

# Kirklees Local Plan Submission Documents SD4

## Proposed Modifications to the Local Plan



## **Kirklees Publication Draft Local Plan**

### **Tables of minor amendments and corrections**

Kirklees undertook consultation on its Publication Draft Local Plan between 7<sup>th</sup> November and 19<sup>th</sup> December 2016 as required by Regulation 19 of the Local Plan Regulations (2012). In reviewing the Publication Draft of the Local Plan and the consultation responses received, a number of minor errors have been identified in the text of the Plan, the tables, figures and the draft Policies Map that require correction. A number of other minor matters have also been identified that are considered to require minor changes, predominantly to provide clarification to the policy and supporting text as drafted. These minor corrections and changes are set out in the table below and are considered individually and cumulatively to be non-material changes to the Plan.

- **Table 1 Document Title: Kirklees Publication Draft Local Plan – Strategy and Policies (SP)**
- **Table 2: Document Title: Kirklees Publication Draft Local Plan – Allocations and designations (AD)**
- **Table 3: Document Title: Kirklees Publication Draft Local Plan – Policies Map (MP)**

#### **Key:**

Deleted text strikethrough and italics (*~~example~~*)

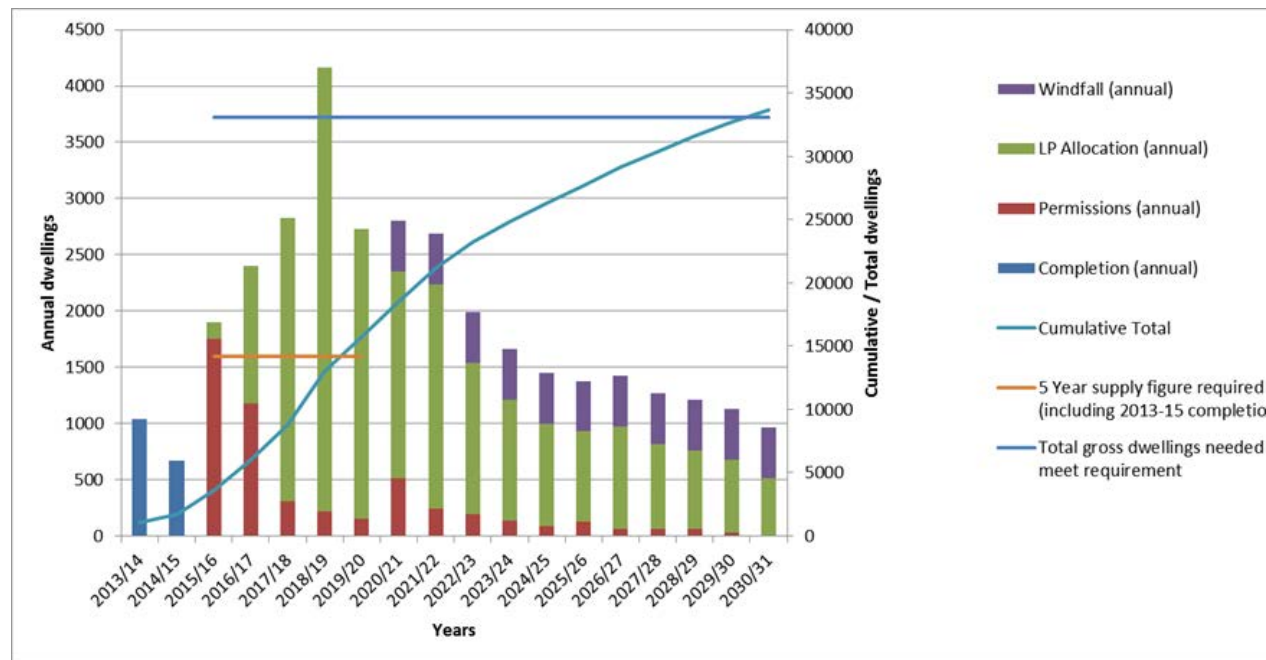
Inserted text underlined and italics (*example*)

**Table 1 Document Title: Kirklees Publication Draft Local Plan – Strategy and Policies**

Ref	Page	Para/table/box	Tracked change	Reason for change
SP-MM1	Page 17	Para 3.14	Delete text: <i>"Huddersfield and Kirklees Rural (Colne, Holme and Dearne Valleys) are more self-contained than north Kirklees – there is less out commuting and residents spend less in centres outside Kirklees. Huddersfield has a stronger asset base provided by Huddersfield University, several advanced manufacturing companies, growing creative industries and a relatively robust retail offer. In contrast....."</i>	Error
SP-MM2	Page 33	Place shaping – Kirklees Rural	13 <sup>th</sup> Bullet Delete and replace text: <i>"Holmfirth town centre and District centres at Denby Dale, Kirkburton, Marsden, Meltham, Milnsbridge, Skelmanthorpe and <del>Skelmanthorpe</del> Slaithwaite provide for day-to-day shopping needs, with other local centres"</i>	Error
SP-MM3	Page 37	Spatial development strategy box	Delete and insert text: <i>"About, (but not less than) 31,140 new dwellings between 2013 and 2031 (1730 new dwellings per annum). The council has assumed a windfall allowance; taken into account committed housing figures, and losses/demolitions when determining how much land is required from new housing allocations. This results in the need for about <del>21,324</del> <u>21,328</u> new dwellings from allocated land."</i>	Correction
SP-MM4	Page 43	Policy PLP5	Insert text: <i>".....Masterplans will be expected to achieve the following (proportionate to the scale of development), where the criteria set out below are feasible and appropriate:....."</i>	Clarification
SP-MM5	Page 43	Para 6.25	Insert text: <i>"Masterplans are normally prepared by developers to interpret planning policies and are often submitted as part of the pre-application process. The documents are frequently prepared in consultation with local communities and other organisations. A masterplan once endorsed by the council will be used as a guidance document to inform the consideration of future planning applications. <u>The council will normally require a masterplan to be submitted for developments which are to be developed in separate phases over a number of years, for multi-plot developments where there may be a multiple landowners and the it is important to co-ordinate the delivery of infrastructure and ensuring the place shaping principles and other policy requirements are met as set out in the plan, and for mixed use development to ensure that different land uses to be developed on a site are capable of being delivered.</u>"</i>	Clarification
SP-MM6	Page 48	Para 6.36	Delete text: <i>"Whilst the majority of local plan housing and employment allocations are therefore on greenfield sites, the council remains committed to a brownfield first approach as set out in the"</i>	Clarification

			<i>policy."</i>							
SP-MM7	Page 50	Para 7.8	Insert text: <i>"Based on this evidence, the Local Plan seeks to deliver approximately 23,000 jobs over the plan period from 2013-31 to meet the objectively assessed jobs need."</i>	Clarification						
SP-MM8	Page 64	Para 8.8	Delete and insert text: <i>"There have been <del>1,706</del> 1,702 (net) new homes built between 1st April 2013 and 31st March 2015 which have contributed towards meeting the Local Plan housing requirement....."</i>	Correction						
SP-MM9	Page 64	8.10	Delete and replace text: <i>"This may have <del>lead</del> led to an increase in delivery on windfall sites as particularly brownfield sites were developed in the absence of available greenfield capacity"</i>	Error						
SP-MM10	Page 65	Para 8.14	Delete and insert text: <i>"The Local Plan therefore needs to provide housing allocations to meet the requirement for <del>21,324</del> 21,328 new homes."</i>	Correction						
SP-MM11	Page 65 and 66	Table 5 – Meeting the housing requirement	Delete and insert text in table (see extract showing relevant part of table below): ..... <table border="1" data-bbox="645 671 1816 756"> <tr> <td><i>Net housing completions (2013/14 - 2014/15)</i></td> <td><i>New homes built in the first two years of the Local Plan period</i></td> <td><i><del>-1,706</del> -1,702</i></td> </tr> </table> ..... <table border="1" data-bbox="645 839 1816 924"> <tr> <td><i>Sub-total of land to be allocated in the Local Plan</i></td> <td><i>Total derived from above rows</i></td> <td><i><del>21,324</del> 21,328</i></td> </tr> </table>	<i>Net housing completions (2013/14 - 2014/15)</i>	<i>New homes built in the first two years of the Local Plan period</i>	<i><del>-1,706</del> -1,702</i>	<i>Sub-total of land to be allocated in the Local Plan</i>	<i>Total derived from above rows</i>	<i><del>21,324</del> 21,328</i>	Correction
<i>Net housing completions (2013/14 - 2014/15)</i>	<i>New homes built in the first two years of the Local Plan period</i>	<i><del>-1,706</del> -1,702</i>								
<i>Sub-total of land to be allocated in the Local Plan</i>	<i>Total derived from above rows</i>	<i><del>21,324</del> 21,328</i>								
SP-MM12	Page 66	8.17	Delete and insert text: <i>"The Local Plan sets out allocated sites for housing to meet the need for allocations (<del>21,324</del> 21,328). These sites have been selected based on a site allocations methodology. Of the land selected for allocations, there are 2,024 dwellings on these sites with planning permission so these are not included in the table above to avoid double counting."</i>	Correction						

SP-MM13	Page 67	Fig 7 housing trajectory	Delete existing figure and replace with revised figure to reflect changes in the phasing table	Correction
SP-MM14	Page 68	Policy PLP11	Delete text (Para 2): <i>"....For schemes of more than 10 dwellings or those of 0.4ha or greater in size, the housing mix should specifically reflect the proportions of households that require housing and achieve a mix of house size and tenure ...."</i>	Clarification
SP-MM15	Page 69	Policy PLP 11	Delete and insert text (Para 6): <i>".....Exceptionally, planning permission may be granted for affordable homes in small freestanding settlements on land which would not normally be permitted for housing development, where there is otherwise little prospect of meeting robustly evidenced local needs particularly for housing to rent by people who work locally. Where appropriate, such schemes must include arrangements for the homes to remain affordable in perpetuity."</i>	Clarification
SP-MM16	Page 69	Para 8.30	Delete text: <i>"The SHMA sets out household needs and examines the current range of housing stock. The policy allows the provision of sufficient homes and land to ensure that the needs of different</i>	Clarification



			<i>groups can be planned for, in accordance with national planning policy, including families with children, younger and older people, people with disabilities, service families, students and people wishing to build their own home. For schemes of more than 10 dwellings or those of 0.4ha or greater in size, the housing mix should specifically reflect the proportions of households that require housing and achieve a mix of house size and tenure as evidenced by information set out in the latest SHMA. For smaller schemes, a broad mix should still be achieved but specifically reflecting needs may be difficult due to the size of sites."</i>	
SP-MM17	Page 71	Para 8.41	Delete and insert text: " <del>In smaller freestanding settlements, well away from the larger urban areas,</del> <i>In exceptional circumstances it may be appropriate to accept schemes for affordable provision on land where development would not otherwise be permitted. The exceptional circumstances are where needs have been identified for people with jobs in those settlements, or with strong local connections, which have been difficult to satisfy through lack of development opportunities and may include starter homes. Such local need will need to be supported by robust evidence and may include parish assessments, settlement assessments or similar documents. It is anticipated that arrangements to secure affordability will normally be based on social rents as the principal tenure required to provide the best opportunities to satisfy needs and should, <u>where appropriate</u>, show that the homes will remain affordable in perpetuity."</i>	Clarification
SP-MM18	Page 100	Para 10.38	Delete and replace text: " <i>The initial results of modelling undertaken as part of the Highways England West Yorkshire Infrastructure Study (WYIS) indicate that capacity improvement measures additional to the schemes included in the RIS will be needed to cater for demand generated by development in Kirklees and neighbouring districts during the period to 2030. <del>The draft version of the</del> WYIS was completed in November 2015 and has been considered by Highways England. <u>WYIS schemes and funding are currently not committed.</u>"</i>	Clarification
SP-MM19	Page 100	Para 10.41	Delete list of schemes: <i>"Needed by 2022:</i> <ul style="list-style-type: none"> <li>• <del>M1 junction 40: Widen local road network approaches and small improvements to the junction circulatory.</del></li> <li>• <del>M62 junction 24: Three lanes approach from M62 westbound off slip on A629 provides improved stacking capacity.</del></li> <li>• <del>M62 junction 25: Signalisation (in conjunction with the Kirklees Cooper Bridge scheme) to maintain the level of circulatory operation in the context of increased traffic flows</del></li> <li>• <del>M62 junction 27: Widen slip roads on west side of junction on approach to the junction to give benefits through improved stacking capacity.</del></li> </ul>	Clarification

			<ul style="list-style-type: none"> <li>• <i>M62 junction 27: Scheme of capacity improvements to the northern dumbbell roundabout”</i></li> </ul> <p>Replace with list of schemes:</p> <ul style="list-style-type: none"> <li>• <i>“M1 junction 39: Capacity enhancements including signalisation.</i></li> <li>• <i>M1 junction 40: Increased capacity on the local road network approaches.</i></li> <li>• <i>M62 junction 24: Increased capacity to address issues on the westbound offslip.</i></li> <li>• <i>M62 junction 25: Increased capacity and potential signalisation (in conjunction with the Kirklees Cooper Bridge scheme).</i></li> <li>• <i>M62 junction 27: Increased capacity on the east and westbound off-slips along with capacity enhancements to the southern dumbbell.</i></li> <li>• <i>M62 junction 28: Increased capacity on the circulatory carriageway and potential ramp metering.”</i></li> </ul>	
SP-MM20	Page 101	Para 10.42	<p>Delete list of schemes:</p> <p><i>“Needed by 2030:</i></p> <ul style="list-style-type: none"> <li>• <i>M62 junction 24: Provision of two lanes from the A629 around the northern circulatory carriageway to the M62 eastbound including closure of the southern circulatory.</i></li> <li>• <i>M62 junction 26: Signalisation of the M606 approach to the roundabout, removal of the segregated free flow left turn and upgrade of the M62 westbound diverge to type D1 ghost island (or D2 parallel diverge) to give enhanced junction operating capacity.</i></li> <li>• <i>M62 junction 27: New link road from M621 to M62 south, new link road between M62 westbound and M621 westbound slip road and associated segregated left turning lane on A62 south.</i></li> <li>• <i>M62 junction 28: Widening of circulatory carriageway to accommodate two lanes dedicated to the movement from the M62 westbound exit slip to the A650. Ramp metering of eastbound merge.</i></li> <li>• <i>M62 junction 29 (Lofthouse): Increase current two lanes eastbound and westbound on M62 through Lofthouse Interchange to three lanes in each direction. This is intended to provide capacity additional to the M1/M62 Lofthouse Interchange RIS scheme”</i></li> </ul> <p>Replace with list of schemes:</p>	Clarification

			<ul style="list-style-type: none"> <li>• <u>M62 junction 24: Capacity enhancement of the gyratory.</u></li> <li>• <u>M62 junction 26: Further capacity enhancements may be required to the westbound off slip and to control the flow from the M606 to M62 (this will be dependent on the eventual scope of the RIS1 scheme for Chain Bar.)</u></li> <li>• <u>M62 junction 27: Significant improvement needed, likely to require a major reconfiguration of the junction.</u></li> <li>• <u>M62 junction 30-32: Provision of additional mainline capacity.</u></li> <li>• <u>Loftouse: Additional capacity eastbound on M62.</u></li> </ul>	
SP-MM21	Page 101	Para 10.43	Insert text: <i>“In addition the WYIS tests the addition of a new junction at 24a to the network. <u>Junction 24a is a proposed West Yorkshire Plus Transport Fund scheme.</u> Initial modelling results indicate that this would provide strategic and local road network benefits through increased connectivity and network resilience. More detailed feasibility work involving Highways England, Kirklees and the West Yorkshire Combined Authority is ongoing. Modelling of the best performing option is underway with a view to providing a better understanding of the scheme benefits.”</i>	Clarification
SP-MM22	Page 104	Policy PLP 20	<p>Delete and replace text:  <b>“Policy PLP 20 - Sustainable travel</b></p> <p><i>“.....Proposals for new development shall be designed to encourage sustainable modes of travel and <u>demonstrate how links have been utilised to encourage connectivity.</u> Proposals will be required to facilitate the needs of the following user hierarchy:</i></p> <ol style="list-style-type: none"> <li><i>pedestrians</i></li> <li><i>cyclists</i></li> <li><i>public transport</i></li> <li><i>private vehicles</i></li> </ol> <p><i>For larger schemes, proposals will:</i></p> <ol style="list-style-type: none"> <li><i>be supported by travel plans which encourage the use of public transport, cycling and walking, where appropriate;</i></li> <li><i>address how the hierarchy of users have been taken into account during the master planning/design process and how links have been utilised to encourage connectivity- provide full details of the design and levels of proposed parking provision. They should</i></li> </ol>	Clarification



			<i>demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel”</i>	
SP-MM23	Page 106	Policy PLP 21	<p>Delete and replace text:  <b>“Policy PLP 21  Highway safety and access</b>  <i>Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.</i></p> <p><del><i>New development will not be permitted if it adds to highway safety problems or in the case of development which will generate a substantial amount of trip generation, cannot be adequately served by the existing local highway network.</i></del></p> <p><u><i>New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe</i></u></p> <p><i>Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.</i></p> <p><i>All proposals shall:</i></p> <ol style="list-style-type: none"> <li><i>a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;</i></li> <li><i>b. <del>in locations where development is otherwise considered acceptable where needed,</del> <u>provide new infrastructure or improvements on or off site</u> <del>may be required to ensure safe access from the highway network to the development site for pedestrians or disabled people,</del> <i>cyclists, public transport users, and private vehicles which will not materially add to highway safety problems or reduce the efficiency of the highway network;</i></i></li> <li><i>c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;</i></li> <li><i>d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;</i></li> </ol>	Clarification

			<p>e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;</p> <p>f. take into account access for emergency, service and refuse collection vehicles;</p> <p><del>g. have provision for electric vehicle charging points within the site layout;</del></p> <p>g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.”</p>	
SP-MM24	Page 109	Policy PLP 22	<p>Insert text:  <b>“PLP 22 - Parking</b></p> <p>The provision of parking will be based on the following principles:...</p> <p>h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.</p> <p><u>All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel”</u></p>	Clarification
SP-MM25	Page 134	Para 13.10	<p>Delete Paragraph 13.10 <i>“The Council has undertaken a Habitats Regulations Assessment (HRA) of the local plan. Within this, consideration was given to the potential for adverse effects on the integrity of the Special Protection Area through the loss of any functionally connected land within 2.5km of its boundary, and a conclusion reached that adverse effects on integrity from the local plan would not occur. However, as a precautionary approach and to allow for potential changes in habitat over time or use of land by the SPA birds, the site allocation box for sites within 2.5km of the boundary of the SPA indicates if additional evidence at the time of a planning application may be required to determine if there is any potential for adverse effects on the integrity of the SPA as a result of the development proposed. These issues alongside DEFRA’s ‘Impact Risk Zones’ should be considered when submitting any planning application that falls within the remit of the Habitats and Species Regulations 2010 (as amended).”</i></p> <p>Insert new paragraph 13.10 <u>“In accordance with the findings of the Habitats Regulations Assessment, for those development allocations within 2.5km of the SPA, further surveys will be</u></p>	Clarification

			<p><u>required at planning application stage to assess detailed impacts on SPA birds and, if found to be necessary, appropriate avoidance and/or mitigation measures will be required to address any identified impacts in line with policy PLP30. Suitable avoidance and mitigation measures may include:</u></p> <ul style="list-style-type: none"> <li>• <u>Avoidance of areas used by significant numbers of SPA birds (to be determined by a project level Habitats Regulations Assessment).</u></li> <li>• <u>Provision of equivalent or greater quantity and quality of replacement habitat onsite (or as a last resort off site within 2.5km) with improved management to ensure use by SPA birds.</u></li> <li>• <u>Timing of works (construction, operation and decommissioning) outside the period most frequently used by SPA birds.</u></li> <li>• <u>Monitoring of impacts to assess bird use over time”</u></li> </ul>	
SP-MM26	Page 139	Para 13.36	Delete text: "Trees, woodlands and hedgerows are a valuable part of the environment. Increasing woodland cover and effectively managing existing woodlands would ensure a suitable habitat for woodland species. The total area of woodland within the Kirklees district is 8.2%. This is below the national figure of 10.5%. Kirklees Council owned woodlands (including Kirklees Council managed woods), total over 600ha, <del>representing 18% of the woodlands in the district or 1.5%, which is a notable contribution to wellbeing.</del> Priority will be given to the protection and enhancement of trees and woodland throughout the district. The Council will support the planting of new woodland in urban and rural areas where this is sympathetic to local topography, enhances ecology and contributes positively to landscape character."	
SP-MM27	Page 169	Policy PLP 48	Insert text (fourth paragraph) of Policy PLP48 “....Proposals which involve the loss of valued community facilities such as shops, public houses and other facilities of value to the local community <u>(except sports and leisure facilities)</u> will only be permitted where it can be demonstrated that:”	Clarification
SP-MM28	203	Glossary - Affordable Housing definition	Insert text: " <u>Starter Homes (subject to Government regulations yet to be published at the time of drafting the Local Plan), social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable ....</u> "	Clarification

SP-MM29	Page 209	Appendix 1 Title	Insert Text " <i>Replaced Unitary Development <u>Plan</u> Policies</i> "	Correction
SP-MM30	Page 209	Appendix 1 para 1.2	Insert text: " <i>The following table sets out the Kirklees Unitary Development Plan (UDP) saved policies proposed to be superseded by the Local Plan. <u>The most relevant local plan polices have been assigned to each UDP policy, where applicable, however this is not an exhaustive list of policies that would apply when determining a planning application.</u></i> "	Clarification
SP-MM31	Page 209	Appendix 1 Table 8	Delete existing <i>Table 8 Saved UDP Policies proposed to be superseded by the Local Plan</i> and replace with revised Table 8 in Appendix 1 to this report.	Correction
SP-MM32	Page 227	Appendix 3 para 3.1	Insert text: " <i>To demonstrate that the Local Plan will deliver sufficient homes to meet the housing requirement, this section sets out a phasing table. <u>This phasing table is indicative only and will not be used for development management purposes</u> but demonstrates (along with the housing trajectory) that the local plan can demonstrate a five year supply of deliverable housing land including the buffer set out in national planning policy. It also demonstrates that the housing requirement will be met over the plan period. The phasing table has been used to inform the housing trajectory in the Housing chapter of the Local Plan.</i> "	Clarification
SP-MM33	Page 228 - 247	Appendix 3 – Phasing table -	Delete existing phasing table and replace with revised phasing table appendix 2 to this report  Amendment to phasing table to correct the completions to date and accurately reflect the Local Plan methodology in relation to the lead-in times of some sites.	Correction

**Table 2: Document Title: Kirklees Publication Draft Local Plan – Allocations and Designations**

Ref	Site	Para/table/box	Tracked change	Reason for change
AD-MM1	E1836	Site allocation text box E1836 (page 6)	Other site specific considerations delete text " <del>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</del> "	Clarification
AD-MM2	E1837	Site allocation text box E1837 (page 7)	Ownership corrected to " <u>Part private and part Council</u> ". Second bullet point of 'Other site specific considerations' corrected to ' <u>This site is partly owned by Kirklees Council, and as such it could deliver enhanced green infrastructure and offer design and quality of a higher standard</u> '.	Correction
AD-MM3	E1899	Site allocation text box E1899 (page 8)	Ownership corrected to " <u>Part private and part Council</u> ". First bullet point in 'Other site specific considerations' corrected to ' <u>This site is partly owned by Kirklees Council, and as such it could deliver enhanced green infrastructure and offer design and quality of a higher standard</u> '.	Correction
AD-MM4	E1831	Site allocation text box E1831 (page 10)	Other site specific considerations delete " <del>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</del> " and replace " <u>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</u> "	Clarification
AD-MM5	E1985a	Site allocation text box E1985a (page 11)	Other site specific considerations delete text " <del>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</del> "	Clarification

AD-MM6	E1876	Site allocation text box E1876 (page 12 and 13)	Ownership corrected to " <u>Part private and part Council</u> ". Second bullet point of 'Other site specific considerations' corrected to ' <u>This site is partly owned by Kirklees Council, and as such it could deliver enhanced green infrastructure and offer design and quality of a higher standard</u> '.	Correction
AD-MM7	E1832c	Site allocation text box E1832c (page 13)	Other site specific considerations delete text " <del>Development of this site has the potential for a severe 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 deliver or contribute to additional schemes identified by Highways England and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes.</del> " And replace with " <u>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</u> "	Clarification
AD-MM8	E1866	Site allocation text box E1866 (page 17)	Add to reports required - " <u>Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.</u> "	Clarification
AD-MM9	H2684a	Site allocation text box H2684a (page 25)	Add in to other site specific considerations - " <u>Avoidance, mitigation and/or compensation measures may be required to address any identified adverse ecological impacts in line with Policy PLP30. Such measures may involve the retention of habitats.</u> "	Clarification
AD-MM10	H2730a	Site allocation text box H2730a (page 26)	Add in to other site specific considerations - " <u>Avoidance, mitigation and/or compensation measures may be required to address any identified adverse ecological impacts in line with Policy PLP30. Such measures may involve the retention of habitats.</u> "	Clarification
AD-	H351	Site allocation text	Other site specific considerations delete text " <del>Development may need to contribute to</del> "	Clarification

MM11		box H351 (page 31)	<u>improvements to the strategic road network if committed schemes will not provide sufficient capacity."</u>	
AD-MM12	H519	Site allocation text box H519 (page 32)	Other site specific considerations delete text " <u>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity."</u>	Clarification
AD-MM13	H809	Site allocation text box H809 (page 34)	Other site specific considerations delete text " <u>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity."</u>	Clarification
AD-MM14	H1747	Site allocation text box H1747 (page 37)	Other site specific considerations delete text " <u>This development has the potential for a severe adverse impact on the operation of the Strategic Road Network and will require physical mitigation measures and travel plans in order to minimise the impact of the traffic generated. Highways England has a number of planned improvements to the Strategic Road Network funded as part of the government's Road Investment Strategy (RIS). These schemes will provide additional capacity at congested locations. Development proposals will need to demonstrate that any committed RIS schemes are sufficient to deal with the additional demand generated by that site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, sites may need to deliver or contribute to schemes identified in the Infrastructure Delivery Plan or other appropriate schemes. Construction of the site should also be phased to take place following completion of the committed RIS improvements."</u> And replace with " <u>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"</u>	Clarification
AD-MM15	H94	Site allocation text box H94 (page 38)	Other site specific considerations delete text " <u>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide</u>	Clarification

			<u>sufficient capacity."</u>	
AD-MM16	H102	Site allocation text box H102 (page 39)	Other site specific considerations delete text " <u>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity."</u>	Clarification
AD-MM17	H481	Site allocation text box H481 (page 40)	Other site specific considerations delete text " <u>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity."</u>	Clarification
AD-MM18	H660	Site allocation text box H660 (page 41)	Other site specific considerations delete text " <u>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity."</u>	Clarification
AD-MM19	H1783	Site allocation text box H1783 (page 42)	Other site specific considerations delete text " <u>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity."</u>	Clarification
AD-MM20	H706	Site allocation text box H706 (page 49)	Other site specific considerations delete text " <u>This development has the potential for a severe adverse impact on the operation of the Strategic Road Network and will require physical mitigation measures and travel plans in order to minimise the impact of the traffic generated. Highways England has a number of planned improvements to the Strategic Road Network funded as part of the government's Road Investment Strategy (RIS). These schemes will provide additional capacity at congested locations. Development proposals will need to demonstrate that any committed RIS schemes are sufficient to deal with the additional demand generated by that site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, sites may need to deliver or contribute to schemes identified in the Infrastructure Delivery Plan or other appropriate schemes. Construction of the site should also be phased to take place following completion of the committed RIS improvements."</u>	Clarification
AD-MM21	H790	Site allocation text box H790 (page 51)	Ownership corrected to " <u>Part private and part Council</u> ". First bullet point in 'Other site specific considerations' corrected to ' <u>This site is partly owned by Kirklees Council, and as such it could deliver enhanced green infrastructure and offer design and quality of a higher standard</u> '.	Correction
AD-MM22	H1694	Site allocation text box H1694 (page 52)	Ownership corrected to " <u>Part private and part Council</u> ". Text in 'Other site specific considerations' corrected to ' <u>This site is partly owned by Kirklees Council, and as such it could deliver enhanced affordable housing and green infrastructure and offer design and quality that is of a high standard</u> '.	Correction



AD-MM23	H559	Site allocation text box H559 (page 59)	Delete text in other site specific considerations: " <del>Access to MX1905 to be provided as apart of this allocation</del> " Insert text: "Access to MX1905 to be provided as part of this allocation including no right turn onto Chidswell Lane"	Clarification
AD-MM24	H559	Site allocation text box H559 (page 59)	Other site specific considerations insert text " <u>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</u> "	Clarification
AD-MM25	H813	Site allocation text box H813 (page 60)	Ownership corrected to " <u>Part private and part Council</u> ". Text in 'Other site specific considerations' corrected to ' <u>This site is partly owned by Kirklees Council, and as such it could deliver enhanced affordable housing and green infrastructure and offer design and quality that is of a high standard</u> '.	Correction
AD-MM26	H2089	Site allocation text box H2089 (page 71)	Other site specific considerations delete text " <del>This development has the potential for a severe adverse impact on the operation of the Strategic Road Network and will require physical mitigation measures and travel plans in order to minimise the impact of the traffic generated. Highways England has a number of planned improvements to the Strategic Road Network funded as part of the government's Road Investment Strategy (RIS). These schemes will provide additional capacity at congested locations. Development proposals will need to demonstrate that any committed RIS schemes are sufficient to deal with the additional demand generated by that site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, sites may need to deliver or contribute to schemes identified in the Infrastructure Delivery Plan or other appropriate schemes. Construction of the site should also be phased to take place following completion of the committed RIS improvements.</del> " And replace with " <u>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.</u> "	Clarification

			<i>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"</i>	
AD-MM27	H758	Site allocation text box H758 (page 76)	Other site specific considerations delete text " <del>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</del> "	Clarification
AD-MM28	H760	Site allocation text box H760 (page 80)	Ownership corrected to ' <u>Private Council</u> '. Text in 'Other site specific considerations' corrected from N/A to: ' <u>This site is owned by Kirklees Council, and as such it could deliver enhanced affordable housing and green infrastructure and offer design and quality that is of a high standard</u> '.	Correction
AD-MM29	H138	Site allocation text box H138 (page 83)	Other site specific considerations delete text " <del>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</del> "	Clarification
AD-MM30	H761	Site allocation text box H761 (page 88)	Ownership corrected to ' <u>Private Council</u> '. Text in 'Other site specific considerations' corrected from N/A to: ' <u>This site is owned by Kirklees Council, and as such it could deliver enhanced affordable housing and green infrastructure and offer design and quality that is of a high standard</u> '.	Correction
AD-MM31	H796	Site allocation text box H796 (page 89)	Ownership corrected to " <u>Part private and part Council</u> ". Text in 'Other site specific considerations' corrected from N/A to ' <u>This site is partly owned by Kirklees Council, and as such it could deliver enhanced affordable housing and green infrastructure and offer design and quality that is of a high standard</u> '.	Correction
AD-MM32	H69	Site allocation text box H69 (page 91)	Other site specific considerations delete text " <del>This development has the potential for a severe adverse impact on the operation of the Strategic Road Network and will require physical mitigation measures and travel plans in order to minimise the impact of the traffic generated. Highways England has a number of planned improvements to the Strategic Road Network funded as part of the government's Road Investment Strategy (RIS). These schemes will provide additional capacity at congested locations. Development proposals will need to demonstrate that any committed RIS schemes are sufficient to deal</del> "	Clarification

			<i>with the additional demand generated by that site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, sites may need to deliver or contribute to schemes identified in the Infrastructure Delivery Plan or other appropriate schemes. Construction of the site should also be phased to take place following completion of the committed RIS improvements.”</i> And replace with <i>“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”</i>	
AD-MM33	H508	Site allocation text box H508 (page 92)	Other site specific considerations delete text <i>“Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.”</i>	Clarification
AD-MM34	H198	Site allocation text box H198 (page 101 and 102)	Ownership corrected to <i>“Part private and part Council”</i> . Text in 'Other site specific considerations' now includes second bullet point: <i>‘This site is partly owned by Kirklees Council, and as such it could deliver enhanced affordable housing and green infrastructure and offer design and quality that is of a high standard’</i> .	Correction
AD-MM35	H2667	Site allocation text box (page 107)	Text added to Other site specific considerations <i>“Replacement playing pitch provision or mitigation measures of equivalent value will be required to meet local needs having regard to the most up-to-date evidence for sport and recreational needs”</i> .	Clarification
AD-MM36	H288a	Site allocation text box H342 (page 109)	Add to reports required - <i>“Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.”</i>	Clarification
AD-MM37	H222	Site allocation text box H222 (page 116)	Other site specific considerations delete text <i>“Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.”</i>	Clarification

AD-MM38	H502	Site allocation text box H502 (page 119)	Other site specific considerations delete text " <u><i>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</i></u> "	Clarification
AD-MM39	H688	Site allocation text box H688 (page 121)	Other site specific considerations delete text " <u><i>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</i></u> "	Clarification
AD-MM40	H690	Site allocation text box H690 (page 122)	Other site specific considerations delete text " <u><i>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</i></u> "	Clarification
AD-MM41	H67	Site allocation text box H67 (page 132)	Add to reports required - " <u><i>Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.</i></u> "	Clarification
AD-MM42	H200	Site allocation text box H200 (page 134)	Add to reports required - " <u><i>Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.</i></u> "	Clarification
AD-MM43	H356	Site allocation text box H356 (page 136)	Add to reports required - " <u><i>Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.</i></u> "	Clarification
AD-MM44	H343	Site allocation text box H343 (page 136)	Add to reports required - " <u><i>Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.</i></u> "	Clarification
AD-MM45	H342	Site allocation text box H288a (page 144)	Add to reports required - " <u><i>Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.</i></u> "	Clarification
AD-MM46	H626	Site allocation text box H626 (page 147)	Add to reports required - " <u><i>Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.</i></u> "	Clarification

AD-MM47	MX1903	Site allocation text box MX1903 (page164)	Delete Text: "The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy"	Error
AD-MM48	MX1903	Site allocation text box MX1903 (page 164)	Other site specific considerations delete text " <u><i>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</i></u> "	Clarification
AD-MM49	MX1930	Site allocation text box MX1930 (page 165)	Delete Text: "The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy"	Error
AD-MM50	MX1930	Site allocation text box MX1930 (page 165)	Other site specific considerations delete text " <u><i>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity.</i></u> " And replace with " <u><i>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</i></u> "	Clarification
AD-MM51	MX2101	Site allocation text box MX2101 (page 166)	Delete Text: "The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy"	Error
AD-MM52	MX1911	Site allocation text box MX1911 (page 167)	Delete Text: "The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy"	Error
AD-MM53	MX1911	Site allocation text box MX1911 (page 167)	Other site specific considerations delete text " <u><i>This development has the potential for a severe adverse impact on the operation of the Strategic Road Network and will require physical mitigation measures and travel plans in order to minimise the impact of the traffic generated. Highways England has a number of planned improvements to the Strategic Road Network funded as part of the government's Road Investment Strategy</i></u> "	Clarification

			<i>(RIS). These schemes will provide additional capacity at congested locations. Development proposals will need to demonstrate that any committed RIS schemes are sufficient to deal with the additional demand generated by that site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, sites may need to deliver or contribute to schemes identified in the Infrastructure Delivery Plan or other appropriate schemes. Construction of the site should also be phased to take place following completion of the committed RIS improvements."</i>	
AD-MM54	MX1906	Site allocation text box MX1906 (page 168)	Delete Text: "The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy"	Error
AD-MM55	MX1929	Site allocation text box MX1929 (page 169)	Delete Text: "The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy"	Error
AD-MM56	MX3394	Site allocation text box MX3394 (page 170)	Delete Text: "The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy"	Error
AD-MM57	MX3394	Site allocation text box MX3394 (page 170)	Other site specific considerations 1 <sup>st</sup> bullet delete and replace... " <u>Assess Access to MX1905 to be provided as part of this allocation</u> "	Correction
AD-MM58	MX1905	Site allocation text box MX1905 (page 170)	Other site specific considerations delete text " <i>This development has the potential for a severe adverse impact on the operation of the Strategic Road Network and will require physical mitigation measures and travel plans in order to minimise the impact of the traffic generated. Highways England has a number of planned improvements to the Strategic Road Network funded as part of the government's Road Investment Strategy (RIS). These schemes will provide additional capacity at congested locations. Development proposals will need to demonstrate that any committed RIS schemes are sufficient to deal with the additional demand generated by that site. Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, sites may need to deliver or contribute to schemes identified in the Infrastructure Delivery Plan or other appropriate schemes. Construction of the site should also be phased to take place following completion of the committed RIS improvements."</i> And replace with " <u>Additional mitigation on the wider highway network will be required. Development of this site has the potential for a significant impact on the</u>	Clarification

			<i>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"</i>	
AD-MM59	MX1905	Site allocation text box MX1905 (page 171)	Delete Text: " <del>The flood risk vulnerability of proposed uses will be considered and an exception test may still be required as part of a planning application as set out in national planning policy"</del>	Error
AD-MM60	MX1905	Site allocation text box MX1905 (page 172)	Site Specific Consideration 5th bullet addition of text " <i>This site requires the provision of multiple access points and will need to be carefully phased to ensure it complies with other policies in the Local Plan regarding transport, including access through site allocation H559 for which there shall be no left turn onto Chidswell Lane"</i>	Clarification
AD-MM61	MX3349	Site allocation text box MX3349 (page 173)	Other site specific considerations delete text " <del>Development may need to contribute to improvements to the strategic road network if committed schemes will not provide sufficient capacity."</del>	Clarification
AD-MM62	TS11	Site TS 11 Strategic Road Network Improvement (page 212)	Correction of schemes referenced in TS11 <i>"Site TS11  Strategic Road Network Improvements</i>  <i>Highways England has identified two schemes to be delivered in this Roads Investment period as required to accommodate the traffic growth on the strategic network as a result of Kirklees and neighbouring local planning authorities development growth aspirations. In addition there are <u>seven</u> <del>two</del> more schemes identified in Kirklees that will be required in the plan period, making <u>nine</u> <del>four</del> schemes in total.</i>  <i>Impact for Kirklees: All schemes will improve links to other major centres in the North of England. The M62/M606 scheme in particular will provide for future housing and employment growth in the local area and improves connectivity to the M62 and in particular the M606 and Bradford. The M62 junction 27 scheme will compliment Kirklees'</i>	Clarification

			<p><i>TS1 scheme, enhancing connectivity for existing and potential residents of Kirklees to Leeds, the Strategic Road Network and destinations beyond.</i></p> <p><i>Scheme Detail: Junction or route improvements at the following locations:</i></p> <p><i><u>Road Investment Strategy</u></i></p> <ul style="list-style-type: none"> <li><i>M62/M606/A58/A638 (Chain Bar)</i></li> <li><i>M62 Junctions 20-25 Smart Motorway</i></li> </ul> <p><i><u>West Yorkshire Infrastructure Study</u></i></p> <ul style="list-style-type: none"> <li><i>M62 Junction 24 (Northern dumb-bell and link to Ainley Top)</i></li> <li><i>M62 Junction 27 (Southern dumb-bell)</i></li> <li><i>M62 junction 24: Increased capacity to address issues on the westbound offslip.</i></li> <li><i>M62 junction 25: Increased capacity and potential signalisation (in conjunction with the Kirklees Cooper Bridge scheme).</i></li> <li><i>M62 junction 27: Increased capacity on the east and westbound off-slips along with capacity enhancements to the southern dumbbell.</i></li> <li><i>M62 junction 28: Increased capacity on the circulatory carriageway and potential ramp metering.</i></li> <li><i>M62 junction 24: Capacity enhancement of the gyratory.</i></li> <li><i>M62 junction 26: Further capacity enhancements may be required to the westbound off slip and to control the flow from the M606 to M62 (this will be dependent on the eventual scope of the RIS1 scheme for Chain Bar.)</i></li> <li><i>M62 junction 27: Significant improvement needed, likely to require a major reconfiguration of the junction."</i></li> </ul>	
AD-MM63	LWS8	Table Batley and Spen LWS 8 (Page 215)	Amend site area <del>3.86</del> replace <u>2.39</u>	Correction
AD-MM64	LWS10	Table Batley and Spen LWS 10 (Page 215)	Amend site area <del>3.54</del> replace <u>2.16</u>	Correction



AD-MM65	LWS29	Table Huddersfield LWS 29 (Page 216)	Amend site area <del>16.75</del> replace <u>16.66</u>	Correction
AD-MM66	LWS117	Page 216	Address corrected from ' <del>Prk Hill</del> ' to ' <u>Park Hill</u> '.	Correction
AD-MM67	LWS36	Table Kirklees Rural LWS 36 (Page 217)	Amend site area <del>7.25</del> replace <u>0.88</u>	Correction
AD-MM68	LWS39	Table Kirklees Rural LWS 39 (Page 217)	Amend site area <del>7.31</del> replace <u>8.94</u>	Correction
AD-MM69	LWS47	Table Kirklees Rural LWS 47 (Page 217)	Amend site area <del>7.10</del> replace <u>9.63</u>	Correction
AD-MM70	LWS57	Table Kirklees Rural LWS 57 (Page 218)	Amend site area <del>17.79</del> replace <u>19.77</u>	Correction
AD-MM71	LWS60	Table Kirklees Rural LWS 60 (Page 218)	Amend site area <del>70.24</del> replace <u>66.74</u>	Correction
AD-MM72	LWS64	Table Kirklees Rural LWS 64 (Page 218)	Amend site area <del>49.04</del> replace <u>12.81 (within LPA)</u>	Correction
AD-MM73	LWS73	Table Kirklees Rural LWS 73 (Page 218)	Amend site area <del>299.19</del> replace <u>30.84 (within LPA)</u>	Correction
AD-MM74	LWS77	Table Kirklees Rural LWS 77 (Page 218)	Amend site area <del>2.66</del> replace <u>0.96</u>	Correction
AD-MM75	LWS87	Table Kirklees Rural LWS 87 (Page 219)	Amend site area <del>15.61</del> replace <u>15.28</u>	Correction
AD-MM76	ME1965a	Site allocation text box ME1965a (page 233)	Text to be added to constraints " <u>River Dearne and The Park Dike cross the site</u> " additional text to be added to Reports " <u>Hydrological Risk Assessment required to assess impacts on ground water and surface water regimes</u> "	Clarification
AD-MM77	ME2568	Page 246	Address corrected from <del>Intake Road</del> to <u>Intake Lane</u>	Correction
AD-MM78	ME1966	Site allocation text box ME1966 (page 247)	Add to reports required - " <u>Assessment required for presence of habitats that are important for off-site foraging by South Pennine Moors SPA qualifying bird species (i.e. functionally connected land.) Avoidance and mitigation measures may be required to address any identified impacts in line with para 13.10 (as revised) and Policy PLP30.</u> "	Clarification
AD-MM79	ME3324	Page 248	Address corrected from <del>Intake Road</del> to <u>Intake Lane</u>	Correction

AD-MM80	UGS948	Table Kirklees Rural UGS914 (Page 299)	Amend site area <del>1.08</del> replace <u>1.07</u>	Correction
AD-MM81	UGS914	Table Kirklees Rural UGS914 (Page 304)	Amend site area <del>2.30</del> replace <u>2.26</u>	Correction

**Table 3: Document Title: Kirklees Publication Draft Local Plan – Policies Map**

Ref	Page	Para/table/box	Tracked change	Reason for change
PM-MM1	DCB Lindley	Appendix 1 Town Centre Maps (page 306)	Replace Lindley District Centre boundary with correct boundary in appendix 3 to this report	Correction
PM-MM2	LWS73	Appendix 2 Policies Maps (page 307) and map 6	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM3	LWS8	Appendix 2 Policies Maps (page 307) and map 1	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM4	LWS10	Appendix 2 Policies Maps (page 307) and map 6	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM5	LWS57	Appendix 2 Policies Maps (page 307) and map 6	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM6	LWS60	Appendix 2 Policies Maps (page 307) and map 6	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM7	LWS87	Appendix 2 Policies Maps (page 307) and map 7	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM8	LWS47	Appendix 2 Policies Maps (page 307) and map 7	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM9	LWS39	Appendix 2 Policies Maps (page 307) and map 4/5	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction

PM-MM10	LWS64	Appendix 2 Policies Maps (page 307) and map 6	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM11	LWS29	Appendix 2 Policies Maps (page 307) and map 3	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM12	LWS36	Appendix 2 Policies Maps (page 307) and map 3	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM13	LWS77	Appendix 2 Policies Maps (page 307) and map 7	Correction to site boundary required to be consistent with WYE boundary, see appendix 4 to this report	Correction
PM-MM14	UGS914	Appendix 2 Policies Maps (page 307) and map 2	Northern boundary amended to abut the green belt boundary. Very slight reduction in site area, see appendix 5 to this report.	Correction
PM-MM15	UGS948	Appendix 2 Policies Maps (page 307) and map 7	North eastern boundary amended to abut the green belt boundary. Very slight reduction in area, see appendix 5 to this report.	Correction
PM-MM16	UGS963	Appendix 2 Policies Maps (page 307) and map 1	Northern boundary amended to abut the green belt boundary. Very slight reduction in area, see appendix 5 to this report.	Correction

**Appendix 1: Table 8 Saved UDP Policies proposed to be superseded by the Local Plan and replace (Strategy and Policies Appendix 1)**

## **Appendix 1 Replaced Unitary Development Plan Policies**

- 1.1 *The Town and Country Planning (Local Planning) (England) Regulations 2012 state that where a local plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.*
- 1.2 *The following table sets out the Kirklees Unitary Development Plan (UDP) saved policies proposed to be superseded by the Local Plan. The most relevant local plan policies have been assigned to each UDP policy, where applicable, however this is not an exhaustive list of policies that would apply when determining a planning application.*

<b>UDP Policy no</b>	<b>Kirklees Unitary Development Plan Policy Title</b>	<b>Local Plan Replacement Policy</b>
<u>G1</u>	<u>Regeneration</u>	<u>Spatial Development Strategy</u> <u>PLP7 Efficient and effective use of land and buildings</u>
<u>G4</u>	<u>Design</u>	<u>PLP24 Design</u>
<u>G5</u>	<u>Access to buildings and open space facilities</u>	<u>PLP24 Design</u>
<u>G6</u>	<u>Contamination and instability</u>	<u>PLP53 Contaminated and unstable land</u>
D1	Loss of valuable land	PLP61 Urban green space
D2	Land without notation	PLP24 Design
D3	Urban Greenspace	PLP61 Urban green space
D4	Change of use or redevelopment	PLP61 Urban green space
D5	Provisional open land	PLP6 Safeguarded land
D6	Green corridors	PLP31 Strategic green infrastructure network
D7	Green corridor gaps	PLP31 Strategic green infrastructure network
D10	Outdoor sport and recreation in the green belt	PLP56 Facilities for outdoor sport, outdoor recreation and cemeteries
D11	Extension of buildings in the green belt	PLP57 The extension, alteration or replacement of existing buildings <del>in the green belt</del>
D12A	Removal of permitted development rights in the green belt	Deleted – No specific replacement
D13	Infill in green belt settlements	PLP59 Infilling and redevelopment of brownfield sites
D15	Storthes Hall University site	PLP59 Infilling and redevelopment of brownfield sites

NE3	Sites of Scientific Interest	PLP30 Biodiversity & <del>and</del> geodiversity
NE4	Sites of Wildlife Significance	PLP30 Biodiversity & <del>and</del> geodiversity
NE5	Wildlife corridors	PLP30 Biodiversity & <del>and</del> geodiversity
NE6	Water and wetlands	PLP30 Biodiversity & <del>and</del> geodiversity
NE8A	The Peak District National Park	PLP32 Landscape
NE9	Development proposals affecting trees	PLP33 Trees
BE1	Quality of design	PLP24 Design
BE2	Design	PLP24 Design
BE5	New development in conservation areas	PLP35 Historic environment
BE6	Impact on infill on conservation area	PLP35 Historic environment
BE9	Archaeological value of class 1 or 11 sites	PLP35 Historic environment
BE10	Archaeological value of class 1, 11 or 111	PLP35 Historic environment
BE11	Building materials	PLP24 Design
BE12	Space about buildings	PLP24 Design
BE13	Extensions to buildings	PLP24 Design
BE14	Extensions to terraced, semi-detached or closely spaced detached dwellings	PLP24 Design
BE15	Dormer extensions	PLP24 Design
BE16	Shopfronts	PLP25 Advertisements and shopfronts
BE17	New shopfronts in conservation areas or on listed buildings	PLP25 Advertisements and shopfronts
BE18	Security shutters for shop windows in town centres	PLP25 Advertisements and shopfronts
BE20	Access for disabled people	PLP24 Design
BE21	Access to open space by disabled people	PLP24 Design
BE22	Parking facilities for people with disabilities	PLP22 Parking
BE23	Crime prevention measures	PLP24 Design
EP3	Development affecting washland	PLP27 Flood risk
EP3A	Culverting and canalisation	PLP27 Flood risk
EP4	Noise sensitive locations	PLP52 Protection and improvement of environmental quality
EP6	Development and noise	<del>PLP51</del> PLP52 Protection and improvement of environmental quality
EP7	Small turbines	PLP26 Renewable and low carbon energy
EP8	Medium and large turbines	PLP26 Renewable and low carbon energy
EP8A	Safeguarding wind turbines	PLP26 Renewable and low carbon energy
EP10	Energy efficient site development	PLP26 Renewable and low carbon energy
EP11	Ecological landscaping	Deleted – No specific replacement

EP12	Overhead power lines	Deleted – No specific replacement
EP30	Construction sites	Deleted – No specific replacement
M1	Mineral extraction and restoration measures	PLP36 <u>Proposals for mineral extraction</u> PLP37 <u>Site restoration and aftercare</u>
M1A	Aggregate supply	PLP36 <u>Proposals for mineral extraction</u>
M2	Locations for mineral extraction	PLP36 <u>Proposals for mineral extraction</u>
M3	Mineral extraction	PLP36 <u>Proposals for mineral extraction</u>
M4	Mineral extraction from former waste deposits	PLP36 <u>Proposals for mineral extraction</u>
M5	Safeguarded mineral reserves	PLP38 <u>Minerals safeguarding</u>
WD1	Waste storage, transfer, treatment, recycling and final disposal	PLP44 <u>New waste management facilities</u>
WD4	Use of agricultural land for waste disposal	Deleted on the basis that no requirement identified in Minerals Needs Assessment
WD5	Disposal of waste to landfill	PLP46 <u>Waste disposal</u>
WD6	Waste transfer, treatment and/or reduction sites	PLP44 <u>New waste management facilities</u>
WD7	Use of land for the receipt, storage, treatment, incineration and recovery of materials and transfer of waste	<del>PLP47</del> <u>PLP44 New waste management facilities</u>
T1	Transport strategy	PLP19 <u>Strategic transport infrastructure</u> PLP20 <u>Sustainable travel and demand management</u> <del>PLP23</del> <u>Core road and bus networks</u> <del>PLP24</del> <u>PLP23 Core walking and cycling network</u>
T2	Priorities for transport improvements	PLP19 <u>Strategic transport infrastructure</u>
T6	The strategic highways network	PLP19 <u>Strategic transport infrastructure</u>
T10	Highway and accessibility considerations in new development	PLP24 <u>Design</u> PLP21 <u>Highways safety and access</u>
T13	Park ride	PLP22 <u>Parking</u>
T14	Pedestrian improvements	PLP21 <u>Highways safety and access</u> PLP24 <u>Design</u>
T15	Pedestrian improvements in Huddersfield, Batley and Holmfirth	PLP23 <u>Core walking and cycling network</u>
T16	Pedestrian routes and new developments	PLP5 <u>Masterplanning large sites</u> PLP21 <u>Highways safety and access</u> PLP23 <u>Core walking and cycling network</u> PLP24 <u>Design</u>
T17	Cyclists	PLP5 <u>Masterplanning large sites</u> PLP21 <u>Highways safety and access</u>



		PLP23 Core walking and cycling network PLP24 Design
T18	Strategic routes for pedestrians and cyclists	PLP23 Core walking and cycling network
T19	Off-street parking	PLP22 Parking
T20	Town centre car parking	PLP22 Parking
T23	Re-use of disused railways for transport purposes	PLP23 Core walking and cycling network
T24	Proposals for the enhancement of railway stations	PLP19 Strategic transport infrastructure
T25	Use of waterway network for freight movement	Deleted – No specific replacement
DL1	<u>Derelict and neglected land</u>	PLP7 Efficient and effective use of land and buildings
DL2	Priorities for the reclamation of derelict land	PLP7 Efficient and effective use of land and buildings
DL3	Derelict land reclamation sites	PLP7 Efficient and effective use of land and buildings
DL4	Improvement and re-use of neglected land	PLP7 Efficient and effective use of land and buildings
B1	Employment strategy	Spatial Development Strategy PLP3 Location of new development
B2	Land for business and industry	PLP8 Safeguarding employment land and premises
B3	Buffer zones allocated for industry	PLP5 Masterplanning large sites PLP24 Design
B4	Change of use of premises and sites with established use, or last used for business and industry	PLP8 Safeguarding employment land and premises PLP21 Highways and access PLP24 Design
B5	Extensions to business premises	PLP24 Design
B6	Conversion of buildings and redevelopment in older industrial areas for B1	PLP8 Safeguarding employment land and premises
B11	Use of dwelling as a base for private hire vehicle	PLP21 Highways and access PLP24 Design Deleted – No specific replacement
B12	Use of residential premises for childminding	PLP21 Highways and access PLP24 Design Deleted – No specific replacement
B14	Major hotels and conference facilities	PLP13 Town centre uses
H1	Housing strategy	Spatial Development Strategy PLP3 Location of new development
H2	Housing regeneration areas	Deleted – No specific replacement

H4	Conversion of residential property to other uses	<del>PLP21 Highways and access</del> <del>PLP24 Design</del> PLP48 Community facilities and services
H6	Sites for new housing	PLP3 Location of new development
H8	Conversion to residential use	<del>PLP21 Highways and access</del> <del>PLP24 Design</del> PLP48 Community facilities and services
H9	Living over the shop	PLP15 Residential use in town centres <del>PLP21 Highways and access</del> <del>PLP24 Design</del>
H10	The provision of affordable housing	PLP11 Housing mix and <del>affordability</del> affordable housing
H11	Affordable housing as an exception to policies of restraint	PLP11 Housing mix and <del>affordability</del> affordable housing
H12	Arrangements for securing affordability	PLP11 Housing mix and <del>affordability</del> affordable housing
H15	Houses for multiple occupation	<del>PLP21 Highways and access</del> <del>PLP24 Design</del> PLP11 Housing mix and affordable housing
H16	Residential homes for the elderly	PLP11 Housing mix and <del>affordability</del> affordable housing
H18	Provision of open space for new housing	PLP63 New open space
C1	Community facilities	PLP48 Community facilities and services
C2	Special community needs	<del>PLP15 Residential in town centres</del> <del>PLP21 Highways and access</del> PLP13 Town centre uses PLP48 Community facilities and services
C3	Sites for new school facilities	PLP49 Educational and health care needs
C10	Associated outdoor play areas for day nurseries	PLP24 Design
C12	Childcare for visitors to facilities	<del>Deleted – No specific replacement</del>
C13	Provision for public toilets	<del>Deleted – No specific replacement</del>
S1	Shopping and service strategy	<u>Spatial Development Strategy</u> PLP13 Town centre uses PLP17 Huddersfield Town Centre PLP18 Dewsbury Town Centre
S4	Large new stores	PLP13 Town centre uses
S7	Retail sales to the public from builders merchants	<del>Deleted – No specific replacement</del>
S8A	Mill or factory premises	PLP13 Town centre uses <del>PLP21 Highways and access</del> <del>PLP24 Design</del>
S8B	Farm shops	PLP10 Supporting the rural economy

		PLP13 Town centre uses PLP21 Highways and access PLP24 Design
S11	Service uses	PLP14 Shopping frontages
S14	Hot food takeaways	PLP16 Food and drink uses and the evening economy PLP47 Healthy, active and safe lifestyles
S15	Taxi booking offices	PLP21 Highways and access PLP24 Design Deleted – No specific replacement
R1	Recreation facilities	PLP47 Healthy, active and safe lifestyles PLP50 Sport and physical activity
R4	Sports stadia	No specific replacement PLP21 Highways and access PLP22 Parking PLP24 Design
R6	Public open space	PLP50 Sport and physical activity PLP61 Urban green space PLP63 New open space
R7A	Private playing fields	PLP50 Sport and physical activity PLP61 Urban green space
R9	Allotments	PLP47 Healthy, active and safe lifestyles
R12	Lower Spen Valley Country Park	Deleted – No specific replacement
R13	Rights of way and public access areas	PLP23 Core walking and cycling network PLP31 Strategic green infrastructure network
R15	Golf courses	PLP21 Highways and access PLP24 Design PLP33 Landscape PLP54 PLP50 Sport and physical activity Policy PLP56 Facilities for outdoor sport, outdoor recreation and cemeteries
R16	Golf driving ranges	PLP21 Highways and access PLP25 Design PLP32 Landscape PLP50 Sport and physical activity Policy PLP56 Facilities for outdoor sport, outdoor recreation and cemeteries
R18	Canals and rivers	PLP23 Core walking and cycling network PLP24 Design PLP30 Biodiversity & Geodiversity PLP31 Strategic Green Infrastructure Network PLP32 Landscape
R20	Tunnel end, Marsden	Deleted – No specific replacement

R21	Castle Hill, Huddersfield	PLP35 Historic Environment
TC1	Role of Huddersfield Town Centre	PLP17 Huddersfield Town Centre
TC3	Pedestrian arcades and yards	PLP17 Huddersfield Town Centre
TC8	Class B1 Business uses	Deleted – No specific replacement
TC10	Conversion of residential to B1	PLP17 Huddersfield Town Centre PLP21 Highways and Access PLP24 Design
TC12	Industry and warehousing	PLP3 Location of new development PLP8 Safeguarding employment land and premises PLP17 Huddersfield Town Centre
TC17	Larchfield Mills Footbridge	Deleted – no specific replacement
TC18	Huddersfield Narrow Canal and Riverside	PLP17 Huddersfield Town Centre Deleted - No specific replacement
TC20	Buildings of character	PLP35 Historic Environment
TC22	Scale and massing of new development	PLP24 Design
TC24	Pedestrian links between the town centre and Chapel Hill and Aspley Basin	PLP17 Huddersfield Town Centre Deleted - No specific replacement
TC27	Huddersfield Technical College and Greenhead College	Deleted – No specific replacement
TC32	Pedestrian links	PLP17 Huddersfield Town Centre PLP21 Highways safety and access
TC33	Servicing	PLP21 Highways and access PLP24 Design Deleted – No specific replacement
TC35	Car parking – Fitzwilliam Street	Deleted – No specific replacement
TC37	Opportunity sites	Deleted – No specific replacement

**Table 8 Saved UDP policies proposed to be superseded by the Local Plan**

**Appendix 2: Updated housing delivery and phasing Table (Strategy and Policies Appendix 3)**













































Site Ref	Address	Site capacity (in plan period)	Development area (ha)	App Type	Planning App Ref	Land type	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Post Plan Period
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**Sites grouped together for phasing - by ward**

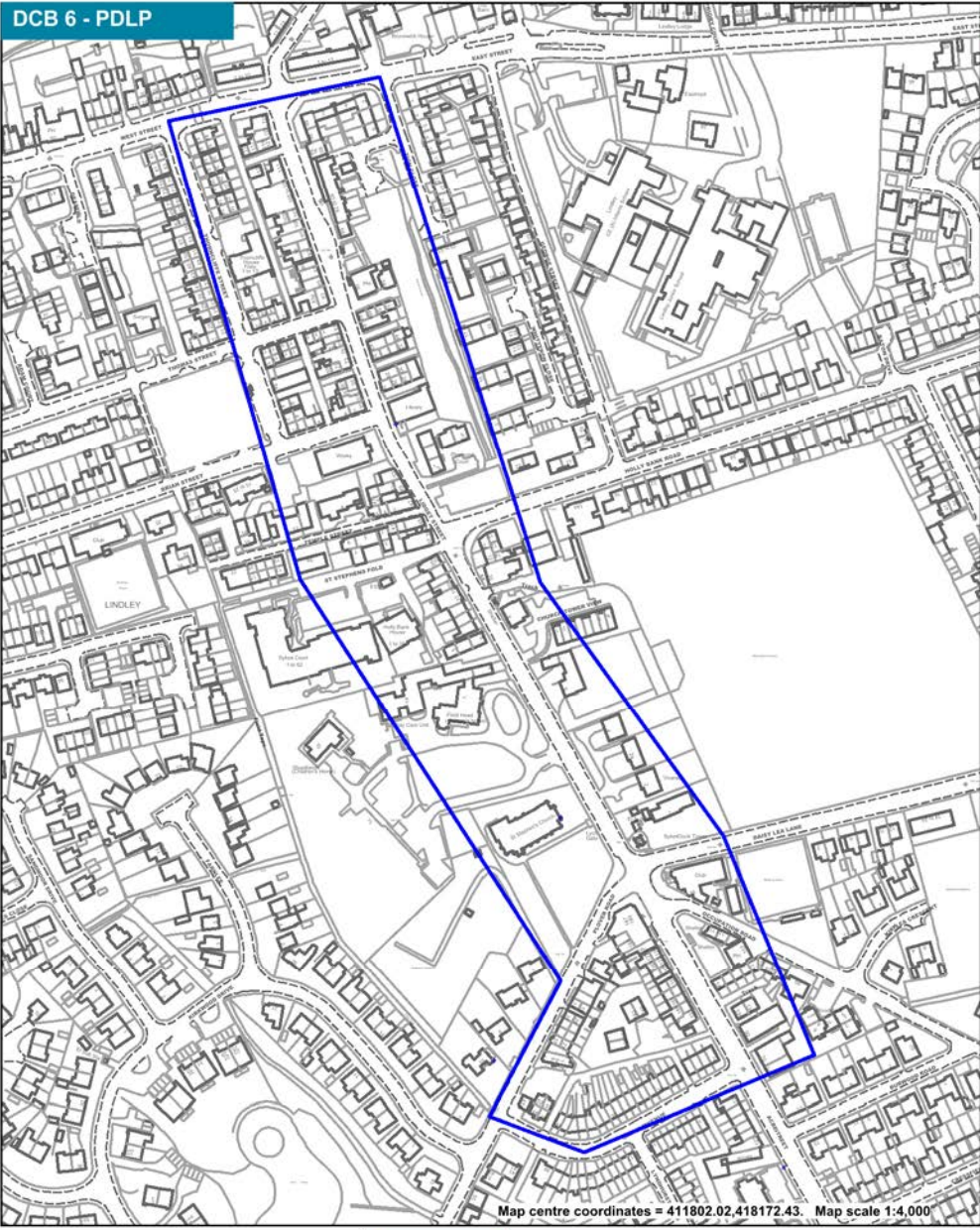
	Sites in Mount Pleasant, Bailey																									
	Sites in Birkenshaw																									
	Sites at Bradley Park, Huddersfield																									
	Sites at Crosland Moor																									
	Sites at Mill Moor Road, Meltham																									
	Sites at Barnsley Road, Denby Dale																									
	Sites at Penistone Road, Lepton																									
	Sites at Shepley																									
	Sites at Helme Lane, Meltham																									
	Sites at Clayton West																									
	Sites at Barnsley Road, Flockton																									
	Sites at Neitherton																									
	Sites in north west Honley																									

Blank fields in the remaining development capacity indicate capacity from the application has been taken into account in the Local Plan Allocation

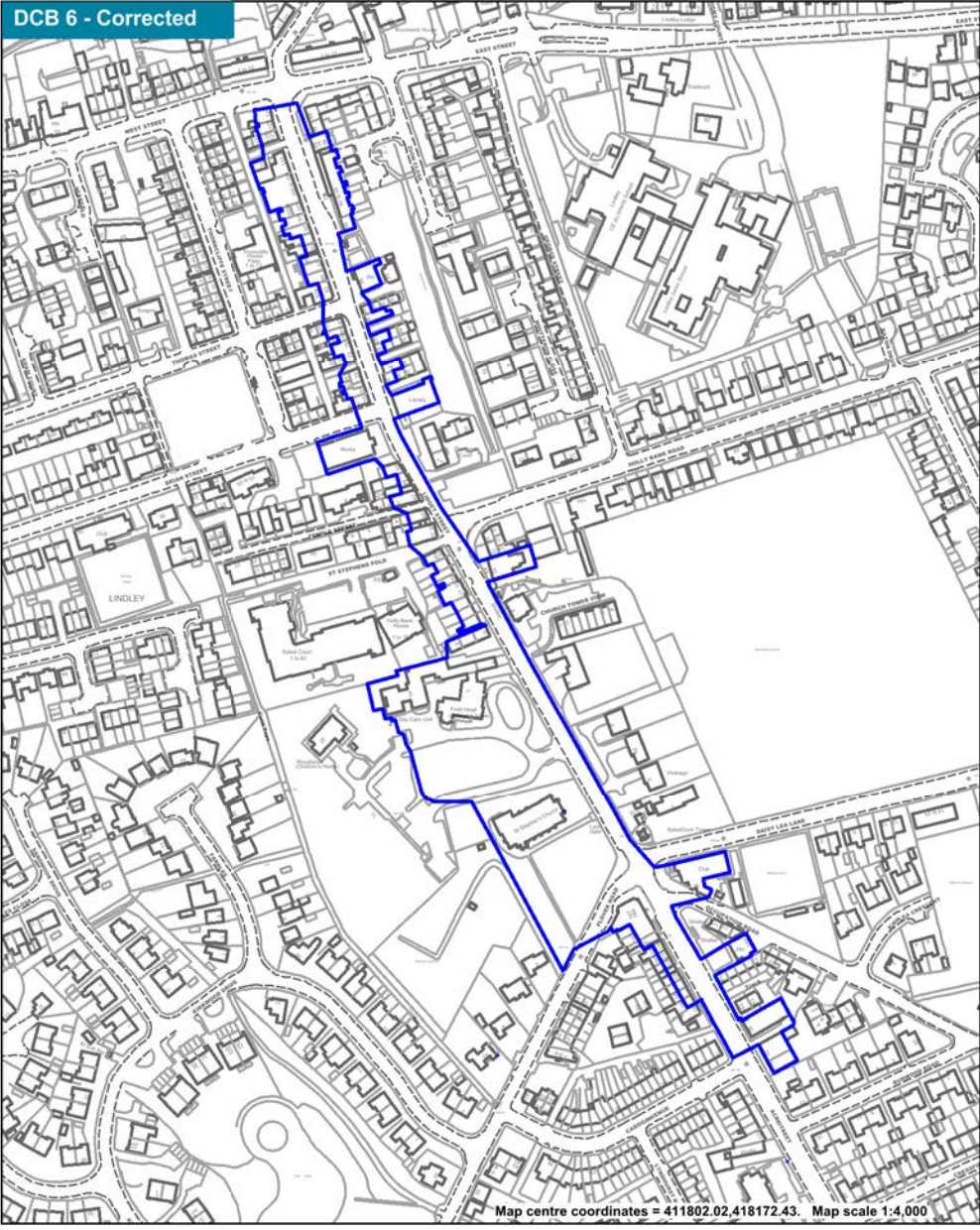
amended from PLP

**Appendix 3: Lindley District Centre Boundary**

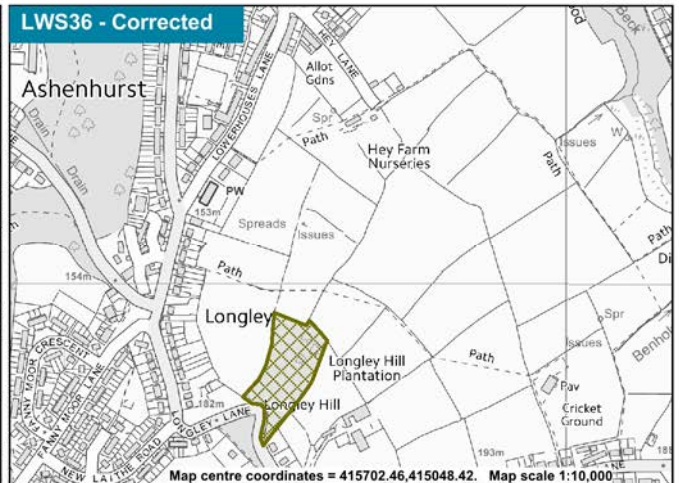
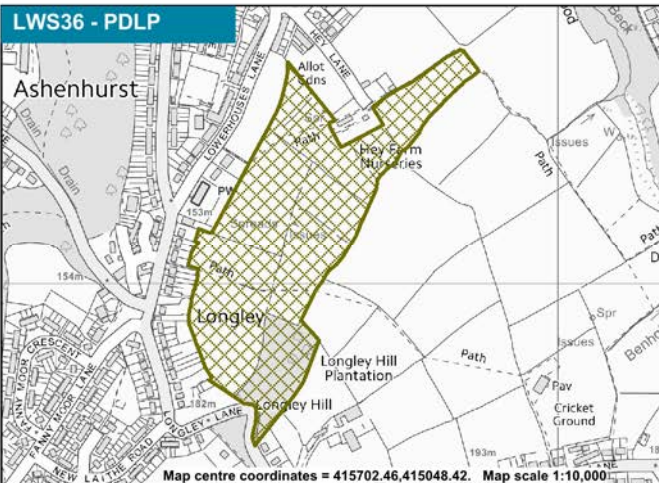
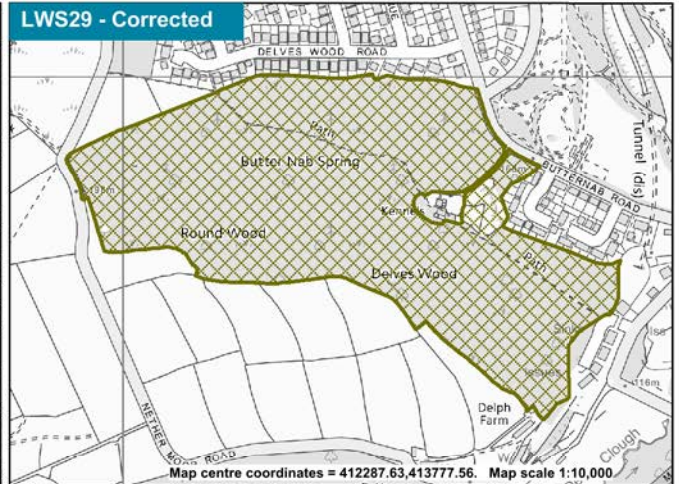
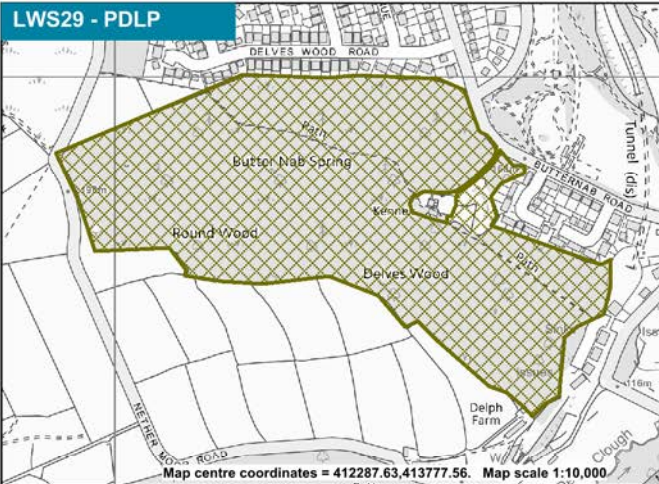
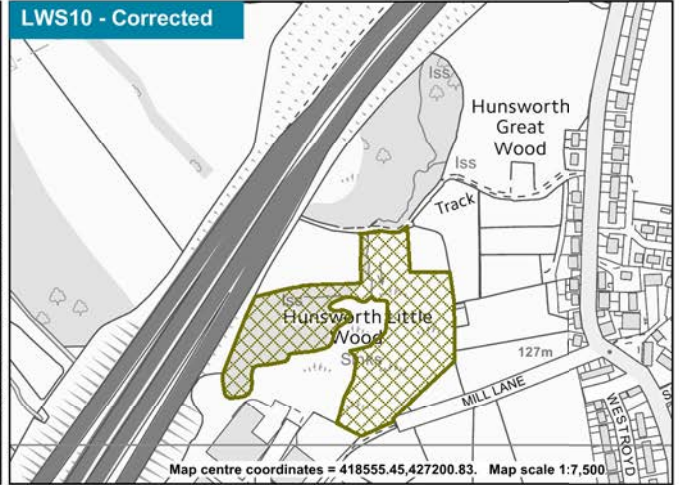
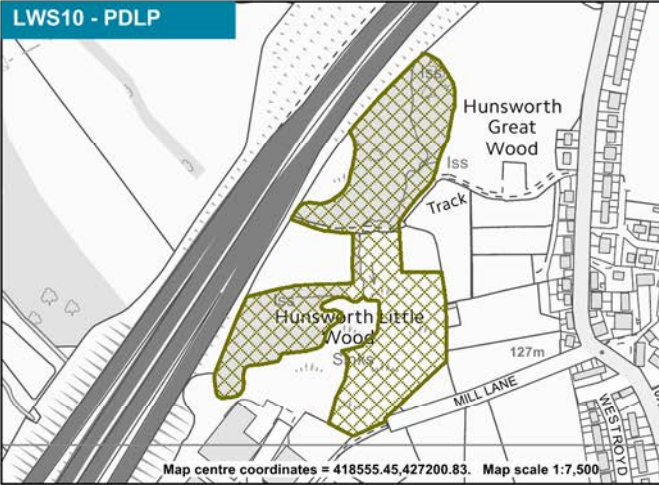
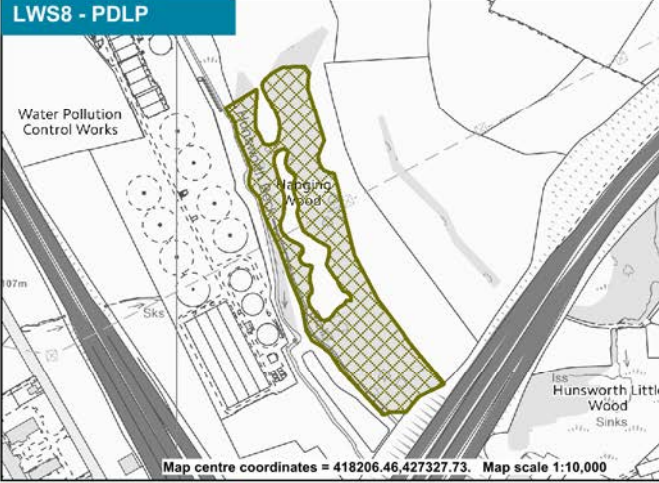
DCB 6 - PDLP

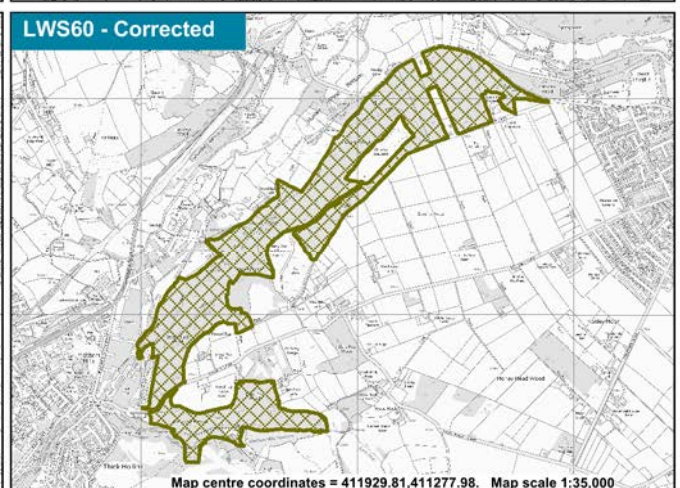
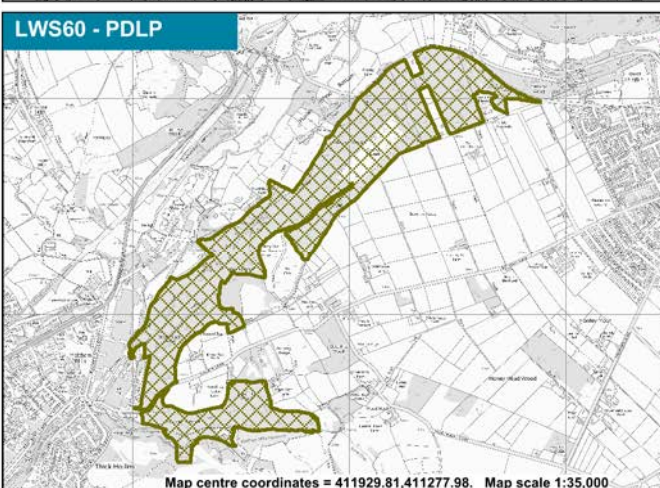
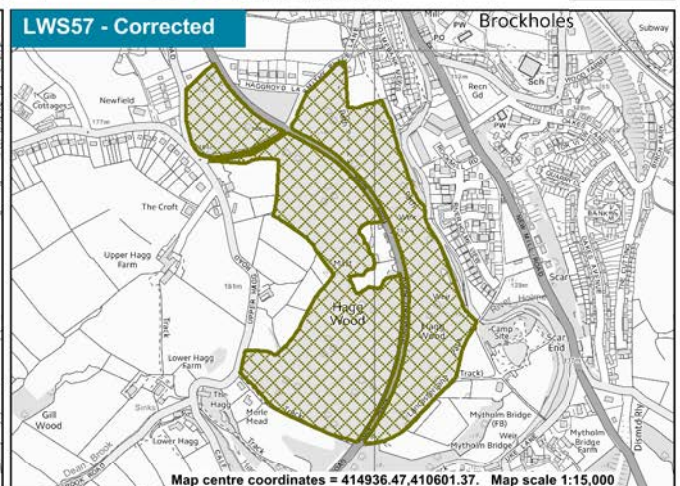
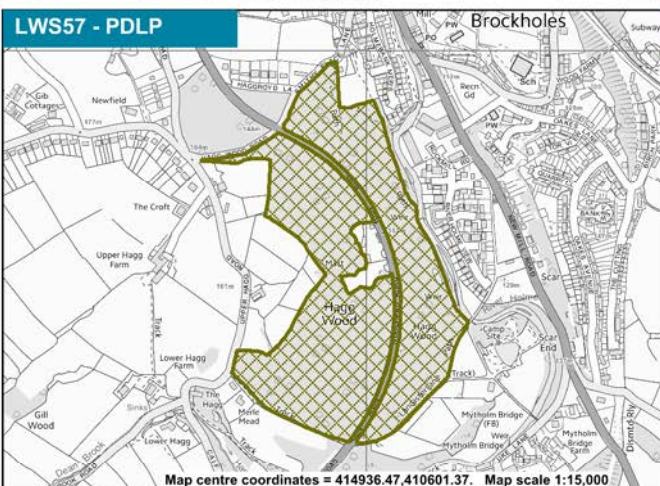
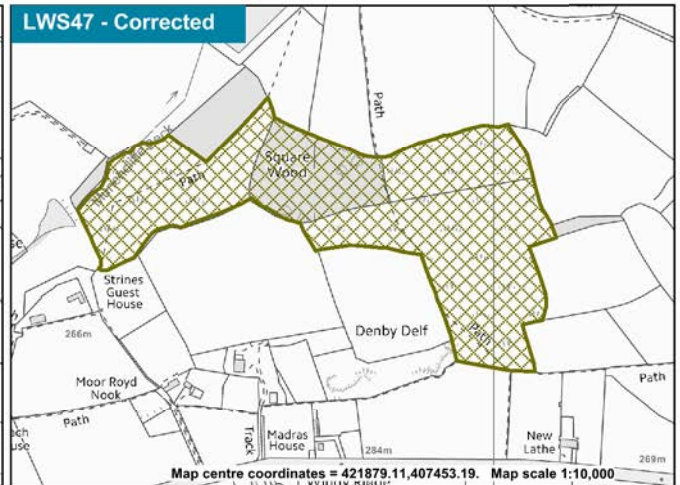
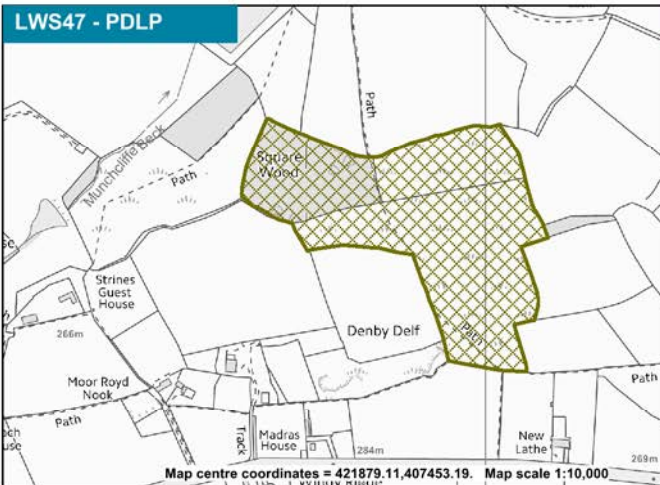
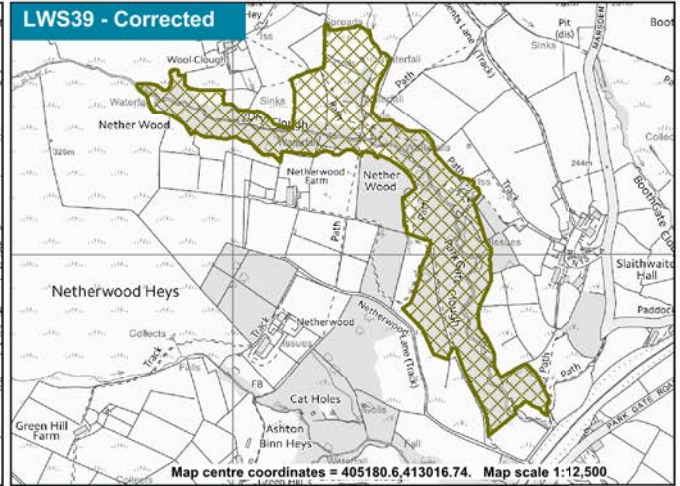
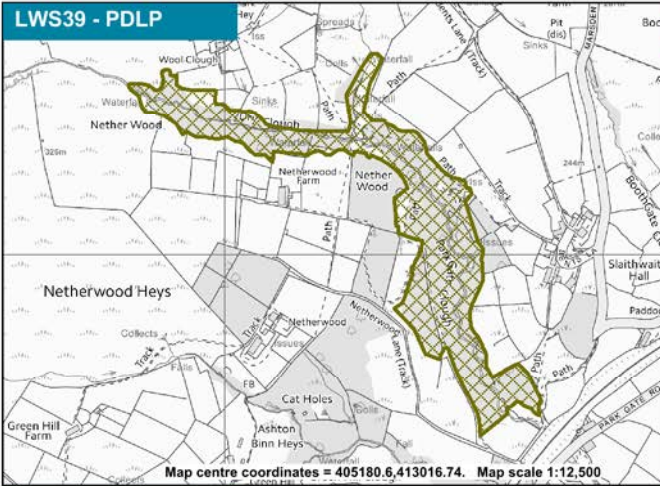


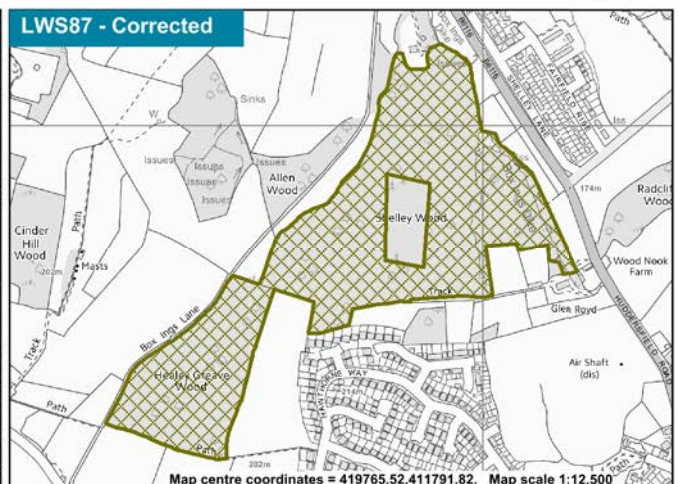
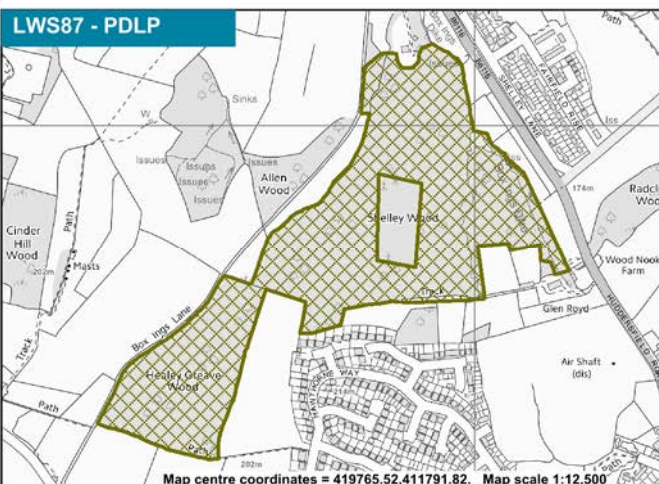
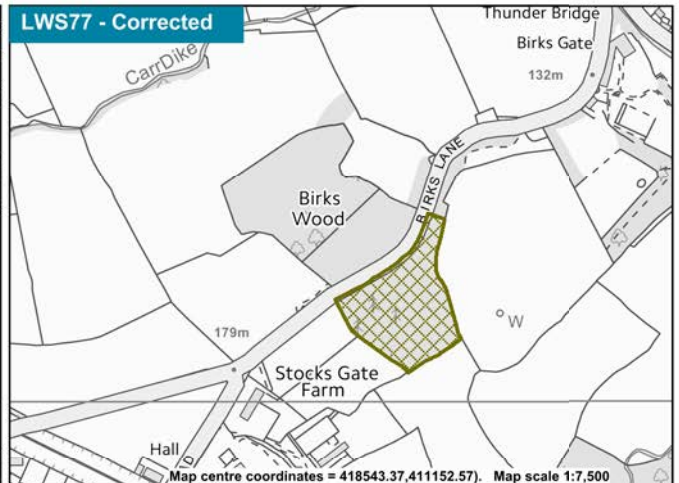
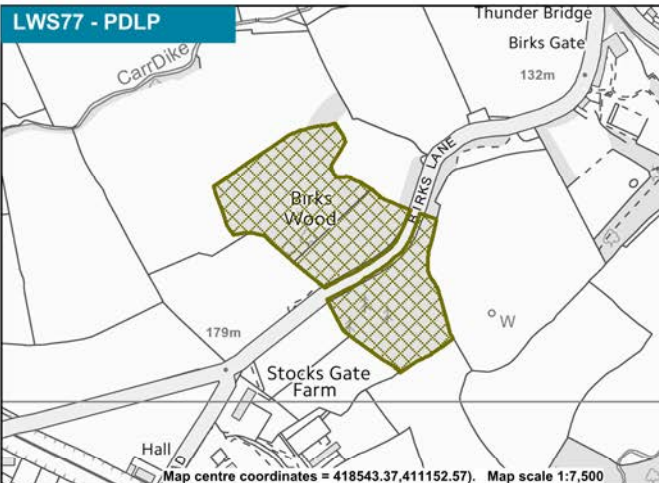
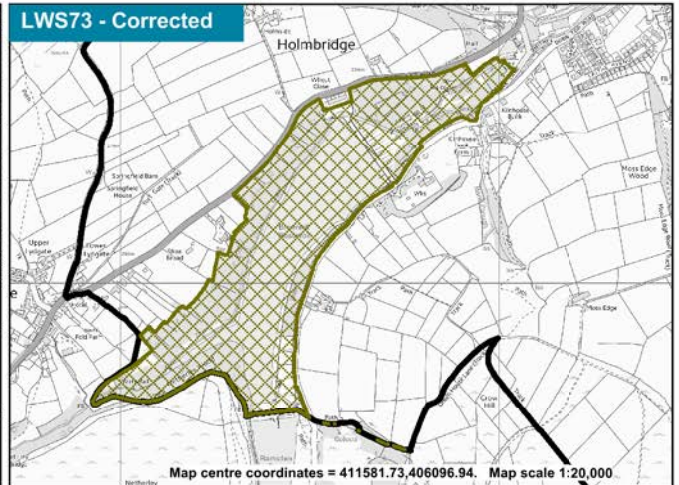
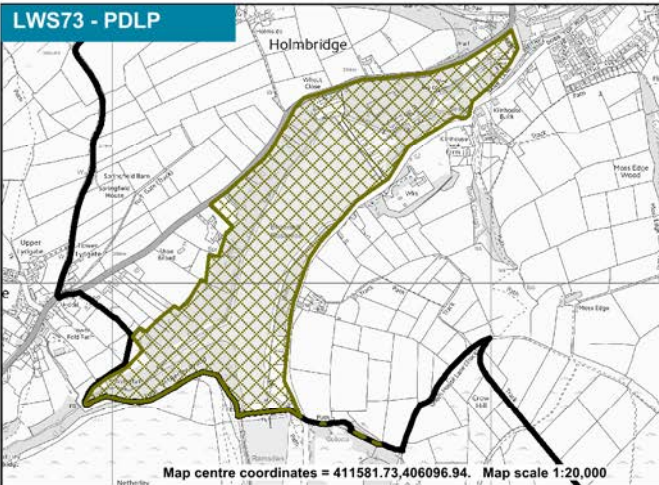
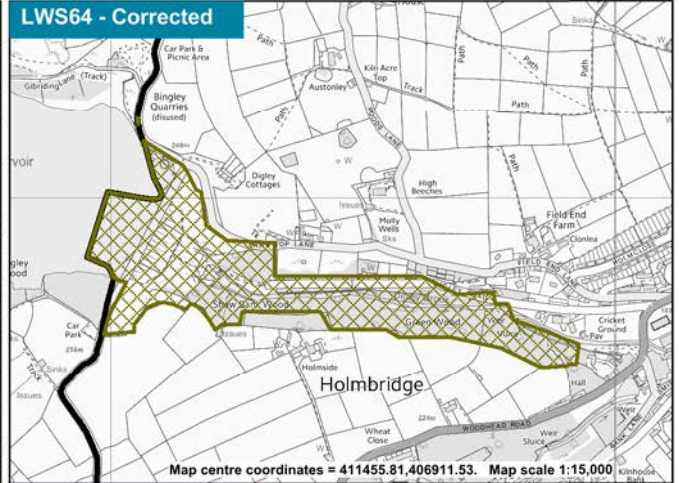
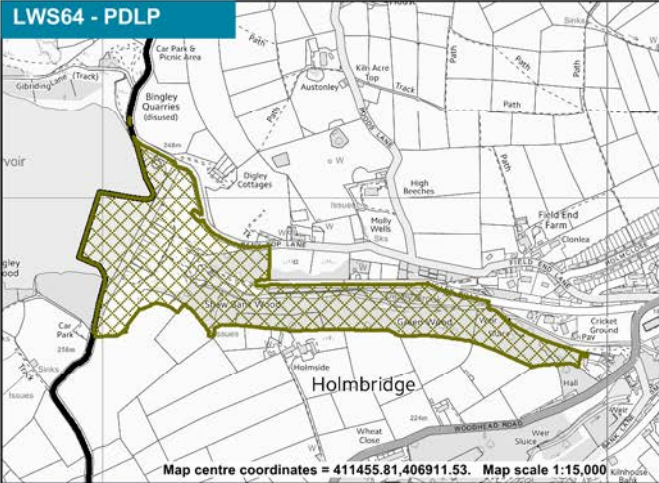
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**Appendix 4: Local Wildlife Sites – Boundary Amendments**





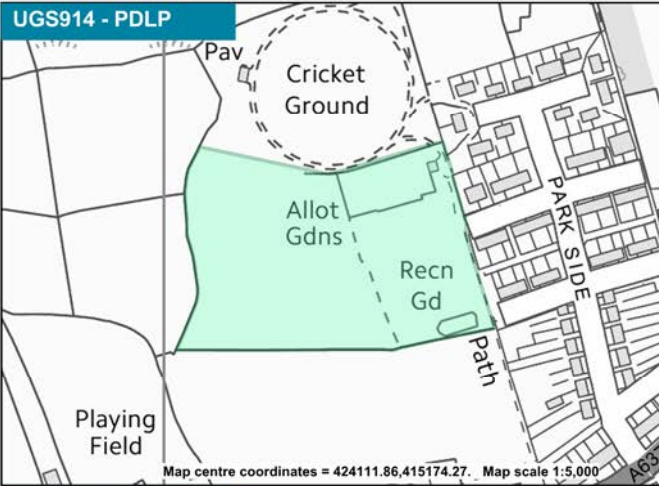


**Appendix 5: Urban Greenspace – Boundary Amendments**

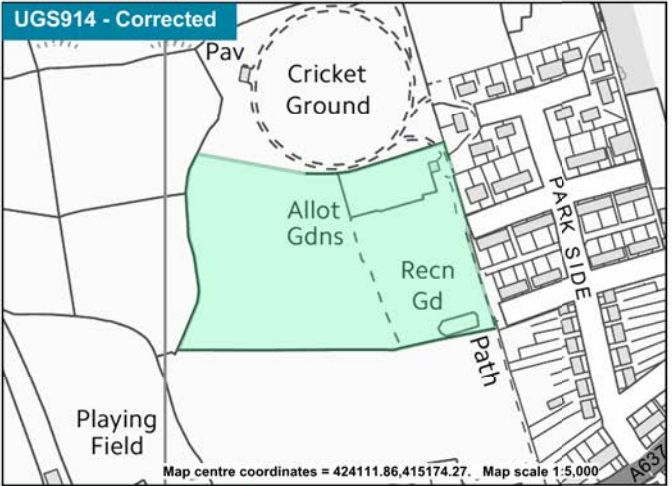




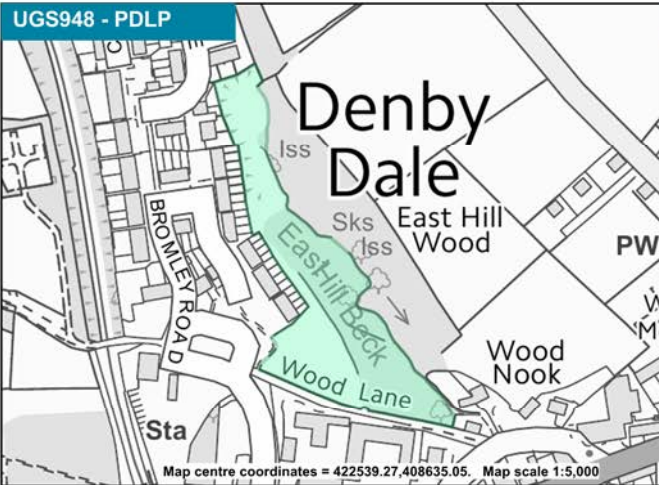
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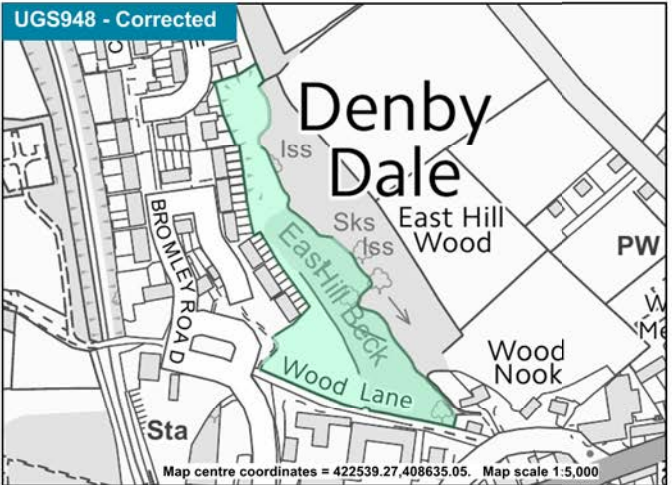
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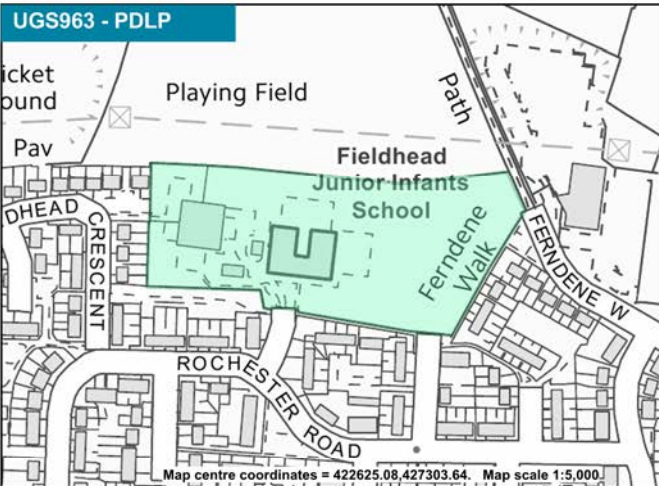
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**UGS948 - Corrected**



**UGS963 - PDLP**



**UGS963 - Corrected**

