

NOTE ON HEARING ACTIONS AND OUTSTANDING MATTERS

21st May 2018

COUNCIL RESPONSE

Action 101: Site SL2268 – Haughs Road, Quarmby

Inspector's request for:

Information to demonstrate that the site option has been fully explored (in the context of Green Belt releases nearby), including information relating to site feasibility work, transport assessment reports including modelling and design solutions, land ownership details and land assembly options. Information including the feasibility of smaller schemes on the site and the Councils long-term delivery plans for the site.

Council response:

As set out in EX67, the transport solutions for this site to wholly come forward are complex. The council reiterates the intention to delete the safeguarded land allocation and leave the land unallocated. The preferred transport solutions would require long term land assembly that cannot be achieved until beyond the plan period. The site is currently not available and is not actively being promoted by the Council and is therefore undeliverable and there is no reasonable prospect at this stage of the site being developable within the plan period. To allocate the site would not be justified or effective contrary to paras 47 and 182 of NPPF.

In terms of transport evidence and the feasibility of smaller scale options for the site, the location of the site, particularly in terms of its remoteness from the highway network and the size of this allocation means that to access this site, a large body of highways development management supporting evidence would be required. In essence this can be summarised as:

1. The provision of a suitable site access
2. The suitability of the localised road network to carry traffic generated from the development, both in terms of the highway/junction alignments and the current use of the network, in terms of on-street parking and base flows.
3. The capacity of the junctions of the localised highway network with main road network

To address these points, it is expected that the following information would need to be provided:

Evidence	Reason
Highways registry information in relation to the existing site boundary	To determine whether the access from the local highway network to the site can be formed within accepted geometric design standards
Highway topographical survey	
Trip generation evidence	To determine the number of extra vehicles that would be generated onto the network

Distribution and assignment calculations	To determine which routes the extra vehicles would use
Topographical surveys to determine the of width of the existing Local residential streets that would connect the site to the local highway network (Hayfield Avenue/Greenfield Avenue and Haughs Rd)	This is particularly important as the potential allocation is remote form the local highway network. Therefore journeys to and from the site require a particularly lengthy routing along a number of localised roads. Any assessment would need to ensure that the roads are capable of handling this extra traffic, not only in terms of the highway capacity, but more importantly from the perspective of road safety.
Parking survey to determine the levels of on-street parking on existing Local residential streets that would connect the site to the local highway network (Hayfield Avenue/Greenfield Avenue and Haughs Rd)	There is also one pinch point on the local residential street network, at Haughs Road. It may be that the majority of the length of Haughs Road is more suitable to carrying higher numbers of generated traffic from the potential allocation, but in order to determine this, any assessment would need to present road widths, parking surveys and potential mitigation measures.
Junction Capacity assessments of the junctions of Tanyard Road and Oaks road south with the A640 (New Hey Road)	To determine whether the junctions can accommodate the increase in vehicular movements
Road Safety Audit of the impact of the generated traffic and any improvements required to the local highway network, in particular on Haughs Road and the junctions with the A640 (New Hey Road)	The site is remote from the local highway network and journeys to and from the site require a particularly lengthy routing along a number of localised roads. The Local Highway Authority would need to be sure that this has been quantified and qualified and that suitable mitigation (if required) has been presented.

In the absence of this body of evidence, there is insufficient evidence to prove the suitability of this site for inclusion in the Local Plan as a housing allocation (in part or in whole).

Councils land ownership position:

During the council’s land asset review process it was recognised that this site is Provisional Open Land in the urban area in the Kirklees Unitary Development Plan. Consideration was given to whether the land should be brought forward for development at this point in time through the Local Plan or brought forward in the longer term, perhaps alongside other longer term development opportunities in the vicinity, including land to the north which is currently identified as urban green space and used as playing fields and owned by the adjoining Salendine Nook High School and Huddersfield New College. If appropriate, this would allow for a properly planned area for new development alongside any necessary consideration of highway and education infrastructure in the

area, rather than piecemeal development of smaller parcels of the council's owned land to the south-east. As these complex land assembly options were not progressed and the land associated with the school and college are in full use, at the time of preparing the Local Plan, the council determined that a safeguarded land option in the urban area would be the most suitable allocation allowing this land, and adjoining land, to be reviewed when the development plan is reviewed at a later date. [The council now acknowledges that this land does not meet the definition of safeguarded land as set out in the National Planning Policy Framework].

As this is the council's land ownership position the site does not currently form part of the council's land disposal options and there is no political or corporate mandate to do so. For these reasons the council has not carried out the technical work outlined above for transportation/highways or other associated detailed work such as masterplanning and other technical reports. Such evidence would also be needed to establish any predicted lead-in, phasing and build out information for this site (this site is not included in recent documentation provide to the Inspector in EX69 and EX75). The council notes the Inspector's position in relation to green belt release in this area, however the council reiterates its position regarding exceptional circumstance evidence provided for all other green belt release options and notes that other (non-green belt) sites in the very near vicinity of this site have been deleted from the plan as they are also not "available" (such as H789, land west of Tanyard Road, Salendine Nook, Huddersfield) with little justification other than landowner commitment.

The council reiterates the intention to delete the safeguarded land allocation and leave the land unallocated. There is no current intention to deliver housing on the site due to the reasons given above. The site is currently not available and is not actively being promoted by the Council and is therefore undeliverable and there is no reasonable prospect at this stage of the site being developable within the plan period. To allocate the site would not be justified or effective contrary to paras 47 and 182 of NPPF.