



## Kirklees Local Plan Examination – Stage 1, Matter 4 Hearing Statement

For: Bradley Park Golf Club, Huddersfield  
SHF.1381.001. P.R.001



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Bradley Park Golf Club, Huddersfield

Stage 1, Matter 4 Hearing Statement

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# 1 MATTER 4 – HOUSING LAND SUPPLY AND DELIVERY

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**Issue-Is the identified overall housing requirement in the Plan (31,140 dwellings) justified, deliverable and consistent with national policy??**

- This Hearing Statement has been prepared by **Enzygo Environmental Planning Consultants** on the instructions of Bradley Park Golf Club. We have submitted representations on their behalf through the consultation process carried out by the Local Planning Authority and will be making site specific comments through the examination process.
- 1.1.1 For the purpose of this stage we focus on the issue of deliverability specifically in relation to Bradley Park Golf Club (H1747) but this would clearly impact on the overall ability of the Plan to deliver the housing needs of the district.
- 1.1.2 H1747 is land owned by the Council. As part of the process they have commissioned two independent Delivery Statement reports in March and September 2016. These reports analyse the constraints and benefits of the site and how, in conjunction with adjacent site H351, could deliver circa 2000 homes within the plan period.
- 1.1.3 There are a number of constraints to delivery that we consider have been over simplified. These are set out below.
- 1.1.4 Key constraints on the developable area of the Bradley site are the presence of a former landfill in the eastern section of the golf course, the ecological value of the ancient woodland to the north and the electricity pylons running through the site. Shallow mineworkings, noise associated with the nearby motorway, stability of the land and future access (dependent on off-site highways improvements) also present challenges to overcome. There are, however, technical solutions to these challenges, albeit that these could result in higher than usual abnormal development costs in the parts of the site affected. There are no critical ecology, landscape, topography, flood risk or drainage constraints.
- 1.1.5 **Offsite congestion at the signaled junction of Bradley Road and the A62 is a key transport constraint.** This is also the location of an Air Quality Management Area. Existing access points to the allocated land, with junction improvements, would enable around 750 dwellings to come forward at

Bradley. The delivery of around 2,000 homes is reliant on the implementation of the programmed Cooper Bridge Scheme (due for completion 2021) and strategic highway improvements which would facilitate the development of the Bradley site.

(March 2016 Delivery Statement)

1.1.4 The September 2016 Delivery Statement commented as follows: -

A series of technical assessments were undertaken during the first phase of the masterplanning exercise in order to gain an understanding of the physical and environmental features of the site, including its ecological value and role in the wider landscape, existing ground conditions and the local drainage regime. The purpose of these assessments was to identify any significant constraints and opportunities that would influence the way in which development could be brought forward. A summary of the technical assessments was included within the Phase 1 delivery report. The physical and environmental constraints of the site, which had the potential to influence the overall quantum of development that could be achieved were:

The presence of a former landfill area, covering approximately 6 ha in the eastern section of the site; the presence of 4 coal seams at a shallow depth, underlying the site and the extent of recorded and unrecorded mineworkings; the essential requirement for off-site highway improvements at Cooper Bridge and improvement to the wider highway network to relieve the pressure on Bradley Road, reduce congestion at the Cooper Bridge AQMA and facilitate the development of 2,000 homes (and the desirability of establishing a fourth western access point for the site); the position of electricity pylons running through the site both as a physical constraint and a source of noise pollution; the need to maintain an appropriate buffer between the M62 and residential development in order to create an acceptable noise climate; the retention of existing waterbodies and the potential need to provide compensatory habitat for existing wildlife in designated parts of the site.

1.1.5 We have highlighted the need for significant off- site highway works to be carried out before the majority of dwellings can be completed. The highway issues are not insignificant and rely on third parties and other agencies in order to be delivered. The above indicates that the Cooper Bridge improvements are scheduled to be completed in 2021. There is no indication of what other improvements are required on the wider highway network to relieve the pressure on Bradley Road or who is to fund these improvements. Bradley Road is a very busy road that is often affected by the impact of accidents on the nearby M62. Development of the scale proposed will add significantly to the existing congestion experienced. In our experience, there is always slippage on transport projects so no certainty that a 2021 date is achievable for the improvements at Cooper Bridge never mind the wider network.

1.1.6 Build rates are likely to be in the region of 25-30 units per annum. It is likely to be less if there are multiple house builders competing with each other in the market. The delivery

reports identifies this as a 10-15-year project. With delays in off-site highway works and on-site requirements such as Primary and Secondary schools, we think there will be even further delays in delivery that will go beyond the Plan period.

- 1.1.7 All of the above seriously questions the deliverability of this site in meeting the Council's housing needs.



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