with the canal and rail link supporting industry. Mirfield has a town centre to the south of the town, with industrial areas along the river and railway corridors to the south. The majority of Mirfield is residential, with a large amount of housing developed in the 20th century.

Delivering the Local Plan Strategic Objectives in Dewsbury and Mirfield

1. Support the growth and diversification of the economy

- 13.5. There are a number of regeneration challenges facing Dewsbury. The deprived neighbourhoods around Dewsbury, lower incomes and employment rates than elsewhere and low skills levels present a range of challenges to be addressed in the area. The levels of vacancy in Dewsbury town centre and poor environmental quality of some areas reduces the potential for investment. However, Dewsbury enjoys good transport links to Leeds; and the sub-area has good links to the M62 from the west and the M1 in the east. Mirfield currently has the district's only direct rail link to London.
- 13.6. Central Dewsbury and Ravensthorpe and Chickenley are amongst the 10% most deprived neighbourhoods nationally. Dewsbury has a higher level of unemployment than Huddersfield at 3.5% with only 55.9% of residents economically active. Ravensthorpe has the highest level of unemployment in the District at 4.5% and just 45.7% economically active compared to the Kirklees average of 68%.
- 13.7. In terms of employment provision, most of this is in older premises along the river corridor in Mirfield, Ravensthorpe and South Dewsbury and often become unsuitable for purpose. More modern employment premises exist at Shaw Cross Business Park.
- 13.8. The priority for this sub-area is highlighted in Kirklees Economic Strategy where the vision is to transform Dewsbury, building on its strategic location within Leeds City Region and driven by integrated housing and economic development in and around the town centre. Large scale growth is the key to this transformation.

- 13.9. Alongside Kirklees Economic Strategy, the Local Plan allocation at Ravensthorpe (Dewsbury Riverside) seeks to direct investment into Ravensthorpe and Dewsbury. The proposals will seek to make improvements Ravensthorpe station, allowing more destinations to be served than at present, walking and cycling infrastructure focused on the river and improved road links. The proposal also involves the provision of two primary schools and a secondary school to meet the education needs of new residents to the area.
- 13.10. These proposals will allow the centre of Ravensthorpe to become a more attractive and less congested place to live. The scale of this proposal will reinvigorate the housing market in this area of Dewsbury with the provision of over 2,000 new homes throughout the Plan period and in turn help to re-generate one of the most deprived areas in Kirklees.
- 13.11. The mixed use allocation at Chidswell will support the growth of existing businesses in Dewsbury and allow for investment into Dewsbury through the provision of new business accommodation. The site location affords better motorway access than the traditional employment sites in Dewsbury, making this more attractive. The housing provision at Chidswell will increase the range and choice of houses in Dewsbury, helping to make it a better place to live.
- 13.12. As mentioned above in relation to Batley and Spen, the Chidswell site offers a unique and significant opportunity for the council to deliver against the economic aims and objectives at both a sub-regional and local level. Sub-regionally Chidswell has been identified as a strategically important site to assist with unlocking the Leeds City Region's (LCR) potential with a focus on manufacturing and engineering due to its close proximity to established supply chains and access to the M62 (J28) and M1 (J40 & J41). Should this site be delivered, jobs can be provided to help alleviate the high levels of unemployment and income deprivation in the Dewsbury area.
- 13.13. The Local Plan allocates a site for employment land at Slipper Lane, Mirfield. The Local Plan seeks to safeguard 16 Priority Employment Areas (PEAs) in the Dewsbury and Mirfield sub-area. This seeks to safeguard existing employment land and premises to keep them in use for employment.

2. Strengthen the role of town centres

- 13.14. Dewsbury town centre has suffered a decline in recent years with vacancy rates increasing above the national average, and national retailers and other national chains have withdrawn from the town centre. However the town centre is visually attractive, with the majority of the historic core within the inner ring road designated as a Conservation Area and Dewsbury Market continues to draw a significant number of people into the town centre. Historic buildings such as Pioneer House and the Victorian Arcades offer potential for investment. Dewsbury's main food retail offer is met by supermarkets close to the Dewsbury ring road and

there are a number of national multiple retailers at Rishworth retail park, there is scope for improvements to be made for linked trips to the town centre. There is a Local Plan policy for Dewsbury town centre that set out the development priorities and investment opportunities in the centre.

- 13.15. Mirfield and Ravensthorpe district centres provide for everyday shopping needs and services. Ravensthorpe district centre is based around the supermarket and retail park at the Ravensthorpe gyratory, with shops and services along A644 Huddersfield Road. The district centre at Mirfield is based around the A644 Huddersfield Road. The road has a negative impact on the environmental quality of these two centres. There are 7 local centres within Dewsbury, 4 within Mirfield and 2 at Thornhill.

3. Improve transport links and sustainable travel

- 13.16. Dewsbury's strategic road and rail links support opportunities to growth that can help meet the challenges facing Dewsbury. Dewsbury is served by direct rail services to Huddersfield, Leeds, Manchester and other destinations across the north of England. Mirfield railway station has local services to Huddersfield, Leeds and Wakefield and also a direct service to London. Ravensthorpe station has direct services to Leeds and Huddersfield. Mirfield and Ravensthorpe stations are generally poor quality environments, but improvements are planned through the West Yorkshire Plus Transport Fund and Local Plan proposals. Dewsbury is the centre of bus network in North Kirklees, with the main corridors into Dewsbury served by frequent routes linking Dewsbury to neighbouring towns and cities.
- 13.17. The west of Mirfield has good access to the M62 at Junction 25 and the north-east of Dewsbury has good access to the M62 via Junction 28, the east of Dewsbury is close to Junction 40 of the M1. Locally, the A644 road through Mirfield, Ravensthorpe and Scout Hill is affected by traffic congestion; there is an air quality management area at Scout Hill.
- 13.18. The Local Plan identifies transport schemes at the A62/A644 junction to M62 junction 25, seeking to improve accessibility to the M62 from Mirfield; and from Mirfield to Dewsbury to Leeds and North Kirklees Growth Zone, seeking to improve accessibility through the area on the A644/A653 to Leeds.
- 13.19. The core walking and cycling network incorporates the opportunity the Calder and Hebble navigation provides in this area and investment is sought to enhance this valuable green infrastructure asset and incorporate this into large developments at Dewsbury Riverside and provide connectivity to sites in the Dewsbury and Mirfield area.
- 13.20. Dewsbury is where a significant amount of development is concentrated in the plan, reflecting its good accessibility.

4. Provide new homes which meet the housing needs of the community

- 13.21. Parts of Mirfield and places on the outskirts of Dewsbury are strong housing market areas, but in many areas, particularly around inner Dewsbury and Ravensthorpe the housing market is weak. There are high levels of inequality between the strong and weak housing market areas in this part of the district.
- 13.22. The Local Plan seeks to allocate two urban extensions at Ravensthorpe / Dewsbury Riverside and at Chidswell. These urban extensions will offer an increased chance of new infrastructure being provided, including new schools and the sites will be masterplanned ensuring good quality design and links to existing communities.
- 13.23. The Local Plan allocates smaller housing sites across Dewsbury and Mirfield. The settlements in this sub-area generally have high levels of accessibility, so the Local Plan seeks to focus housing in this location, particularly in Dewsbury. Dewsbury and Mirfield will deliver 3,964 of the housing allocations in the Local Plan; this does not include the site at Chidswell which will be an extension of Dewsbury, but is within Batley and Spen sub-area.

5. Tackle inequality and give all residents the opportunity of a healthy lifestyle

- 13.24. Health inequalities exist within Dewsbury and Mirfield. The number of people describing their health as ‘bad’ or ‘very bad’ in the 2011 census is relatively high ranging from 5.43% in Mirfield, to 6.45% in Thornhill compared to the district average of 5.76%. The area has pockets of high unemployment and deprivation which are a factor in determining health. Parts of the area experience poor air quality; there is an air quality management area at Scout Hill. Ensuring development makes a positive contribution to health underpins the policies set out in the Local Plan.
- 13.25. Tackling inequality and providing residents with an opportunity to a healthy lifestyle can relate directly to levels of employment. Employment development opportunities exist in this area at Chidswell and Slipper Lane, Mirfield as well as the 16 PEAs that the Local Plan seeks to protect.

6. Protect and improve green infrastructure

- 13.26. The main green infrastructure assets in the area are the Green infrastructure focused on the River Calder and Spen valleys and also the Calder and Hebble navigation canal network. This river and canal system presents a unique opportunity within this area to enhance existing towpath and waterways and incorporate them into developments in the area to encourage active travel.
- 13.27. Dewsbury Country Park lies to the west of Dewsbury around the Spen River near its confluence with the Calder. Crow Nest Park is a green flag award winning park and is

a significant green infrastructure asset within Dewsbury. Dewsbury is connected to the Spenn Valley, Bradford and Ossett by strategic walking and cycling links.

13.28. In terms of open space, there are accessibility deficiencies for natural and semi-natural greenspace in Mirfield, amenity greenspace in Thornhill, allotments in Dewsbury, Mirfield and Ravensthorpe and for major skate parks in Dewsbury.

13.29. The Local Plan designates 93 urban greenspaces in this sub-area, throughout all of the settlements.

7. Promote development that helps to reduce, adapt and mitigate climate change

13.30. There are areas at risk of flooding around the River Calder, particularly in Battyeford and Lower Hopton in Mirfield, Ravensthorpe and Thornhill Lees and the south of the town centre in Dewsbury. Land allocation in these areas have been avoided and where allocated sites contain an element of Flood Zone 2, this area has been netted off the site capacity to ensure to ensure future occupants are not at risk from flooding.

13.31. The urban extensions proposed around Dewsbury have the scale and capacity to benefit from low carbon and/or decentralised energy solutions.

13.32. The River Calder is a strategic green infrastructure corridor and, with other green infrastructure assets in the area can help reduce, adapt to and mitigate climate change.

8. Protect and enhance the characteristics of the built, natural and historic environment

13.33. Dewsbury is bounded by Batley to the north and Heckmondwike to the northwest and Ravensthorpe to the south west. The edge of the town in other areas is the Green Belt boundary. This is particularly constrained around Dewsbury Moor and Ravensthorpe, to the east of Savile Town and Earlsheaton and Hanging Heaton and Crackenedge. The Green Belt around Mirfield is narrow between Mirfield, Northorpe and Ravensthorpe, between Lower Hopton and Upper Hopton and between the northernmost tip of the settlement and Roberttown.

13.34. Most of Dewsbury town centre is designated as a conservation area and Dewsbury Town Hall is an impressive Grade II listed building which dominates the town. There are also conservation areas at Northfields, Dewsbury – west of Halifax Road, Thornhill and Upper Hopton. There are Grade I listed buildings at Lees Hall Farm, Thornhill Lees and in St Michael's and All Angels Church at Thornhill and a further five Grade II* listed buildings. Dewsbury town centre conservation area is on the heritage at risk register. The policy framework pays special attention to preserving heritage assets when considering applications for development.

9. Promote the re-use of existing buildings and the use of brownfield land to meet development needs and support the regeneration of areas

- 13.35. Of the 3,964 new homes proposed on land allocations for this area, 9% of these units will be built on brownfield sites. In addition to the allocations, the completions from the first two years of the plan period and existing planning permissions yet to be implemented, 26% of total units will be developed on brownfield sites in the Dewsbury and Mirfield area. The Plan includes a windfall allowance and it is anticipated that the overall provision on brownfield land through the plan period will increase. The weak housing market in the Dewsbury area is a barrier to brownfield sites coming forward or being considered for re-development.
- 13.36. Pioneer House in Dewsbury town centre is an example of an attractive historic building being brought back into use in this area.

10. Facilitate the sustainable use and management of minerals and waste

- 13.37. The River Calder corridor in Dewsbury and Mirfield presents opportunities for sand and gravel extraction in this area with a mineral extraction site at Thornhill Lees, with several mineral infrastructure sites around Ravensthorpe, Thornhill Lees and Savile Town.
- 13.38. Waste facilities are in Dewsbury and Mirfield, close to the rail and river corridors.

14. Kirklees Rural Sub-area

- 14.1. In the towns and villages of the Colne and Dearne valleys, settlements are generally well separated by open countryside, although those within the upper Holme Valley often join together. The upper Holme and Colne valleys border the Peak District National Park, and these areas include habitats and species protected by European legislation. Generally, the Holme and Colne valleys are narrow, with steep sides which can limit development, whereas the Dearne Valley has more gently sloping valleys.
- 14.2. Settlements are well connected to Huddersfield and there are good connections to the M1 from the east. The Colne Valley has good rail links to Manchester, Huddersfield and Leeds, and local rail links exist in part between the Holme Valley, Dearne Valley and Huddersfield. For many of the towns and villages, Huddersfield is the focus for where most people work, shop and undertake leisure activities.
- 14.3. Table 7, below shows the settlements in Kirklees Rural. The table provides a summary of the growth proposed for each settlement in terms of employment and housing allocations, the defined centres – as identified in the Local Plan policy PLP13. For more information on the local services and the levels of accessibility in each settlement, please see the full Settlement Appraisal Matrix in Appendix C. The settlements are listed in alphabetical order and do not reflect any ranking of sustainability.

Table 7 - Summary of growth and centres in Kirklees Rural Sub-area

KIRKLEES RURAL								
	Employment		Housing		Centres			
	Allocations	Floorspace	Allocations	Units	Principal Centre	Town Centre	District Centre	Local Centre
Clayton West/Scissett	1	52115	5	402	0	0	0	1
Denby Dale	0	0	5	268	0	0	1	0
Emley	0	0	1	44	0	0	0	0
Farnley Tyas	0	0	2	23	0	0	0	0
Flockton	0	0	3	158	0	0	0	0
Grange Moor	0	0	2	64	0	0	0	0
Hade Edge	0	0	1	66	0	0	0	0
Hepworth	1	945	1	60	0	0	0	0
Holmbridge	0	0	2	42	0	0	0	0
Holmfirth	1	3920	6	216	0	1	0	0
Honley/Brockholes	2	12915	7	343	0	0	1	1
Kirkburton/Highburton	0	0	1	138	0	0	1	0
Linthwaite	0	0	3	354	0	0	0	1
Lower Cumberworth	0	0	0	0	0	0	0	0
Marsden	2	6930	3	102	0	0	1	0

Meltham	1	11340	6	327	0	0	1	0
Netherthong	0	0	3	96	0	0	0	0
New Mill	0	0	0	0	0	0	0	1
Outlane	0	0	1	29	0	0	0	0
Scapegoat Hill	0	0	0	0	0	0	0	0
Scholes (Holmfirth)	0	0	2	188	0	0	0	0
Shelley	0	0	0	0	0	0	0	0
Shepley	0	0	3	119	0	0	0	1
Skelmanthorpe	0	0	5	402	0	0	1	0
Slaithwaite	0	0	3	100	0	0	1	0
Stocksmoor	0	0	2	42	0	0	0	0
Thongsbridge	0	0	3	173	0	0	0	0
Thurstonland	0	0	1	42	0	0	0	0
Upper Cumberworth	0	0	0	0	0	0	0	0
Upper Denby	0	0	0	0	0	0	0	0
Upperthong	0	0	1	27	0	0	0	0
Wellhouse	0	0	0	0	0	0	0	0

Figure 6 - Strengths, Opportunities and Challenges in Kirklees Rural

Strengths/opportunities for growth

- Generally high levels of income.
- Low unemployment.
- The Huddersfield Narrow Canal, through Slaithwaite and Marsden and to Standedge provides a tourism and recreation asset.
- Holmfirth town centre, rural diversification projects and proximity to the Peak District National Park can provide a tourism role for the Holme Valley.
- The Kirklees Light Railway, connections to the Transpennine Trail and Bretton Park / Yorkshire Sculpture Park can be assets for the Dearne Valley.
- Rail links to Leeds, Huddersfield and Manchester from the Colne Valley with stations at Marsden and Slaithwaite.
- Rail links to Huddersfield and South Yorkshire, including Barnsley and Sheffield, on the Penistone line with stations at Honley, Brockholes, Stocksmoor, Shepley and Denby Dale.
- Dearne Valley has relatively good access to M1 and to South Yorkshire.
- Attractive townscape, particularly in Holmfirth, Slaithwaite, Honley and Marsden.
- Attractive landscape character including proximity to the Peak District National Park and Pennine foothills in the west and historic pre-industrial revolution villages outside of the valleys.
- Market strength suggests brownfield opportunities are more viable.
- Gentle slopes in the east provide opportunity to expand settlements.
- Holmfirth town centre and District centres at Denby Dale, Kirkburton, Marsden, Meltham, Milnsbridge, Skelmanthorpe and Skelmanthorpe provide for day-to-day shopping needs, with other local centres
- Availability of local employment opportunities on existing employment sites,

particularly in the Colne Valley, Meltham, Honley and Clayton West / Scissett

Challenges to growth

- Expansion of settlements in the upper Colne and Holme Valleys may be constrained by European protected habitats and species.
- Steep valley sides in the Colne Valley and Holme Valley.
- Generally high house prices create problems of affordability for local people.
- Limited opportunities for people to work and shop locally, more people in this part of Kirklees commute longer distances to work.
- Historic settlement patterns and topography often mean that the highway network can be constrained by narrow lanes and pinch-points.
- Relatively poor motorway access from the Colne Valley and Holme Valley. Limited frequency of rail service and bus services into the evening.
- Golcar, Holmfirth, Meltham, Skelmanthorpe, Scissett and Clayton West are other smaller settlements are not served by the railway network.
- Few brownfield opportunities from industrial legacy.
- Loss of employment land to housing.
- Conserving the historic environment, particularly Holmfirth Conservation Area which is on the heritage at risk register

Role, Character and Function

- 14.4. Kirklees Rural is the largest of the Sub four sub-areas. Many of the towns grew as part of the cloth industry, but still remain individual with expanses of green belt separating them.
- 14.5. The western side of Kirklees Rural sub-area is well connected with Huddersfield, as the Colne Valley has good rail links with Huddersfield, Leeds and Manchester. The south east side of Kirklees Rural has challenges to connections with Huddersfield and the M62 to the north but has strong connections to the M1 and to Wakefield, Leeds and Sheffield.
- 14.6. Kirklees rural consists of 32 settlements dating from the mid-18th and 19th centuries. The ancient past of the valleys can be seen in the open expanses of the landscape, the traditional built form within these villages see residential and industrial units within close proximity to each other.
- 14.7. The villages have mixed functions, some of which are predominantly residential with limited available services with others being agricultural based. Historically the towns had different functions, some of which were mill towns and others market towns such as Holmfirth, these elements all contribute to the local distinctiveness of the area. The majority of settlements have been established along the valley corridors.

Delivering the Local Plan Strategic Objectives in Kirklees Rural

1. Support the growth and diversification of the economy

- 14.8. The pattern in development in South Kirklees is a legacy of the industrial revolution, with development concentrated in the valley bottoms. Much of the industry is based in out-dated accommodation which does not generally have a wider appeal beyond the settlements within which they serve. In addition, the lack of flat accessible land makes the opportunities for existing businesses to re-locate within the Kirklees Rural area very limited.
- 14.9. Kirklees Rural has a high level of economic activity in comparison with the rest of the district. The area has the lowest levels of unemployment in the District with Slaithwaite representing the highest level at 2.5%.
- 14.10. In recognition of the limited land supply and constraints for employment use in this area, land allocated for employment in the south east of the sub-area at Clayton West could potentially be suitable for local firms to relocate from existing employment stock to more modern premises and provide local jobs. The allocation reflects latent demand and also helps to meet the district's future aspirations for employment growth and inward investment. In addition, the allocation has good access to Junction 39 of the M1.
- 14.11. The Local Plan seeks to protect existing employment generating uses. It is recognised that in Kirklees Rural area, supply is limited and to prevent the loss of employment use, the Local Plan has designated Priority Employment Areas (PEAs) that protect land occupied by existing businesses throughout the area. These are in the Colne and Holme valley bottoms, on the A636 road through Denby Dale, Scissett and Clayton West and in Skelmanthorpe and Meltham where historically much of the older business premises exist. This will ensure land is kept available for local businesses and in turn provide a level of local jobs in the area. It is recognised that the housing market in Kirklees Rural is buoyant compared to the rest of Kirklees, therefore the threat of change of use is higher from perspective developers.
- 14.12. Holmfirth town centre, rural diversification projects and proximity to the Peak District National Park can provide a tourism role for the Holme Valley. The Local Plan seeks to improve the economic performance of the rural economy by supporting the digital economy, increasing local employment opportunities and supporting the needs of small and medium sized enterprises.

2. Strengthen the role of town centres

- 14.13. Generally, accessibility to local services and facilities are lower in Kirklees Rural compared to the other sub-areas. This reflects more dispersed pattern of development the area and the large Green Belt separation between individual settlements.

14.14. There is a town centre at Holmfirth which is a focus for the food shopping needs and for the provision of financial services, entertainment, leisure facilities and culture and tourism facilities. District centres at Denby Dale, Kirkburton, Marsden, Meltham, Milnsbridge, Skelmanthorpe and Slaithwaite provide for day-to-day shopping needs, with other local centres. There are local centres at Scissett, Linthwaite, New Mill and Shepley.

3. Improve transport links and sustainable travel

14.15. The western side of this area is well connected with Huddersfield, as the Colne Valley has good rail links with Huddersfield, Leeds and Manchester. The south east side of Kirklees Rural has relatively good connections to the M1 and to Wakefield, Leeds and South Yorkshire. Kirklees Rural is well connected with a number of A roads providing direct routes to Huddersfield within the Colne and Holme valley. . Historic settlement patterns and topography often mean that the highway network can be constrained by narrow lanes and pinch-points.

14.16. The Colne Valley area is linked to Huddersfield and Manchester by rail, with an hourly service stopping at Slaithwaite and Marsden stations. Elsewhere in the area, the Penistone line serves Honley, Brockholes, Stocksmoor, Shepley and Denby Dale with an hourly rail service to Huddersfield, Barnsley and Sheffield. Some larger settlements in this area such as Meltham and Holmfirth are not on the rail network but are served by a frequent bus service. Bus services are also concentrated on the Penistone Road and Manchester Road corridors. Other settlements, further from Huddersfield and from the transport corridors highlighted above, tend to have poorer bus links to Huddersfield and longer journey times to access services. Links to towns and cities outside of the district tend to be less frequent. The main corridors tend to be constrained in terms of their capacity for focusing significant amounts of new development there.

14.17. The Local Plan identifies the Huddersfield Southern Gateways transport scheme, which aims to provide junction improvements at key strategic locations on road approaching Huddersfield town centre and to the south of the district, including Holmfirth.

4. Provide new homes which meet the housing needs of the community

14.18. Kirklees Rural has a high demand for market housing as it offers an attractive landscape and access to the M1 from the south east of the District Area. The Holme Valley South, Denby Dale and Kirkburton areas form the strongest housing market areas in the district with average sales prices above the district average. Over half of all houses in the Colne Valley are terraced, compared to approximately a third of all in the district. The generally high house prices in the area create problems of affordability for local people.

14.19. Kirklees Rural is characterised by narrow steep valleys in the Holme and Colne valley and the Dearne Valley has gentler sloping valleys more akin to agriculture. Flat, accessible land within this sub-area is a rarity which is reflective of the high market demand for housing in this area and limitations to investment in new employment generating sites coming forward.

14.20. The Local Plan allocates land for housing development on a range of sites in dispersed across different settlements in this area, totalling 5,071 dwellings.

5. Tackle inequality and give all residents the opportunity of a healthy lifestyle

14.21. The proportion of people describing their health as ‘bad’ or ‘very bad’ in the 2011 Census in this area is, in all but one settlement, below the Kirklees average. This ranges from less than 3% in Hepworth, Shelley and Upper Cumberworth to 5.9% in Marsden, in comparison to the Kirklees average of 5.76%.

14.22. Tackling inequality and providing residents with an opportunity to a healthy lifestyle can relate directly to levels of employment. Employment development opportunities at Clayton West and employment allocations and PEAs throughout the area seek to retain jobs in the area.

6. Protect and improve green infrastructure

14.23. This area contains tends to be made up of smaller towns and villages surrounded by countryside. The pattern of development tends to be set around three river valleys – the Colne, Holme and Dearne. In addition the Huddersfield Narrow Canal goes through the Colne Valley. There are opportunities to enhance green infrastructure provision in the river valleys. There is scope to improve access to the countryside in this area by improvements to the core walking and cycling network.

14.24. In terms of open space provision, there are accessibility deficiencies for natural and semi-natural greenspace in Skelmanthorpe, Grange Moor, Flockton, Colne Valley and Golcar; amenity space in Brockholes, Clayton West, Honley and Holmfirth; allotments in Denby Dale, Holmfirth, Emley and Honley; and for major skate parks and MUGAs in Kirkburton, Slaithwaite, Linthwaite and Golcar.

14.25. The Local Plan designates 128 urban greenspaces in settlements throughout the sub-area.

7. Promote development that helps to reduce, adapt and mitigate climate change

14.26. There are areas at risk of flooding along the course of the River Calder, River Holme, River Dearne and Fenay Beck. The flood risk zones are at their largest extent around Clayton West and Honley. Land allocation in these areas have been avoided and where allocated sites contain an element of Flood Zone 2, this area has been netted

off the site capacity to ensure to ensure future occupants are not at risk from flooding.

- 14.27. The river valleys are strategic green infrastructure corridors and, with other green infrastructure assets in the area can help reduce, adapt to and mitigate climate change.

8. Protect and enhance the characteristics of the built, natural and historic environment

- 14.28. Environmental constraints to development opportunities are also apparent as the area has a large proportion of green belt edges accustomed to not only topographical constraints but to EU habitat legislations especially around the Holme and Colne Valley. The opportunities for expansion in the Holme and Colne valleys that are constrained by these unique features are therefore limited.

- 14.29. Settlements in the west of this area where the landscape consists of steep valleys, are constrained by landform and unable to grow further. The historic patterns of development means that the river corridors remain important today and tend to be the most sustainable places for development, but this needs to be balanced against constraints arising from topography and landform. The unique landscape character in Kirklees Rural area means that opportunities for further greenbelt release has been limited compared to the other Sub-areas.

- 14.30. There are 35 conservation areas in Kirklees Rural. The centres of Holmfirth, Slaithwaite, Honley and Marsden provide attractive townscapes, although the Holmfirth town centre conservation area is on the Historic England Heritage at Risk register. There are 3 Grade I listed buildings in this area at Woodsome Hall, All Hallows Church at Kirkburton and St Michael the Archangel's Church at Emley. The policy framework pays special attention to preserving heritage assets when considering applications for development.

9. Promote the re-use of existing buildings and the use of brownfield land to meet development needs and support the regeneration of areas


- 14.31. Of the 5,071 new homes proposed on land allocations for this area, 22% of these units will be built on brownfield sites. In addition to the allocations, the completions from the first two years of the plan period and existing planning permissions yet to be implemented, 28% of total units will be developed on brownfield sites in the Kirklees Rural area. The Plan includes a windfall allowance and it is anticipated that the overall provision on brownfield land through the plan period will increase.

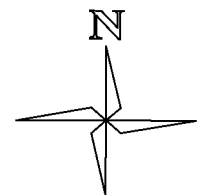
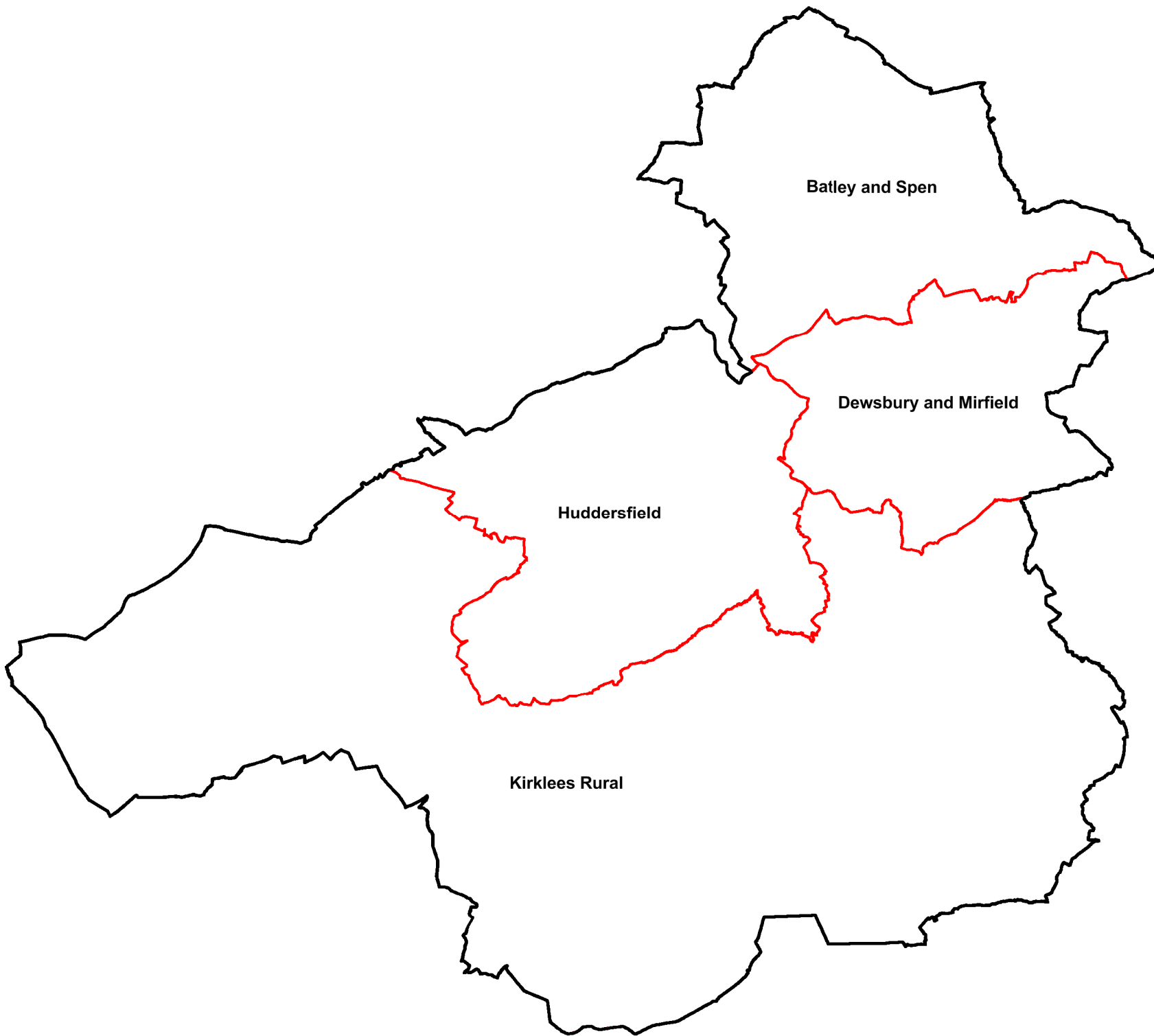
14.32. Market strength suggests brownfield opportunities are more viable in Kirklees Rural, however there are fewer brownfield opportunities from industrial legacy in this area.

10. Facilitate the sustainable use and management of minerals and waste

14.33. There are two principal minerals which are currently extracted in the district are sandstone which is primarily used in the construction of buildings and for paving, and clay and shale used for pipe manufacture, both of these are found in the Kirklees Rural area of the district. There are mineral extraction sites and minerals preferred areas located at Golcar, Scammonden, South Crosland, to the south of Holmfirth, to the south of Shepley, Denby Dale, Shelley and near Grange Moor. Many of the waste allocations in the plan are a legacy of mineral extraction.

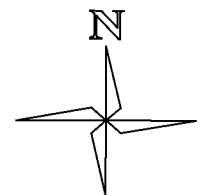
APPENDIX A: District Sub-areas

 District Committee
Boundary



APPENDIX B: Settlement Boundary Map

Settlement
Boundaries



APPENDIX C: Settlement Appraisal Matrices

Settlement appraisal data

Settlement	Sub-Area	Population±	% Economically Active (16-74)±	% Unemployed±	% Health classed as "good-very good"±	% Health classed as "bad-very bad"±	% School Leavers in Further Education±	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries†	Indoor leisure facilities (KAL)	Employment Accessibility Score	Primary School Accessibility Score	Secondary School Accessibility Score	Further Education Accessibility Score	GP Accessibility Score	Hospital Accessibility Score	Local Centre Accessibility Score	Town Centre Accessibility Score	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)**	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
Batley	Batley and Spen	34317	53.83	3.4	79.1	6.74	92.1	0	1	0	6	16	2	1	6	21	5	1	2	3	3	2.5	3	3	3	2.5	2.5	22.5	0	10	4
Birkenshaw	Batley and Spen	6094	68.39	1.1	83.6	4.1	82.4	0	0	0	1	1	1	0	1	7	0	0	0	2.5	3	3	3	3	1	2	1.5	19	1	1	0
Birstall	Batley and Spen	4118	68.32	0.8	83	4.81	88.1	0	0	1	0	4	1	0	3	3	1	1	0	3	3	2.5	3	3	2	2	3	21.5	0	8	0
Cleckheaton	Batley and Spen	16110	64.46	2.7	80.7	5.35	91.6	0	1	0	1	5	1	0	4	14	3	1	1	3	3	2.5	2.5	3	1	2.5	3	20.5	2	3	0
East Bierley	Batley and Spen	671	67.19	0.9	84.1	4.75	93.8	0	0	0	0	1	0	0	0	0	0	0	0	3	3	3	3	3	1	1	1	18	0	2	0
Gomersal	Batley and Spen	6948	68.01	1.4	83.9	4.42	86.1	0	0	0	1	2	0	0	2	3	0	0	0	2.5	3	2.5	3	3	1	2.5	2	19.5	1	2	0
Hartshead	Batley and Spen	328±	±	±	±	±	±	0	0	0	0	1	0	0	0	0	0	0	0	3	3	2.5	3	1	1	1.5	0.75	15.75	0	1	0
Heckmondwike	Batley and Spen	23940	62.01	2.4	79.6	6.01	89.6	0	1	0	2	7	2	0	4	15	3	1	0	3	3	3	3	2.5	2.5	2.5	2	21.5	1	5	0
Oakenshaw	Batley and Spen	723	69.6	1.1	86.5	2.95	87.5	0	0	0	1	0	0	0	0	0	0	0	0	3	3	1	3	1	1	3	1	16	1	0	0
Roberttown	Batley and Spen	2551	66.92	1	79.8	4.84	94.4	0	0	0	1	1	0	0	0	0	0	0	0	3	3	3	3	3	1	3	1	20	0	2	0
Scholes (Cleck)	Batley and Spen	3150	62.07	2.7	81.3	5.04	86.8	0	0	0	1	1	0	0	0	0	0	0	0	3	3	3	3	2.5	1	3	2	20.5	0	3	0
Dewsbury	Dewsbury and Mirfield	44157	55.93	3.5	79.6	6.32	93.2	1	0	0	7	15	3	0	14	36	3	1	1	3	3	1.5	2	3	2	2.5	3	20	4	11	8
Mirfield	Dewsbury and Mirfield	18075	62.67	1.4	80.3	5.43	93.8	0	0	1	4	5	2	0	1	6	2	1	0	1.5	3	2.5	3	2.5	1	3	3	19.5	1	6	6
Ravensthorpe	Dewsbury and Mirfield	7089	45.7	4.5	80.5	5.79	88.4	0	0	1	0	2	0	0	2	5	1	1	0	2.5	2.5	1.5	2.5	2.5	1	2.5	3	18	1	4	2
Thornhill	Dewsbury and Mirfield	6781	58.12	3.4	78.9	6.45	94	0	0	0	2	2	1	0	2	8	1	0	0	3	3	3	1	3	1	3	1	18	1	0	0
Upper Hopton	Dewsbury and Mirfield	744	68.31	1.2	84.1	4.14	93.8	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	3	1	3	3	15	0	1	0
Armitage Bridge	Huddersfield	171±	±	±	±	±	±	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	3	3	1	3	2.5	18.5	1	2	0
HUDDERSFIELD (INCLUDING GOLCAR)	Huddersfield	139263	56.57	3.3	79.8	6.17	92.3	1	0	5	26	36	8	2	31	112	23	7	4	2.5	3	2.5	2.5	3	2	3	2.5	21	11	42	16
Kirkheaton	Huddersfield	3622	66.56	1.3	80.4	5.38	87	0	0	0	1	1	0	0	1	5	1	1	0	1	3	1	1	3	1	3	2	15	1	0	0
Lepton	Huddersfield	3902	64.08	1	83.6	3.9	90	0	0	0	1	2	0	0	1	5	1	0	0	2.5	3	2	2.5	3	1	3	2.5	19.5	0	4	0
Netherton	Huddersfield	3437	62.56	2	80.2	5.51	97.1	0	0	0	1	2	0	0	1	4	0	0	0	1	3	1	3	3	1	3	1.5	16.5	1	2	0
Clayton West/Scissett	Kirklees Rural	4118	68.32	0.8	83	4.81	88.1	0	0	0	1	3	0	0	1	3	1	0	1	3	3	3	3	3	1	3	3	22	0	4	0
Denby Dale	Kirklees Rural	2954	65.63	0.7	84.8	3.38	91.9	0	0	1	0	1	0	0	1	6	0	1	0	3	3	2.5	3	3	2	3	3	22.5	0	3	2
Emley	Kirklees Rural	1481	61.31	0.5	82.5	5.1	95.5	0	0	0	0	1	0	0	1	4	0	0	0	3	3	1	1	3	1	3	3	18	0	1	0
Farnley Tyas	Kirklees Rural	433±	±	±	±	±	±	0	0	0	0	1	0	0	0	0	0	0	0	0.25	3	3	1.5	2.5	1	1	3	15.25	0	1	0
Flockton	Kirklees Rural	1343	69.99	0.9	86	4.08	100	0	0	0	0	1	0	0	1	4	0	0	0	2	3	1.5	1	3	1	3	0.5	15	0	2	0
Grange Moor	Kirklees Rural	856	64.77	1.3	82.9	5.24	93	0	0	0	0	1	0	0	0	0	0	0	0	1	3	1	1	3	1	3	1	14	0	2	0
Hade Edge	Kirklees Rural	440±	±	±	±	±	±	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	1	1	0	1	1	8	0	0	0
Hepworth	Kirklees Rural	634	71.07	0.9	88	2.94	91.7	0	0	0	0	1	0	0	0	0	0	0	0	0	3	2	1	1	0	2	1	10	0	1	0
Holmbridge	Kirklees Rural	1198	68.83	1.2	85.7	3.7	93.9	0	0	0	0	1	0	0	0	0	0	0	0	0	3	2	1	1	0.25	1	1.5	9.75	0	1	0
Holmfirth	Kirklees Rural	6160	67.18	1.1	85	4	91.4	0	1	0	0	2	0	1	2	17	2	1	1	0.5	3	3	1	3	1	2.5	3	17	0	6	0
Honley/Brockholes	Kirklees Rural	7362	65.31	1.1	82	4.91	86.6	0	0	1	1	3	1	0	1	7	1	1	0	1	3	3	3	3	1	3	3	20	0	5	2
Kirkburton/Highburton	Kirklees Rural	4013	67.32	1	84.5	3.6	88.9	0	0	1	0	3	0	0	1	5	1	1	0	3	3	3	3	3	1	3	3	22	0	4	0
Linthwaite	Kirklees Rural	3572	69.98	1.2	83	4.61	93.7	0	0	0	1	2	1	0	0	0	1	0	0	0.75	3	3	3	3	1	3	3	19.75	1	1	0
Lower Cumberworth	Kirklees Rural	363±	±	±	±	±	±	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	1	3	3	22	0	2	0

Settlement appraisal data

Settlement	Sub-Area	Population±	% Economically Active (16-74)±	% Unemployed±	% Health classed as "good-very good"±	% Health classed as "bad-very bad"±	% School Leavers in Further Education±	Principal town centres	Town Centres	District Centres	Local Centres	Primary school	Secondary school	Hospitals	GP surgeries	No of GPs	NHS Dentist practices	Libraries†	Indoor leisure facilities (KAL)	Employment Accessibility Score	Primary School Accessibility Score	Secondary School Accessibility Score	Further Education Accessibility Score	GP Accessibility Score	Hospital Accessibility Score	Local Centre Accessibility Score	Town Centre Accessibility Score	Total Accessibility Score:	Frequent bus services (every 15 mins or more frequent)**	Buses routes at frequency of >15 mins <1 hour	Trains per hour (all directions)
Marsden	Kirklees Rural	3719	66.26	1.3	79.6	5.95	100	0	0	1	0	2	0	0	1	3	0	1	0	0.5	3	1	1	3	1	2.5	3	15	1	0	2
Meltham	Kirklees Rural	7738	65.63	1.4	81.4	4.71	90.8	0	0	1	0	2	0	0	2	10	1	1	0	0.75	3	2	2	3	1	2	3	16.75	1	5	0
Netherthong	Kirklees Rural	3437	62.56	2	80.2	5.51	97.1	0	0	0	0	1	0	0	0	0	0	0	0	0.75	2	1.5	1.5	3	0.25	0.75	1.5	11.25	0	1	0
New Mill	Kirklees Rural	1803	65.18	1	85.8	3.9	94.6	0	0	0	1	2	0	0	0	0	0	0	0	1	3	3	1.5	2	1	3	3	17.5	0	3	0
Outlane	Kirklees Rural	496±		±	±	±	±	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	3	3	3	3	1.5	20.5	0	2	0
Scapegoat Hill	Kirklees Rural	494±		±	±	±	±	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0.5	2	3	1	3	1	13.5	0	1	0
Scholes (Hfrth)	Kirklees Rural	1527	68.13	1.2	85.7	3.72	91.9	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	1	1	0	3	1.5	10.5	0	1	0
Shelley	Kirklees Rural	2737	71.72	0.4	87.1	2.93	93.4	0	0	0	0	1	0	0	0	0	0	0	0	2	3	1.5	1.5	1.5	1	3	1.25	14.75	0	1	0
Shepley	Kirklees Rural	2291	65.45	1	85.5	3.12	91.7	0	0	0	1	1	0	0	1	3	1	1	0	1.5	3	2.5	2.5	3	1	3	1	17.5	0	1	2
Skelmanthorpe	Kirklees Rural	4407	63.64	1.3	83.1	4.43	84	0	0	1	0	2	1	0	1	6	1	1	0	3	3	3	3	3	1	3	3	22	0	3	0
Slaithwaite	Kirklees Rural	4512	67.54	2.5	81.5	5.17	91.7	0	0	1	0	2	0	0	2	10	0	1	1	0.75	3	3	2	3	1	3	3	18.75	1	2	2
Stocks Moor	Kirklees Rural	438±		±	±	±	±	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1.5	1	1	1	1	12.5	0	0	2
Thongsbridge	Kirklees Rural	1317	64.23	0.6	84.8	4.35	88.8	0	0	0	0	0	1	0	0	0	0	0	0	0.75	3	3	1.5	3	1	3	2.5	17.75	0	2	0
Thurstonland	Kirklees Rural	394±		±	±	±	±	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	1	1	1	3	3	15	0	1	0
Upper Cumberworth	Kirklees Rural	699	68.49	0.1	85.9	2.96	91.2	0	0	0	0	1	0	0	0	0	0	0	0	2	3	2	3	3	1	3	2	19	0	2	0
Upper Denby	Kirklees Rural	544	70.04	0.5	86	3.02	84.2	0	0	0	0	1	0	0	0	0	0	0	0	0.25	1.25	0.75	0.75	2.25	0	2.25	2.25	9.75	0	0	0
Upperthong	Kirklees Rural	953	66.52	0.9	84.7	3.8	93.9	0	0	0	0	0	0	0	0	0	0	0	0	0	2.5	2	1	2	0.5	0.5	1.5	10	0	1	0
Wellhouse	Kirklees Rural	164±		±	±	±	±	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	3	3	1	3	3	17	0	1	0

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

**WY Metro leaflets

† Includes Denby Dale library - scheduled to open Autumn 2016

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

APPENDIX D: Overwashed Settlements in the Green Belt

Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Bolster Moor	Clough Head J and I school	Playgroup			Pub
	Bolster Moor farm shop	Church			Café/tea room
	Bus service 303/304: 1 per hour to Huddersfield to 7pm	Recreation ground with play area			
<p>Bolster Moor has all three of the primary assets necessary to serve sustainable new development. However, there is no older core around which the village grew as historically it comprised sporadic cottages associated with the woollen industry and to serve local mills. The open space between properties on Slades Road, Drummer Lane and Bolstermoor Road contributes to the open nature of the settlement. There are 4 listed buildings and a small number of protected trees but it is not considered that development could be accommodated at Bolster moor without significant harm to environment assets or open nature of the settlement.</p>					
Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Birds Edge	Birds Edge First School	Church and church hall	Bus route no. 83. 7 per day towards Huddersfield.	Sovereign garage 1.1km (0.7miles)	None
		Village hall	Dedicated bus to Scissett Middle		

		Recreation ground	School		
<p>There is a grouping of services comprising the school, church, village hall and recreation ground clustered along Birds Edge Lane but this is not a traditional village core and is located adjacent to a modern post 1960s housing development on Springfield Drive and Highfield Avenue. The more traditional core is located to the north around the junction of Penistone Road with Park Head Lane. While now addressable as Birds Edge it appears that historically it was a separate settlement known as Park Head. Two former pubs, the Cross Pipes and the Crown, both situated at this junction have now closed and have been converted to residential use. The former Crown Inn is a listed building. The bus service along Penistone Road is not frequent and the shop is considered to be beyond a reasonable walking distance. Bird’s Edge has 2 listed buildings, including the listed mill, but it is considered that development could be accommodated without significant harm to heritage assets. There is some limited opportunity for infill at Park Head and Park Lane. Development between Park Head and Birds Edge Lane would result in ribbon development along Penistone Road unless more extensive settlement extension was considered extending to the west. In this case further consideration of potential impact on protected trees would be required. The field between the listed mill and Birds Edge Mews east of Penistone Road could form a larger settlement extension.</p>					
Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Helme	Helme J and I school	Church	Bus service: 388 hourly service between Meltham and HRI to 5pm and 389 Between Meltham and Slaithwaite (infrequent).	Morrison’s Meltham	Riding school
<p>Helme is a conservation area and contains 3 listed buildings. There are significant areas of protected trees in the grounds of Helme Hall. The traditional core appears to be at the Slades Road/footpath junction but this is within the conservation area and is already tightly</p>					

developed. There is more modern ribbon development along Slades Lane. There are open areas around the church and south of the school but these are considered to contribute significantly to the open character of the conservation area. Development pressure here would be in conflict with designated heritage assets. There are no through buses to Huddersfield, no footways on Slades Lane where it passes through Helme and the road through Helme is narrow with poor forward visibility.

There are no other overwashed settlements in Kirklees that contain a school.

Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Blackmoorfoot	Hourly bus service 393 to Huddersfield, up to 5pm. Special to Marsden station	None		Linthwaite	Pub

Blackmoorfoot is considered to constitute a strip of modern ribbon development along Blackmoorfoot Road that does not display any of the characteristics associated with a village. The original grouping of cottages was around the Travellers Rest at the junction of Black Lane with Blackmoorfoot Road, Upper Clough Road and Gilroyd Lane, but that pub has now gone. There is a long strip of protected trees on the south side of Blackmoorfoot Road.

Settlement	Primary Asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Jackson Bridge	None.	Working Men's Club	H7- 2 buses per day to Holmfirth. Special buses. 310 to Huddersfield. (313, K11 and X13?)	Scholes	Private Bowling Club
					Red Lion Inn
		Cemetery			White Horse Inn

Jackson Bridge constitutes a huddle of older properties at the junction of East Street with Scholes Road. There are a large number of listed dwellings the majority of which are former weaver's cottages. The more modern 60s development is to the east along South View. The church and Sunday School no longer exist. It is characterised by a very tight knit cluster of older properties along the valley bottom either side of Raikes Dike, with steep slopes forming the backdrop. Raikes Dike is subject to flooding constraints. There are just a couple

of undeveloped plots either side of East Street that could be developed without compromising the character of the older part of the settlement. The more modern ribbon development should not be reinforced. Development along Hepworth Road would risk merging Hepworth with Jackson Bridge contrary to the purposes of including land in the green belt. Jackson Bridge has none of the primary services required to facilitate sustainable patterns of development and is not therefore considered to be a settlement where new development should be encouraged.

Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Wilshaw	335 hourly service to Meltham and Holmfirth up to 5pm.	Village hall		Morrison's Meltham	None
		Church			
		Recreation area and playground			

There are a significant number of listed buildings in Wilshaw which is also a conservation area designated partly for its connection to architect John Kirk. It is significant for its open character, there are large areas of protected trees and no historic core. More modern development constitutes ribbon development along Wilshaw Road which should not be reinforced. Any other development would significantly impact on the open character of the conservation area and would therefore seriously harm designated heritage assets.

Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Totties	None.	None	On route of H1/H2 (4 buses per day to Holmfirth) but there are no bus stops in Totties.	New Mill	Coffee shop x2
					Restaurant
					Garden centre/nursery x2

Totties is a conservation area which contains a significant number of listed buildings, including a grade II* listed 17th century house. The traditional core is characterised by very tightly knit development and the only remaining open areas contribute significantly to the setting of the conservation area. The only available development land outside the conservation area that would not significantly extend

the developed form of the village would be the rear gardens of the modern ribbon development that sprawls down the north side of Greenhill Bank Road, which would represent an undesirable development form. There are no services or facilities in Totties and it does not have access to a bus service. It is not therefore considered to be a sustainable location for infill development.

Settlements	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
South Crosland	None	Church	354, 355. 2 hourly bus service to Huddersfield up to 5pm. Frequent bus service available on Huddersfield Road, a walk of 800m (0.5miles).	Netherton	None

South Crosland is a conservation area and contains a large number of listed buildings. It is characterised by frontage development along Midway, with more modern development spilling down Church Lane towards Netherton. The closely built frontage along Midway presents few opportunities for infill development and any development could impact on the character of the conservation area to the detriment of designated heritage assets. Any reinforcement of the ribbon development on Church Lane would reinforce the sense of merger with Netherton contrary to the purpose of including land in the green belt. The former pub has now been converted to residential use and there are no other services or facilities available. The field pattern does not present any opportunity for settlement extension without a major intrusion into open countryside.

Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Drub	None	Recreation ground and playground Working Men's Club	There is no bus route along Drub Lane. The nearest bus route is on Whitechapel Road West a walk of 0.5mile. 256/259	Cleckheaton/Gomersal	None

			hourly service to Bradford, up to 5pm.		
<p>Drub has a history of previous approvals for infill development. It is not a conservation area and there are no listed buildings or protected trees. The pattern of development is one of ribbon development either side of Drub Lane. Where houses are set back from the frontage their front gardens contribute to the open character of the settlement. There are small fields behind properties on either side of Drub Lane that could form minor settlement extensions without impacting on openness, but as there is no bus and no services Drub is not considered to constitute a sustainable location where new development should be encouraged.</p>					
Settlements	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Briestfield	None	None (village hall is now closed)	Hourly service between Wakefield and Dewsbury and hourly service to Huddersfield available in Grange Moor 1 mile away.	Grange Moor	Pub Livery stables
<p>Briestfield appears to be agricultural settlement that has grown up around the junction of Briestfield Road and Back Lane with a pub at the centre, which is still there. It has little modern ribbon development and therefore retains more of a traditional village characteristic. On the north side of the road open areas in the centre associated with the pub car park, track to the horse exercising area and large front garden contribute to an open character and should be retained, but there are a two small plots with road frontages that could be developed without detriment to the purposes of including land in the green belt, namely the plots opposite and north of the pub. Briestfield is not a conservation area, there is 1 listed building and no protected trees. New development could be accommodated without prejudicing designated heritage or environmental assets. However, as there is no bus and no services Briestfield is not considered to constitute a sustainable location where new development should be encouraged.</p>					
Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Lane Head Shepley	Major bus routes along Holmfirth	None			Pub

	Road and Lane Head Road. At least an hourly service to 6pm.				
	Local Co-op at Sovereign garage				
<p>There is a small triangle of land enclosed by Lane Head Road, Holmfirth Road and Cross Lane. A small amount of housing development was accommodated in this parcel of land, which presumably housed workers from the local quarries. Infill development has previously been allowed in this location, as well as a small development south of the garage. There is also a significant amount of new industrial development at Sovereign Industrial Estate, on the south side of Holmfirth Road at Appleton Works and buildings associated with the quarrying industry. Although it is located on a frequent bus route and there is a shop in the garage, this is not a village and has no community facilities and is not therefore a location where new housing development should be encouraged.</p>					
Settlements	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Whitley Lower	Shop (The Old Post Office)	Park and children’s play area			Pub
	128/130 hourly bus service along Whitley Road between Wakefield and Dewsbury to 6pm.	Church Community Centre			
<p>Whitley Lower traditionally largely occupied the junction of Whitley Lane with Scopsley Lane. The chapel on Scopsley Lane has gone but there is a listed church and community centre to the south on Howroyd Lane. The more modern housing estate east of Scopsley Lane is a post 60s development on the site of former allotments. Whitley Lower demonstrates many of the characteristics of a village, has a frequent bus service, a shop and community facilities. However there are virtually no opportunities for infill within the existing</p>					

settlement form. If new development were to be permitted it would need to be as a settlement extension. This could be only be accommodated between Whitley Road and properties on Howroyd Lane. East of Howroyd Lane any development may begin to impact on protected trees. The field pattern in this location means that any settlement extension would be large in relation to the existing size of the village and would therefore impact on openness to the detriment of the purposes of including land in the green belt.

Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Lepton Thorn	None	None	3 buses per day towards Huddersfield. There is a frequent service on Wakefield Road 0.5km (0.3 miles) to the south.	Lepton.	None

Thornes Farm is an 18th century listed farmhouse and barn on Knotty Lane form which it is likely that the settlement got its name. The grouping of residential properties along Town End Lane comprises the old settlements of Town End, Lepton Bottom and Lepton Thorn. There is now a line of 1960s ribbon development connecting Town Head with Lepton Bottom and more 1960s development fronting Botany Lane. Originally these may have been traditional agricultural settlements which have recently been joined by ribbon development. There is no village core, no services and no bus. This is not considered to be a sustainable location for new residential development, despite a history of previous infill approvals.

Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Hall Bower	None	Working Men’s Club	2 hourly service to Huddersfield along Hall Bower Lane to 5pm.	Newsome	Cricket and sports clubs

Hall Bower is a largely 19th century grouping of former weaver cottages, most of which are grade II listed, along with some more modern development. There is a line of 1950s ribbon development on the south side of Hall Bower Lane. Hall Bower offers no opportunity for infill which would not either constitute a major settlement extension or be detrimental to designated heritage assets.

Settlement	Primary asset	Secondary assets			
		Community facilities	Bus service (if not a primary asset)	Nearest shop (if not a primary asset)	Other services or facilities
Haigh House (Outlane)	Brosters Farm Shop	None	2 buses per day to Elland	Lindley or Salendine Nook. Farm shop at Blackley	None

Haigh House is a very small collection of properties located adjacent to the M62 motorway. Whilst Brosters Farm Shop is located to the north of some of the dwellings, it has been established around the farm enterprise, and serves a wider catchment area, which is not reliant on residents of Haigh House. Access to the site by public transport is poor, and no other primary or secondary assets are provided. Its location adjacent the M62 raises potential amenity issues in respect of noise and air quality, and two listed buildings are also located within the settlement adding further considerations. It is therefore considered that there are no appropriate opportunities for infill development within Haigh House.

Summary of Settlement Analysis

Settlement	Primary assets			Reason for not accepting the settlement as a suitable location for infill development			
	School	Shop	Frequent bus	Open nature or heritage assets	Lack of services	Ribbon development	Any other reason
Bolster Moor	•	•	•				Infill development at Bolster moor would lead to harm to heritage or environment assets. Infill development could cause significant harm to environment assets or open nature of the settlement.

Lane Head Shepley		•	•				Lane Head does not constitute a village. It has no older core and consists largely of modern industrial development and one small area of recent housing. It has no community facilities.
Whitley Lower		•	•				No opportunity to provide infill. Settlement extension only. NB – subject to confirmation about the shop.
Birds Edge	•						No opportunities exist for infill. The existing settlement pattern would result in a major expansion and would merge Park Head with Birds Edge.
Helme	•			•	•		
Blackmoorfoot			•			•	
Wilshaw			•	•	•		
Jackson Bridge				•	•		
Totties				•	•		
South Crosland				•			
Drub					•		
Briestfield					•		
Lepton Thorn					•	•	
Hall Bower				•	•	•	
Haigh House	•			•	•		

APPENDIX E: Sources

National Planning Policy Framework, Department for Communities and Local Government (2012)

Accessibility Statistics Guide, Department for Transport (2012)

ONS Population Estimates (2013)

Jobseekers Allowance claimants (monthly) (%) (March-2015 snapshot) Source is DWP/NOMIS

2011 census - Full-time education (%) (Year 11 pupils, November-2014 snapshot)

Kirklees Intelligence Observatory 2011 Census Key Statistics (KS404EW)

Accessibility Assessments Annex

Market Strength Assessment, GVA (2015)

Employment Technical Paper, (Nov 2016)

Housing Technical Paper, (Nov 2016)

Green Belt Review (Nov 2016)