

**Matter 27 – Strategic employment allocations: Green Belt releases**

**Issue – Are the proposed strategic employment allocations justified, effective, deliverable and consistent with national policy?**

**E1832c – land north and west of the Three Nuns Pub and the former Cooper Bridge Waste Water Treatment Works, Leeds Road, Mirfield (162,187 m<sup>2</sup>)**

*Question f. Are other constraints such as highways, flood risk, landscaping, drainage and power lines suitably mitigated through Part 2 of the Plan?*

The Proposed Modifications to the Local Plan submission document includes the following for site E1832c:

“Additional mitigation on the wider highway network will be required. Development of this site has the potential for a significant impact on the Strategic Road Network. Measures will be required to reduce and mitigate that impact. The transport assessment will need to demonstrate that any committed schemes are sufficient to deal with the additional demand generated by the site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, development may need to contribute to additional schemes identified by Highways England and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes. If development is dependent upon construction of a committed scheme, then development will need to be phased to take place following scheme opening.”

Highways England would suggest that the above proposed modification for site E1832c identifies that additional mitigation on the wider highway network will be required. We would therefore reiterate our support for this proposed modification.

*Question h. Is the proposal viable and deliverable? What are the anticipated timescales for delivery? Are there phasing implications arising from impacts on the strategic road network and funding availability?*

In terms of deliverability and timescales, Highways England would suggest that the council is best placed to confirm this.

In terms of phasing implications, the Proposed Modifications to the Local Plan submission document includes the following for site E1832c:

“Additional mitigation on the wider highway network will be required. Development of this site has the potential for a significant impact on the Strategic Road Network. Measures will be required to reduce and mitigate that impact. The transport assessment will need to demonstrate that any committed schemes are sufficient to deal with the additional demand generated by the site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, development may need to contribute to additional schemes identified by Highways England and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes. If development is dependent upon construction of a committed scheme, then development will need to be phased to take place following scheme opening.”

Highways England would suggest that the above proposed modification for site E1832c ensures that additional mitigation (i.e. the access and infrastructure requirements) will be

assessed when the site comes forward and the development phased accordingly. We would therefore reiterate our support for this proposed modification.