

Matter 27 – Strategic employment allocations: Green Belt releases

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

E1831 – land to the north and west of The Royds, Whitechapel Road, Cleckheaton (41,020sqm)

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

Highways England and Kirklees Council have agreed a Joint Position Statement on site E1831 (dated 18th January 2018). This is as follows:

Highways England considers E1831 to be sound, notwithstanding the postponement of the RIS Scheme at Junction 26 of the M62/M606 (Chain Bar), in view of the fact that:

1. E1831 is modelled by Highways England as generating a less than significant impact on the Strategic Road Network (including at Junction 26 of the M62/M606 - Chain Bar) at a predominant B2 or B8 mix of Use Classes.
2. Development of E1831 is therefore not considered to have the potential to generate a significant impact upon the strategic road network (including at Junction 26 of the M62/M606 – Chain Bar) at a predominant B2 or B8 mix of use classes.
3. Modification AD-MM4 is not necessary to make E1831 sound and should be withdrawn.
4. PLP 4 will enable the Council to seek contributions towards additional mitigation measures from applications upon allocations that do not in themselves generate a significant impact upon the strategic road network (but that may contribute towards cumulative impact).
5. Any infrastructure contributions secured through PLP 4 would need to be:
 - a. necessary to make the development acceptable in planning terms
 - b. directly related to the development; and
 - c. fairly and reasonably related in scale and kind to the development.
6. To ensure viability, the costs of any infrastructure contributions secured through PLP 4 should, when taking account of the normal cost of development and mitigation, provide competitive returns to a land owner/developer to enable development to be deliverable (in accordance with NPPF 173).

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?

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12. To ensure viability, the costs of any infrastructure contributions secured through PLP 4 should, when taking account of the normal cost of development and mitigation, provide competitive returns to a land owner/developer to enable development to be deliverable (in accordance with NPPF 173).