



**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 H2089 – land south of Ravensthorpe Road/Lees Hall Road, Dewsbury (2,310 dwellings within the Plan period, 1,690 dwellings beyond the Plan period)**

*Question c. Should the proposal clearly specify the number/location of access points required and highways/transport infrastructure requirements?*

In terms of the number/location of access points required, Highways England would suggest that the council is best placed to answer this.

In terms of the highways/transport infrastructure requirements, 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 H2089:

“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. Clarification 16 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.