

Matter 26 – General approach in Part 2 of the Plan

Issue – Does Part 2 of the Local Plan set out an effective framework for the delivery of allocations and the protection of designation sites, which is robust and in line with national policy?

Question c. Are other site constraints and related mitigation measures clearly defined in Part 2 of the Plan? Is there sufficient detail to effectively guide development and make it clear what will be permitted?

Part 2 of the Plan, for some of the sites listed, states that site constraints need to be investigated and related mitigation measures identified when sites come forward.

In terms of sufficient detail to effectively guide development, we would refer to Department for Transport *Circular 02/2013* and Highways England guidance *The strategic road network planning for the future – a guide to working with Highways England on planning matters* states that development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the SRN, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed.

The guidance document also states that where sites will have a severe impact on the SRN, measures will be required to reduce and mitigate that impact.

At this stage, there is not yet sufficient detail to make it clear what will be permitted. It will not be possible to determine this until detailed assessments have been undertaken as part of the planning application process.

Question n. Are the proposed site allocation modifications relating to effects on the wider highway network necessary for reasons of soundness? (ADMM4, 5, 7, 11-20, 24, 26, 27, 29, 32, 33, 37-40, 48, 50, 53, 58, 61)

Highways England and Kirklees Council have agreed a Joint Position Statement on site E1831 (dated 18th January 2018), which states that modification AD-MM4 is not necessary to make site E1831 sound and should be withdrawn.

Notwithstanding the above, Highways England would reiterate our support for the remaining proposed modifications relating to effects on the wider highway network.