



Kirklees Draft Local Plan

Technical Paper: Settlement Appraisal

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Part 1: Appraisal Methodology

1. INTRODUCTION

- 1.1. 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 District Committee area.
- 1.2. The Council, as part of the evidence base for the Local Plan, has provided a comprehensive analysis of the District Committee sub areas, taking a 'bottom-up' approach to place shaping.
- 1.3. 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.

2. POLICY BACKGROUND

- 2.1. 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).
- 2.2. 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.”*
- 2.3. 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.

3. METHODOLOGY FOR DEFINING SETTLEMENT BOUNDARIES

- 3.1. 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.
- 3.2. 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.
- 3.3. 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.
- 3.4. 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.

- 3.5. 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.
- 3.6. 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'
- 3.7. Local Plan allocation can therefore be attributed to the following categories:
 - Within Local Plan settlement
 - Adjoining Local Plan settlement
 - Detached from Local Plan settlement

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

4. ASSESSMENT OF OVERWASHED SETTLEMENTS IN THE GREEN BELT

- 4.1. 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.
- 4.2. 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.
- 4.3. 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.
- 4.4. The assessment of each settlement has focussed 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.
- 4.5. 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.

5. SETTLEMENT APPRAISAL METHODOLOGY

- 5.1. 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.
- 5.2. 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
- 5.3. This settlement appraisal includes an assessment of the following economic, social and environmental sustainability indicators per settlement:
- **Local Profile** – Population, Household income, Workplace 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.
 - **Local Services** – Education, Health, Retail and Leisure, Services, Community Facilities
 - **Environmental Factors** – Conservation Areas, Air Quality Management Area, Sites of Special Scientific Interest, Hazardous Sites
- 5.4. 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

- 5.5. 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.

- 5.6. 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. Demographic and socio-economic data was collated through various data sources highlighting some inconsistencies. 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.
- 5.7. 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

- 5.8. 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
 - Household Income
 - Workplace Population
 - % Economically Active
 - % Unemployed
 - % School Leavers in Further Education
 - % Health classed as “good”
 - % Health classed as “not good”
- 5.9. 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.
- 5.10. The local profile data allows comparison of the various indicators per settlement within each sub-area and identify key issues within the sub areas.

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

Accessibility

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

5.12. 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

5.13. 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.

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

Table 1: Accessibility Statistics Guide (Department for Transport, 2012)

5.14. 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.

5.15. For the purpose of this settlement appraisal, the threshold for accessing Local or Neighbourhood Centres has been lowered to 1-5 minutes. This is because if a journey was being undertaken on public transport a journey beyond 5 minutes to a local or neighbourhood centre is likely to result in the person continuing on to a district or town centre.

- 5.16. 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 in the Accessibility Assessment Annex.
- 5.17. 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.

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	1-5	2.0	6-15	1.0	16+	0.0

Table 2: Accessibility Thresholds

- 5.18. 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.
- 5.19. 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.

Local Services

5.20. 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
- Dentist
- Hospital
- Nursery School
- Primary School
- Secondary School
- Further Education
- Post Office
- Local Convenience Shop
- Local Comparison Shop
- Supermarket
- Local Market
- Theatre/Cinema
- Hairdresser
- Pubs/Restaurant
- Laundrette
- Financial Services
- Sports Ground
- Public Park
- Employment (B Use Classes)

Environmental Factors

5.21. The environment in which each settlement is situated is important to consider when assessing the location for new development. The following environmental factors were taken into consideration in this settlement appraisal:

- Conservation Areas
- Air Quality Management Areas (AQMAs)
- Sites of Special Scientific Interest (SSSI)
- Hazardous Sites

5.22. These criterion were also not scored as part of the assessment, rather they are used for a contextual and information basis only.

5.23. The results for each individual settlement are shown at Appendix C and provide the context for the following sub area analysis and how this contextual data has informed the Local Plan spatial strategy.

Part 2: Settlement Profiles and Site Allocation Analysis

6. Sub area Profiles

- 6.1.** The settlement appraisal matrices at Appendix C provide information which will allow the most sustainable settlements to be determined individually.
- 6.2.** 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.
- 6.3.** 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.
- 6.4.** The four sub areas within Kirklees are:
 - Huddersfield
 - Batley and Spen
 - Dewsbury and Mirfield
 - Kirklees Rural
- 6.5.** 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.
- 6.6.** The sub areas are represented spatially at Appendix A and should be read in conjunction with the settlement boundary map at Appendix B.

7. Huddersfield Sub Area

- 7.1.** 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.
- 7.2.** 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.
- 7.3.** 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.
- 7.4.** Table 3, below, shows settlements in Huddersfield Sub area. For more information on the relative sustainability of these settlements, 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.

HUDDERSFIELD	
Settlement Name	Sub Area
Armitage Bridge	Huddersfield
Huddersfield (including Golcar)	Huddersfield
Kirkheaton	Huddersfield
Lepton	Huddersfield
Netherton	Huddersfield

Table 3: Huddersfield

Key issues for Huddersfield Sub Area:

7.5. Strengths/opportunities for growth

- Frequent rail services across the north of England from Huddersfield station.
- Good access to the M62, particularly from the north.
- Priority in Kirklees Economic Strategy to revitalise Huddersfield town centre including enhanced independent retail, cultural and leisure offer; mixed use development of Waterfront Quarter and other key sites; and next generation digital connectivity
- 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; local centres generally offer good provision to meet local needs.
- Attractive buildings and spaces of historic and architectural interest.
- Many areas of the town have good access to green spaces and greenways present opportunities for walking and cycling.
- Strong and innovative manufacturing sector linked to educational establishments.
- Economic opportunities in creative sector linked to university, Kirklees College and media centre.
- Strong housing market in the north of Huddersfield.

7.6. 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.
- Shortfall of Grade A office accommodation and private sector service employers relative to other large towns

Role, Character and Function

- 7.7. Huddersfield is a large industrial town which saw significant expansion throughout the late 19th century due to the explosion 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 and represents the largest settlement in the District with a population of 139,263.
- 7.8. Huddersfield is characterised by long steep river valleys which constrains the suitability for further growth around much of the settlement. Topographical and

environmental constraints are evident to the majority of the east and west of the settlement with small pockets of flatter more accessible development areas to the north and south of the settlement. Work has been done to assess the Green Belt Edge around the Huddersfield settlement and further information is available in the Green Belt Review and Outcomes Report.

- 7.9. 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 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 towns existing historic assets. Huddersfield is recognised regionally as a shopping and commercial centre and forms a major component within the Leeds City Region.
- 7.10. 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.
- 7.11. It is recognised there are poor links from Huddersfield to the M1 motorway to the south and poor links from the south to the M62 motorway with high levels of congestion around the town centre and on these routes.
- 7.12. The accessibility rating from the settlement appraisal identifies Huddersfield as 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.
- 7.13. The local profile information identifies that Huddersfield has a workplace population of 65,000, therefore representing the highest levels of employment opportunities in the district. 56% of 16-74 year old are economically active which is below the Kirklees average of 75%. 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.

- 7.14. 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 56.5% economically active. 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. 63.16% of households in Huddersfield centre and the immediate surrounding area have no access to a car or van compared to just 15.6% of households in Holmfirth for example.²
- 7.15. From the local profile information, 6.17% of residents classed their health as “bad-very bad” which is above the Kirklees average of 5.76% and 9.07% of residents suffer a long term limiting illness compared to the Kirklees average of 8.45%. Ashbrow, Dalton, Crosland Moor and Netherton ward in particular have high incidences of respiratory illness, physical obesity, lack of physical activity and high levels of incidences of feelings of isolation.

Local Plan Spatial Strategy

- 7.16. The Local Plan supports levels of growth reflective of the needs and economic aspirations of this area.
- 7.17. Land at Cooper Bridge whilst not directly within Huddersfield District Committee 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.
- 7.18. 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.
- 7.19. It is recognised both within the council and in the broader employment market, 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 not only the growth aspirations of the indigenous businesses to Kirklees, but also help to secure significant inward investment opportunities. Currently Huddersfield Sub area as a whole has a very limited employment land

² Kirklees Intelligence Observatory 2011 Census Key Statistics (KS404EW)

portfolio that has historically served local needs and minor expansion opportunities. Sites such as Cooper Bridge, 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. If delivered Cooper Bridge is estimated to generate 2,600 jobs, which will be a boost to the Huddersfield and Batley/Spenningsdale Sub areas and address employment needs in these areas.

- 7.20. The 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 thriving business wishing to expand within the Kirklees district and therefore retain local jobs and economic output. The 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 District and Batley/Spenningsdale Sub area.
- 7.21. The employment strategy provides the Council with an opportunity to plan for new employment sites and mixed use development. Land at Lindley Moor located within the settlement boundary will continue to provide the 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 provide further information on demand throughout the District.
- 7.22. Sites brought forward nearer to the town centre for housing development have been accepted to encourage the low market demand in this area and also provide prime opportunities for brownfield development.
- 7.23. 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. 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.
- 7.24. 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.

- 7.25. Housing allocations in the Huddersfield area have been assessed independently in terms of health impacts and recommendations have been made for those allocations falling in the Ashbrow, Dalton, Crosland Moor and Netherton wards as to measures to help improve the health and well-being of residents.

8. Batley and Spen Sub Area

- 8.1. 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. Incomes vary across the area, generally being lower in Batley and higher in Birstall.
- 8.2. Table 4, below shows the settlements in Batley and Spen. For more information on the relative accessibility and sustainability of 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.

BATLEY AND SPEN	
Settlement Name	Sub Area
Batley	Batley and Spen
Birkenshaw	Batley and Spen
Birstall	Batley and Spen
Cleckheaton	Batley and Spen
East Bierley	Batley and Spen
Gomersal	Batley and Spen
Hartshead	Batley and Spen
Heckmondwike	Batley and Spen
Oakenshaw	Batley and Spen
Scholes (Cleckheaton)	Batley and Spen

Table 4: Batley and Spen

Key Issues for Batley and Spen sub area:

8.3. Strengths/opportunities for growth

- Good motorway links to M62.
- Greenway network encourages walking and cycling.
- Attractive buildings reflecting the area's industrial heritage and public spaces, particularly in Batley and Birstall.
- Attractive countryside between settlements, primarily in the Spen Valley.
- Town, district and local centres offer good range of local shopping facilities.
- Strong housing market area around Birstall, Gomersal and Cleckheaton.

- Good local employment opportunities in Batley, Birstall and Cleckheaton.
- Gentle slopes provide the opportunity to expand settlements.
- High quality green infrastructure offer.

8.4. Challenges to growth

- Traffic congestion on main routes.
- 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.
- Higher than average empty shops and offices in Batley town centre.
- Poor environmental quality in some areas reduces the potential for investment.
- Noise and air quality issues associated with motorway.
- Pockets of high unemployment, deprivation and poor health.

Role, Character and Function

- 8.5. Batley and Spenningsdale 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 Spenningsdale and Calder rivers. The valleys within Batley and Spenningsdale are wider and less steep distinguishing it from other areas of the district, this made the area a prime area for development.
- 8.6. 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.
- 8.7. 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 and Outcomes Report.
- 8.8. Batley and Spenningsdale has 11 settlements within it. These settlements within the district committee 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. 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.

- 8.9. 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 75%. This represents the second lowest level of economically active residents in Kirklees. Levels of unemployment at 3.4% is the highest in the Sub area and is comparable with Huddersfield. Batley also has high levels of residents with health classed as 'bad – very bad' at 6.74 % which represents the highest level in Kirklees.
- 8.10. 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 from Leeds, Bradford and Huddersfield.
- 8.11. Batley and Spen has good transport links to the M62 and neighbouring cities; Leeds and Bradford. There are public transport challenges within the district committee 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 District Committee Area.
- 8.12. 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.

Local Plan Spatial Strategy

- 8.13. The Local Plan supports the level of growth required for this Sub area.
- 8.14. As with the Huddersfield economic aspiration, 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 in the immediate area and within Batley and Spen itself will ensure low skilled workers have the opportunity to reach jobs and levels of congestion will be reduced. The existing Batley and Spen greenway and proposed routes along the core walking and cycling network will improve accessibility to the area and also indirectly have health benefits for local employees.
- 8.15. 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.
- 8.16. The employment strategy outlines the requirement for a large mixed use opportunity at Chidswell which will seek to facilitate the employment needs of the north east of

the Sub area and also reflects the high market demand for housing in this area due to its proximity to Leeds. This mixed use development will provide for potentially 2,400 jobs which will help to improve the low levels of economically active residents in this area, particularly in Batley.

- 8.17. 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.
- 8.18. In recognition of the high value and scarcity of open space within this Sub area due to the coalescence of urban areas, large area of open land has been retained as urban greenspace to the north west and north east of the District Committee Area. Narrow gaps within the Green Belt have been retained and prevented from further development so as to not undermine the role and function of the Green Belt.
- 8.19. 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.

9. Dewsbury and Mirfield Sub Area

- 9.1. 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.
- 9.2. Table 5, below shows the hierarchy of settlements in Dewsbury and Mirfield in relation to its ranking within Kirklees and the Sub Area. For more information on how this was achieved, please see the full Settlement Appraisal Matrix in Appendix A. The settlements are listed in alphabetical order and do not reflect any ranking of sustainability.

DEWSBURY AND MIRFIELD	
Settlement Name	Sub Area
Dewsbury	Dewsbury and Mirfield
Mirfield	Dewsbury and Mirfield
Ravensthorpe	Dewsbury and Mirfield
Thornhill	Dewsbury and Mirfield
Upper Hopton	Dewsbury and Mirfield

Table 5: Dewsbury and Mirfield

Key Issues for Dewsbury and Mirfield

9.3. Strengths/opportunities for growth

- Dewsbury has good rail links to Leeds and Manchester.
- 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.
- Generally good provision of local shopping.
- Attractive buildings and townscape in Dewsbury.

- Kirklees College potentially attracting investment.
- Established greenway network and Dewsbury Country Park.
- Brownfield opportunities from former industrial uses.
- Potential to enhance river and canal corridor to help attract investment.
- A growing young population with a history of enterprise and community networks.

9.4. Challenges to growth

- Traffic congestion on key routes.
- 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 environmental quality in some areas reduces potential for investment.
- Higher than average floorspace vacancy in Dewsbury Town Centre.
- Pockets of high unemployment, deprivation and poor health.
- The regeneration of Dewsbury as a place to live, work and invest.

Role, Character and Function

- 9.5. Dewsbury is the second largest town in the district, with a population of approximately 44,157 (2011 census). 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.
- 9.6. 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 at Chidswell, Shaw Cross, south east of Earlsheaton and south-west of Thornhill Lees is less constrained.
- 9.7. 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.
- 9.8. The town centre of Dewsbury 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. There are a large number of national multiple retailers in the Rishworth Retail Park to the south of the town centre, but the current connections offer poor opportunities for linked trips. Dewsbury's retail and leisure offer faces competition from Birstall Retail Park, the White Rose Centre and the centres of Huddersfield, Leeds and Wakefield. Dewsbury is however a visually attractive town centre, 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. Dewsbury's main food retail offer is met by supermarkets close to the Dewsbury ring road.

- 9.9. 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.
- 9.10. 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. 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.
- 9.11. 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.
- 9.12. Central Dewsbury, Dewsbury Moor, Ravensthorpe, Overthorpe at Thornhill and Chickenley are amongst the top 10% of the most deprived places nationally. Dewsbury has a higher level of unemployment than Huddersfield at 3.5% with only 55.9% of residents economically active. Ravensthorpe in particular is a challenge, this settlement has the highest level of unemployment in the District at 4.5% and just 45.7% economically active compared to the Kirklees average of 75%. Household incomes in Ravensthorpe are the lowest in the District at £24,206. The number of people describing their health as 'bad' or 'very bad' in the 2011 census is relatively high ranging from 5.76% in Mirfield, to 6.49% in Dewsbury East compared to the district average of 5.76%.

- 9.13. 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.
- 9.14. 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.
- 9.15. 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 District Committee area to enhance existing towpath and waterways and incorporate them into developments in the area to encourage sustainable travel.
- 9.16. Dewsbury Country Park lies to the west of Dewsbury around the Spen River near its confluence with the Calder. Crow Nest Park is a significant green infrastructure asset within Dewsbury. Dewsbury is connected to the Spen Valley, Bradford and Ossett by strategic walking and cycling links.

Local Plan Spatial Strategy

- 9.17. 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 town centre has increasing vacancy rates. However the town centre's historic fabric offers an attractive environment. Dewsbury's strategic road and rail links support opportunities to growth that can help meet the challenges facing Dewsbury.
- 9.18. Dewsbury East ward has been recognised as an 'assisted area' which allows businesses within this area to apply for grant assistance from Leeds City Region as a way of encouraging investment into the area.
- 9.19. 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.
- 9.20. 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 improve transport infrastructure by the provision of a new relief road, the relocation of the railway station, allowing more destinations to be served than at present and walking and cycling infrastructure focused on the river. 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.

- 9.21. 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 up to 2,000 new homes throughout the Plan period and in turn help to re-generate one of the most deprived areas in Kirklees.
- 9.22. 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.
- 9.23. 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.
- 9.24. 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, 2,400 jobs can be provided to help alleviate the high levels of unemployment and income deprivation in the Dewsbury area.

10. Kirklees Rural Sub Area

- 10.1. 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.
- 10.2. 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.
- 10.3. Table 6, below shows the settlements in Kirklees Rural. For more information on the relative accessibility and sustainability of the individual settlements, please see the full Settlement Appraisal Matrix in Appendix A. The settlements are listed in alphabetical order and do not reflect any ranking of sustainability.

KIRKLEES RURAL	
Settlement Name	Sub Area
Clayton West/Scissett	Kirklees Rural
Denby Dale	Kirklees Rural
Emley	Kirklees Rural
Farnley Tyas	Kirklees Rural
Flockton	Kirklees Rural
Grange Moor	Kirklees Rural
Hade Edge	Kirklees Rural
Hepworth	Kirklees Rural
Holmbridge	Kirklees Rural
Holmfirth	Kirklees Rural
Honley/Brockholes	Kirklees Rural
Kirkburton/Highburton	Kirklees Rural
Linthwaite	
Lower Cumberworth	Kirklees Rural
Marsden	Kirklees Rural
Meltham	Kirklees Rural
Netherthong	Kirklees Rural
New Mill	Kirklees Rural

Outlane	Kirklees Rural
Scapegoat Hill	Kirklees Rural
Scholes (Hfrth)	Kirklees Rural
Shelley	Kirklees Rural
Shepley	Kirklees Rural
Skelmanthorpe	Kirklees Rural
Stocksmoor	Kirklees Rural
Thongsbridge	Kirklees Rural
Thurstonland	Kirklees Rural
Upper Cumberworth	Kirklees Rural
Upper Denby	Kirklees Rural
Upperthong	Kirklees Rural
Wellhouse	Kirklees Rural

Table 6: Kirklees Rural

Key Issues for Kirklees Rural Sub Area

10.4. Strengths/opportunities for growth

- Generally high levels of income.
- Low unemployment.
- Canal and centres such as Holmfirth attract tourism.
- Rail links to Leeds, Huddersfield and Manchester from the Colne Valley and potential to improve frequency of services in parts of the Holme Valley and Dearne Valley.
- Dearne Valley has relatively good access to M1.
- Attractive landscape character.
- Market strength suggests brownfield opportunities are more viable.
- Gentle slopes in the east provides opportunity to expand settlements.

10.5. 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.
- Relatively poor motorway access from the Colne Valley and Holme Valley.
- Limited frequency of rail service.
- Few brownfield opportunities from industrial legacy.
- Loss of employment land to housing.

Role, Character and Function

- 10.6. Kirklees Rural is the largest of the Sub four district committee areas. Many of the towns grew as part of the cloth industry, but still remain individual with expanses of green belt separating them. The western side of Kirklees Rural District Committee

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.

- 10.7. 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 District Committee 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.
- 10.8. 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. Work has been done surrounding the green belt edge and further information can be found in the Green Belt Review and Outcomes document relating to these specific constraints for this area.
- 10.9. The opportunities for expansion in the Holme and Colne valleys that are constrained by these unique features are therefore limited.
- 10.10. 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.
- 10.11. 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.
- 10.12. The majority of south Kirklees settlements have been established along the valley corridors which are more self-contained. 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.
- 10.13. The settlements within Kirklees Rural have low levels of workplace population compared to other areas to the north of Kirklees reflecting the lack of local employment opportunities within this rural area and the tendency of residents to commute further to work.
- 10.14. Kirklees Rural is well connected with a number of A roads providing direct routes to Huddersfield within the Colne and Holme valley. Roads to the south of this area also provide direct access to the M1 motorway along the A636 and A637.


- 10.15. 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, tend to have poorer bus links to Huddersfield. Links to towns and cities outside of the district tend to be less frequent.
- 10.16. Generally, accessibility to local services and facilities are lower in Kirklees Rural compared to the other District Committee areas. This reflects more dispersed pattern of development the area and the large Green Belt separation between individual settlements.
- 10.17. 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 household income levels for this area are typically well above £40,000 per annum with a highest household income levels located in Hepworth and Hade Edge in the Holme Valley at over £50,000 per annum, compared to the district average of £33,251. The area has the highest levels of economically active 16-74 year olds in Kirklees as a whole and has the lowest levels of unemployment in the District with Slaithwaite representing the highest level at 2.5%.
- 10.18. 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 1.7% in Farnley Tyas to 5.9% in Marsden, in comparison to the Kirklees average of 5.76%.

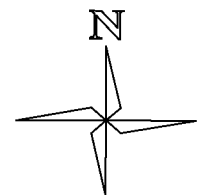
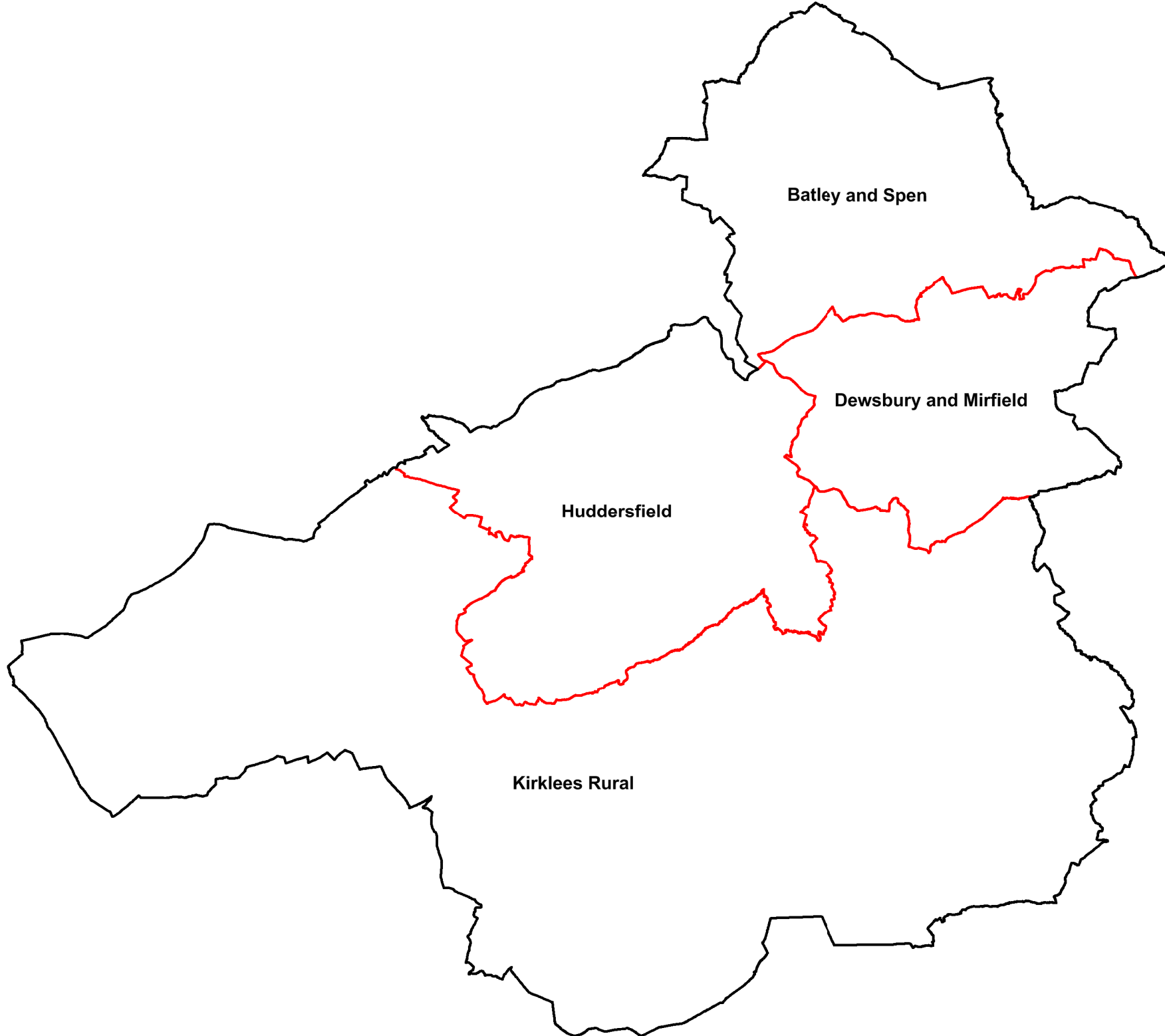
Local Plan Spatial Strategy

- 10.19. The Local Plan reflects the areas local needs and economic aspirations as well as taking into account the areas unique landscape.
- 10.20. 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 Committee Area 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 is located within easy access of Junction 39 of the M1.

- 10.21. 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.
- 10.22. 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. Just 6 settlements in Kirklees Rural sub rea have been assessed as appropriate for comparatively small releases of Green Belt land. This is in stark comparison to the other District Committee area to the north of Kirklees where topographical and landscape features are not as prevalent.

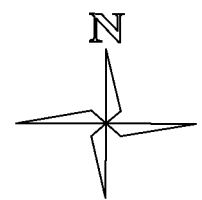
APPENDIX A: District Sub Areas

 District Committee
Boundary



APPENDIX B: Settlement Boundary Map

Settlement
Boundaries



APPENDIX C: Settlement Appraisal Matrices

Appendix C - BATLEY AND SPEN		Local Profile							Accessibility							Facilities within Settlement													Community Facilities			Environmental Factors												
Settlement Name	Population	Household Income	Workplace Population	% Economically Active (16-74)	% Unemployed	% Health classed as "good-very good"	% Health classed as "bad-very bad"	% School Leavers in Further Education	Employment	Primary School	Secondary School	Further Education	GP	Hospital	Local Centre	Town Centre	Total Accessibility Score:	GP	Dentist	Hospital	Primary School	Secondary School	Further Education	Post Office	Local Convenience Shops	Local Comparison Shops	Supermarket	Local Market	Theatre/Cinema	Personal e.g. hairdresser	Pubs/Restaurants	Laundrette	Financial Services	Fire Station	Police Station	Professional e.g. solicitors	Library	Community Centre	Public Park	Conservation Areas	AQMA	SSSI	Hazardous Sites	
Batley	34317	26119	12300	53.8	3.4	79.1	6.7	92.1	3	3	3	3	3	3	3	24	6	4	1	15	2	0	3	37	97	5	1	0	29	23	3	14	1	1	1	1	1	5	27	√	0	0	2	
Birkenshaw	6094	37317	1200	68.4	1.1	83.6	4.1	82.4	3	3	3	3	1	1.5	1.25	18.75	1	0	0	1	1	0	1	1	2	1	0	0	2	1	3	1	0	0	0	0	0	6	0	0	0	0		
Birstall	4118	39197	2600	68.3	0.8	83.0	4.8	88.1	3	3	1.5	3	3	1.5	1.5	3	19.5	3	2	0	4	1	0	1	8	17	1	1	0	15	5	2	5	0	0	0	1	1	13	√	0	0	0	
Cleckheaton	16110	32486	9400	64.5	2.7	80.7	5.3	91.6	3	3	1.75	1.75	3	1	3	3	19.5	4	3	0	5	1	0	2	3	22	2	2	0	28	15	1	19	1	0	6	1	3	15	0	0	0	4	
East Bierley	671	41599	800	67.2	0.9	84.1	4.8	93.8	3	3	3	3	1	1	1	18	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	√	0	0	0
Gomersal	6948	40796	3100	68.0	1.4	83.9	4.4	86.1	3	3	3	3	1	3	1.5	20.5	2	0	0	2	0	0	1	2	5	1	0	0	4	1	1	0	0	0	0	0	0	1	4	√	0	0	3	
Hartshead	328	43038	800	68.5	0.6	83.5	3.5	90	3	3	3	1	1	1.75	0.75	16.5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
Heckmondwike	23940	32024	7700	62.0	2.4	79.5	6	89.6	3	3	3	3	3	3	3	24	4	4	0	7	2	0	2	18	54	3	1	0	37	17	2	18	0	1	1	1	1	36	0	0	0	7		
Oakenshaw	723	39973	2000	69.6	1.1	86.5	3.0	87.5	3	3	1	3	1	1	3	1	16	0	0	0	0	0	0	2	5	0	0	0	0	0	0	1	1	0	1	0	1	0	1	1	0	0	0	4
Roberttown	2551	36714	1500	66.9	1	79.8	4.8	94.4	3	3	3	3	1	3	1	20	0	0	0	1	0	0	1	3	3	0	0	0	4	1	0	1	0	0	0	0	0	0	1	0	0	0	0	
Scholes (Cleck)	3150	33671	2500	62.1	2.7	81.3	5.0	86.8	3	3	3	3	1	3	1.5	20.5	0	0	0	1	0	0	0	3	2	0	0	0	4	1	0	1	0	0	0	0	0	0	3	0	0	0	0	

Appendix C - DEWSBURY AND MIRFIELD	Local Profile								Accessibility							Facilities within Settlement														Community Facilities			Environmental Factors														
	Population	Household Income	Workplace Population	% Economically Active (16-74)	% Unemployed	% Health classed as "good-very good"	% Health classed as "bad-very bad"	% School Leavers in Further Education	Employment	Primary School	Secondary School	Further Education	GP	Hospital	Local Centre	Town Centre	Total Accessibility Score:	GP	Dentist	Hospital	Nursery School	Primary School	Secondary School	Further Education	Post Office	Local Convenience Shops	Local Comparison Shops	Supermarket	Local Market	Theatre/Cinema	Personal e.g. hairdresser	Pubs/Restaurants	Laundrette	Financial Services	Fire Station	Police Station	Professional e.g. solicitors	Library	Community Centre	Public Park	Conservation Areas	AQMA	SSSI	Hazardous Sites			
Dewsbury	44157	27478	19500	55.9	3.5	79.5	6.3	93.2	3	3	1.5	1.5	3	1.25	3	3	19.25	14	4	1	1	15	3	1	6	43	142	6	4	2	48	18	0	45	1	1	10	2	5	42	✓	1	0	3			
Mirfield	18075	36981	5400	62.67	1.4	80.3	5.4	93.8	1.25	3	3	3	3	1	3	3	20.25	1	2	0	0	5	2	0	3	18	41	3	0	0	31	7	2	13	1	1	2	1	3	15	✓	1	0	3			
Ravensthorpe	7089	24206	5000	45.7	4.5	80.5	5.8	88.4	3	3	1.25	2	3	1	3	3	19.25	2	2	1	0	2	0	0	1	11	26	2	0	0	6	1	0	4	0	0	0	1	1	4	0	0	0	0			
Thornhill	6781	29802	1500	58.12	3.4	78.9	6.5	94	3	3	3	1	3	3	3	1	20	2	2	1	0	2	1	1	2	6	12	0	0	0	4	0	0	2	0	0	0	0	0	0	0	5	✓	0	0	0	
Upper Hopton	744	45363	200	68.31	1.2	84.1	4.1	93.8	1	3	0	1	3	1	3	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	✓	0	0	0

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. Dedicated bus to Scissett Middle	Sovereign garage 1.1km (0.7miles)	None
		Village hall			

		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
		Cemetery			Red Lion Inn
					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				

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.

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			

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

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 from 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)

Pharmaceutical Needs Assessment, NHS Kirklees (2011)

ONS Population Estimates (2013)

Mean Gross Household Income (£s) during 2014

Business register and employment survey 2013 – Numbers are rounded to the nearest 100 for data protection

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 2015)

Housing Technical Paper, (Nov 2015)

Green Belt Review and Outcomes Report (Nov 2015)