

**Matter 34 – Dewsbury and Mirfield housing and mixed-use allocations: Green Belt releases**

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

**Site H559 – land to the east of Leeds Road, Chidswell (279 dwellings)**

*Question c. The housing trajectory indicates that 150 dwellings will come forward within five years, with the first units delivered in 2020/21. What preparatory work has been undertaken and when is a planning application anticipated? Are the estimated delivery timescales reasonable and justified? Are there phasing implications arising from impacts on the strategic road network?*

In terms of the preparatory work undertaken and when a planning application is anticipated, Highways England would suggest that the council is best placed to answer this.

In terms of the estimated delivery timescales and phasing implications, this site (at the quantum of development stated in the draft Allocations and Designations document) has the potential for a significant individual traffic impact on the strategic road network.

In relation to this, the Proposed Modifications to the Local Plan submission document includes the following for site H559:

“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 identifies that additional mitigation on the wider highway network will be required. It also ensures that this additional mitigation will be assessed when the site comes forward and the development phased accordingly. We would therefore reiterate our support for this proposed modification.