

Matter 30 – Huddersfield housing allocations: Green Belt releases

Issue – Are the proposed Green Belt release housing allocations in the Huddersfield Sub-Area justified, effective, developable/deliverable and in line with national policy?

Site H1747

Question c. What are the key access and transport infrastructure requirements/costs/associated with the proposed scheme? Are there any delivery issues or phasing implications? To what degree is development of later phases dependent on a connection to a new Bradley link road and/or access to new junction 24a of the M62?

The Proposed Modifications to the Local Plan submission document includes the following for site H1747:

“Additional mitigation on the wider highway network will be required. Development of this site has the potential for a significant impact on the Strategic Road Network. Measures will be required to reduce and mitigate that impact. The transport assessment will need to demonstrate that any committed schemes are sufficient to deal with the additional demand generated by the site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, development may need to contribute to additional schemes identified by Highways England and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes. If development is dependent upon construction of a committed scheme, then development will need to be phased to take place following scheme opening.”

Highways England would suggest that the above proposed modification for site H1747 identifies that additional mitigation on the wider highway network will be required. It also ensures that this additional mitigation (i.e. the access and infrastructure requirements) will be assessed when the site comes forward and the development phased accordingly. We would therefore reiterate our support for this proposed modification.

In terms of requirements for a connection to a new Bradley link road or access to a new junction 24a of the M62, this would need to be assessed, agreed with Highways England and funding and delivery mechanisms identified. If these particular schemes are not appropriate or feasible, the development will be required to identify and contribute to alternative mitigation schemes. Highways England will therefore continue to liaise with the council regarding the infrastructure requirements for these sites.

Question e. Does the Plan clearly specify the number of access points required and transport infrastructure requirements?

The Proposed Modifications to the Local Plan submission document includes the following for site H1747:

“Additional mitigation on the wider highway network will be required. Development of this site has the potential for a significant impact on the Strategic Road Network. Measures will be required to reduce and mitigate that impact. The transport assessment will need to demonstrate that any committed schemes are sufficient to deal with the additional demand generated by the site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, development

may need to contribute to additional schemes identified by Highways England and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes. If development is dependent upon construction of a committed scheme, then development will need to be phased to take place following scheme opening.”

Highways England would suggest that the above proposed modification for site H1747 ensures that the transport infrastructure requirements will be assessed when the site comes forward and development will be phased accordingly. We would therefore reiterate our support for this proposed modification.