

**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 18<sup>th</sup> 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 Modification AD-MM4 is not necessary to make E1831 sound and should be withdrawn.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?*

Highways England and Kirklees Council have agreed a Joint Position Statement on site E1831 (dated 18<sup>th</sup> 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:

7. 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.
8. 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.
9. Modification AD-MM4 is not necessary to make E1831 sound and should be withdrawn.
10. 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).
11. 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.
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).