

KIRKLEES LOCAL PLAN EXAMINATION

STAGE FOUR HEARINGS

HEARING STATEMENT SUBMITTED BY

SPEN VALLEY CIVIC SOCIETY



**Re: MATTER 37: BATLEY AND SPEN HOUSING ALLOCATIONS
- GREEN BELT RELEASES**

**Site reference H69
Merchant Fields Hunsworth Cleckheaton**

Date of Submission: 21st January 2018

Issue: Are the proposed Green Belt release housing allocations in the Batley and Spen sub-area justified; effective; developable; deliverable; and consistent with national policy?

Response:

1. In general, Spen Valley Civic Society (SVCS) has some concerns about the deliverability of this allocation at site H69. It is a large site for 400 houses, which will generate considerable demands on the transport infrastructure. We note that Highways England identifies H69 as having the potential to cause problems for the M62 Junction 26 Chain Bar interchange, alongside the two strategic employment sites nearby [E1985(a) and E1831].
2. There is also a capacity problem with regards to schooling, in particular primary school education. There are no schools nearby and the existing primary schools have no capacity to meet the demands for school places that 400 homes (assuming they will all be family-size dwellings) will generate. We cannot find any documents in the Local Plan library to show how this education infrastructure issue will be resolved.
3. Turning to the specific question raised by the Inspector, as to whether sufficient detail is provided regarding constraints and mitigation measures, we feel that the plan has a detailed habitat assessment which should help to protect the flora and fauna of this area if implemented. We are concerned that having identified the existence of a priority habitat area, the allocation is only reduced in size by 0.28ha in order to afford protection to this part of the site. Such a small area will have no significant positive impact on the priority habitat: the green corridor should be wider.
4. With regards to the specific issue of phasing, SVCS considers that this site should be introduced towards the end of the Local Plan period, to enable mitigation to the strategic road network to be completed, when hopefully it will have the capacity to absorb the additional traffic generated by this large housing development.