Environmental Statement

Volume 2i: Scheme-wide Assessment

Chapter 5: Planning policy

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5. PLANNING POLICY

5.1 Introduction

5.1.1 This section sets out the prevailing planning policy context for the Scheme. This has been established following consideration of location combined with the nature and design of the Scheme.

5.1.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that all planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan in this case is the Kirklees Local Plan[1].

5.1.3 Further detail is provided in the Planning Statement[2], which accompanies the request for deemed planning permission[3]. The Planning Statement also provides an assessment of how the Scheme performs against the national and local planning policy framework.

5.2 National planning policy and guidance

5.2.1 This section sets out national planning policy and guidance relevant to the Scheme. This covers Government guidance outlined within the National Planning Policy Framework (NPPF) and national policy documents.

National Planning Policy Framework (NPPF) 2019

5.2.2 The NPPF was first published by the Department for Communities and Local Government (DCLG) on 27 March 2012. The NPPF replaces (and cancels) all Planning Policy Statements (PPS) and Guidance Notes (PPG), with the exception of PPS10: Planning for Sustainable Waste Management and some circulars, to form a single consolidated policy document. It has since been updated in July 2018, with the latest iteration being in February 2019.

5.2.3 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- Approving development proposals that accord with the development plan without delay;
- Where there are no development plan policies, or relevant polices are out of date, granting permission unless;
- The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the polices in the NPPF taken as a whole.

5.2.4 Paragraph 8 sets out the three key objectives of the planning system – economic, social and environmental objectives all interdependent but necessary to achieve the sustainable agenda and underpin both plan-making and decision-taking. They are specifically:

- **Economic objective** – to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and co-ordinating the provision of infrastructure;

[1] Kirklees Council Local Plan Strategy and Policies – Adopted 2019
[2] NR14 The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements) Order Planning Statement
[3] "On making an order under the Transport and Works Act 1992, the Secretary of State may direct that planning permission shall be deemed to be granted, subject to such conditions (if any) as may be specified in the direction."

- **Social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **Environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.2.5 The following sections within the NPPF are particularly relevant to the Scheme:

- **Chapter 6 (Building a strong, competitive economy)** – outlines the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. It states that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system.
- **Chapter 9 (Promoting sustainable transport)** – states that transport policies have an important role to play in facilitating sustainable development and that the transport system needs to be balanced in favour of sustainable transport, giving people a real choice about how they travel (paragraph 103). It further states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- **Chapter 12 (Achieving well-designed places)** – states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 127 states that planning policies and decisions should aim to ensure that developments:
  - will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities:
  - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit:
  - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
  - create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- **Chapter 8 (Promoting healthy communities)** – stresses the importance of access to high quality open spaces to the health and well-being of communities. The planning system is a means of providing safe and accessible developments, containing clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas. Access to high quality open spaces and opportunities for recreation can make an important contribution to the health and well-being of communities. Of particular relevance is paragraph 98 concerning the protection of existing public rights of way and access.

- **Chapter 13 (Protecting Green Belt land)** – outlines the role of the Green Belt and how it should continue to be protected from inappropriate development. It goes on to confirm that local transport infrastructure which can demonstrate a requirement for a Green Belt location is considered appropriate development in the Green Belt.
- **Chapter 14 (Meeting the challenge of climate change, flooding and coastal change)** – outlines that planning has a key role to play in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure (paragraph 148). Paragraph 149 states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, amongst other considerations. Paragraph 157 states that local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test and, if required, the Exception Test (as defined in Chapter 14) it can be demonstrated that:
  - the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
  - the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- **Chapter 15 (Conserving and enhancing the natural environment)** – sets out key principles for ensuring that the planning system contributes to and enhances the natural and local environment by, inter alia, recognising the wider benefits of ecosystems, minimising impacts on biodiversity and providing net gains in biodiversity where possible (paragraph 175).
- **Chapter 16 (Protecting the historic environment)** – stresses the need to assess the significance of any heritage asset which is affected by a development proposal (paragraph 189); this would be taken into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal (paragraph 190). In considering potential impacts, greater weight will be given to the conservation of the asset, irrespective of whether the harm to the asset is considered to be total loss, substantial harm or less than substantial harm. Paragraph 195 in particular confirms that substantial harm or total loss can only be accepted if it can be demonstrated that significant public benefit will occur through such loss or harm. Further consideration should also be taken into account if: (a) the nature of the heritage asset prevents all reasonable uses of the site; (b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; (c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and (d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- **Chapter 17 (Facilitating the sustainable use of minerals)** – stresses the importance of making the best use of finite resources to secure their long-term conservation (paragraph 203). Paragraph 204 elaborates on the implications of this policy. In particular, local authorities should take account of the contribution that substitute, or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst seeking to source minerals supplies indigenously.

National Planning Practice Guidance (NPPG)

5.2.6 The National Planning Practice Guidance (NPPG)[4] provides further context to the NPPF and it is intended that the two documents are read together. The NPPG provides guidance in relation to undertaking an Environmental Impact Assessment (EIA). Such guidance covers the purpose of EIA, the process and types of development where one is required, as well as preparing and submitting an Environmental Statement (ES).

5.2.7 The following sections are relevant to the Scheme:

- **Design: process and tools (2019):** this section of the NPPG states that good quality design is an integral part of sustainable development. It reinforces the recognition set out in the NPPF that design quality matters and that Planning should promote standards across all forms of development. It continues to say that well-designed places are successful and valued. The National Design Guide (complimentary to the NPPG) sets out ten key characteristics to underpin good design:
  - Context;
  - Identity;
  - Built Form;
  - Movement;
  - Nature;
  - Public Spaces;
  - Uses;
  - Homes & Buildings;
  - Resources; and
  - Lifespan.
- **Historic environment:** best practice is highlighted for protecting and conserving historic assets. Paragraph 002 indicates that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. Paragraph 007 goes on to reinforce why significance is important in decision making. Paragraph 013 provides guidance on what is the setting of a heritage asset, re-enforcing the definition set out in the NPPF and stating that setting is the surroundings in which an asset is experienced, and therefore may be more extensive than its curtilage.
- **Air quality:** This chapter sets out why the planning should be concerned about air quality and provides instances in which air quality could be relevant to a planning decision.
- **Climate change:** This section of the NPPG provides advice for effective mitigation and adaptation measures in plan making in addition to how the application process can address the potential impacts of climate change.
- **Natural environment:** This section explains key issues in implementing policy to protect landscape, biodiversity, ecosystems and green infrastructure. It explores how the character of landscapes be assessed to inform plan-making and planning decisions.
- **Noise:** This section advises on how planning can manage potential noise impacts in new development. It states that noise needs to be considered when new developments may create additional impacts (paragraph 001). Paragraph 002 goes on to state that noise should not be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development.

[4] Ministry of Housing, Communities & Local Government (published 29th November 2016 and updated 1st October 2019) https://www.gov.uk/government/collections/planning-practice-guidance

National Networks National Policy Statement (NPS)

5.2.8 The Government's vision and strategic objectives for the national networks include improving overall quality of life, journey quality, reliability and safety, linking up communities and enhancing accessibility for non-motorised users (NMU). The National Policy Statement for National Networks (NPS)[5] establishes the expectation that delivery of new schemes will improve quality of life and avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the Government's planning guidance (Paragraph 3.3). Paragraph 2.35 notes the crucial role that rail transport will play in delivering significant reductions in pollution and congestion. Schemes will also be expected to improve accessibility and inclusivity and reduce community severance, to contribute to a network that provides a range of opportunities and choices for people to connect with jobs, services and friends and family (Paragraph 3.19).

5.2.9 The Government's strategy is to provide for increasing use of efficient and sustainable electric trains for passenger and freight services. A programme of rail electrification will improve environmental performance of the railway.

5.2.10 Although it does not provide specific guidance for people and communities impacts, the NPS outlines the approach to land use which is of relevance to this assessment. Applicants should identify existing and proposed land uses near the Scheme and the likely effects on these (Paragraphs 5.165 and 5.168). It is acknowledged in the NPS that new or enhanced national networks infrastructure can have direct (paragraph 4.79) and indirect (paragraph 4.80) impacts on health, wellbeing and the quality of life of the population. The NPS sets out the need for and the Government's policies to deliver development of Nationally Significant Infrastructure Projects (NSIP) on the national road and rail networks in England. It provides planning guidance from promotors of NSIP on the road and rail networks and is the basis for examination.

5.2.11 In England, the NPS may also be a material consideration in decision making for applications that fall under the Town and Country Planning Act 1990 or any successor legislation. Whilst the Scheme is seeking consent under the Transport and Works Act, given the nature of the Scheme as rail infrastructure it is considered appropriate that weight should be given to the principles set out in the NPS.

5.2.12 The NPS concludes that at a strategic level there is a need for development of the national rail network. The NN NPS outlines the following objectives for the rail network to ensure that it is a driver of economic growth and social development:

- Offer a safe and reliable route to work;
- Facilitate the increases in both business and leisure travel;
- Support regional and local public transport to connect communities with public services, with workplaces and with each other; and
- Provide for the transport of freight across the country, and to and from port, in order to help meet environmental goals and improve quality of life (paragraph 2.29).

5.2.13 The NPS acknowledges that linear infrastructure, such as rail development, differs from other types of infrastructure, as

- 'These networks are designed to link together separate points. Consequently, benefits are heavily dependent on both the location of the network and the improvement to it.'

[5] Department for Transport (published 17 December 2014) National Policy Statement for National Networks https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/387222/npsnn-print.pdf

- Linear infrastructure is connected to a wider network, and any impacts from the development will have an effect on pre-existing sections of the network.
- Improvements to infrastructure are often connected to pre-existing sections of the network. Where relevant, this may minimise the total impact of development, but may place some limits on the opportunity for alternatives' (paragraph 4.11).

5.2.14 The NPS sets out a number of potential environmental impacts associated with national networks infrastructure and discusses how these should be assessed by development proposals and appropriate mitigation measures identified. Those of relevance to the Scheme are briefly summarised as follows. Further detail is provided in the Planning Statement.

- **Biodiversity and ecological conservation** – states that appropriate weight is to be applied to designated sites of international, national and local importance, protected species, habitats and other species, as well as biodiversity and geological interests within the wider environment (paragraph 5.26).
- **Flood risk** – requires the submission of a Flood Risk Assessment (FRA) alongside proposals located within Flood Zones 2 and 3, or those within Flood Zone 1 that are of one hectare or greater or may be subject to sources of flooding other than from rivers and the sea (paragraph 5.92).
- **The historic environment** – requires developments that are subject to an EIA to include assessment of any likely significant heritage impact (paragraph 5.126). Great weight is to be given to the conservation of a heritage asset and any harmful impact on its significance is to be weighed against the public benefit of development (paragraph 5.131).
- **Landscape and visual impact** – requires consideration on landscape and visual impact. Proposals are required to consider the nature of the existing landscape likely to be affected and nature of the effect likely to occur. Proposals should aim to avoid or minimise harm to the landscape and provide reasonable mitigation where appropriate (paragraph 5.149). The SoS is required to judge whether the visual effects on sensitive receptors, such as residents, outweighs the benefits of the development (paragraph 5.158).
- **Noise and vibration** – developments are required to be undertaken in accordance with statutory requirements for noise and regard should be given to the Noise Policy Statement for England. Proposals will be considered against the extent to which they achieve the following aims:
  - Avoid significant adverse impact on health and quality of life from noise as a result of the Scheme;
  - Mitigation minimise other adverse impact on health and quality of life from noise from the new Scheme; and
  - Contribute to improvements to health and quality of life through the effective management and control of noise, where possible (paragraph 5.195).
- **Impacts on transport networks** – requires consideration to be given to the impacts of the Scheme on wider transport networks and of construction sites on transport networks whilst it is in development. Consideration to be given by the Secretary of State (SoS) on the extent of impacts on local transport networks set out in local plan (paragraph 5.226).
- **Water quality and resources** – seeks to prevent new development from contributing to water pollution. It states that for projects that are improvements to existing infrastructure, opportunities should be taken, where feasible, to improve upon the quality of existing discharges where these are identified and shown to contribute towards the Water Framework Directive commitments (paragraph 5.222). In determining a proposal, the SoS should be satisfied that a proposal has had regard to the River Basin Management Plans and the requirements of the Water Framework Directive and its daughter directives (paragraph 5.226).

5.3 National transport policy

National Infrastructure Delivery Plan 2016 - 2021

5.3.1 The National Infrastructure Delivery Plan (NIDP)[6] sets out how the Government intends to support the delivery of key infrastructure projects and programmes. It brings together Government's plans for economic infrastructure over a five-year period from 2016 to 2021. It also sets out how infrastructure will support large-scale housing and regeneration projects, as well as key social infrastructure.

5.3.2 Although not formal planning policy, the NIDP provides useful context to the national strategy for delivering infrastructure, in which the Scheme is an important part. It provides the overarching context from within which planning policy is set and decisions made.

5.3.3 Regarding rail, the NIDP sets out the Government's vision to '*provide world class train services that drive economic growth and exceed passenger expectations*' (paragraph 4.6). To support this, a Government commitment to carry out a large rail modernisation programme is provided.

5.3.4 Within the strategy to achieve this, the NIDP sets out the Government rail infrastructure priorities to 2020/21. This includes the Network Rail enhancement programme, which is '*designed to provide necessary extra capacity, more services and better journeys'* (paragraph 4.19). The Scheme is highlighted as being one of the key parts of this programme (page 36).

Department for Transport (DfT) Rail Network Enhancements Pipeline (October 2019)

5.3.5 The DfT published its five-year Rail Network Enhancements Pipeline in 2019 listing projects to increase the capabilities of the rail network in England & Wales where development is being funded as part of the enhancements budget in CP6.

5.3.6 The schemes are listed by the latest decision gateway which they have passed: Decision to Initiate, Decision to Develop and Decision to Design. The Transpennine Route Upgrade is at the "Decision to Design" stage.

5.4 Local planning policy

5.4.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004[7], as well as paragraph 11 of the NPPF, confirm that planning applications should be determined in accordance with the Development Plan unless material circumstances indicate otherwise. Proposals which accord with the Development Plan are to be approved without delay. The requirements of section 38(6) do not apply to a request for deemed planning permission in relation to a TWAO, but it is to be expected that the SoS will have regard to the Development Plan in making a decision on a TWAO. In addition to the NPPF, the Development Plan comprises local planning policy documents adopted by the local authorities, within who administrative boundary the route travels. Kirklees Council is the local planning authority for this Scheme.

5.4.2 The NPPF states that for Development Plans and emerging policies, due weight according their degree of consistency with the NPPF (paragraph 125) should be given.

5.4.3 The Kirklees Local Plan was adopted in 2019. Table 5-1 lists local planning documents that are adopted or currently being prepared by Parish Councils or Neighbourhood Forums, which are of relevance to the Scheme. Planning policies contained within these documents

[6] HM Treasury (2016) National Infrastructure Delivery Plan
[7] Planning and Compulsory Purchase Act 2004 https://www.legislation.gov.uk/ukpga/2004/5/section/38

which are of relevance to the Scheme and against which the Scheme has been assessed have been identified.

Table 5-1 Relevant local planning policy documents

Planning policy document	Status	Planning policy
Kirklees Local Plan (2019)	Adopted	LP1: Presumption in favour of sustainable development LP2: Place shaping LP3: Location of new development LP4: Providing infrastructure LP5: Masterplanning sites LP6: Safeguarded land (land to be safeguarded for potential future development) LP7: Town centre uses LP9: Supporting skilled and flexible communities and workforce LP13: Town centre uses LP17: Huddersfield Town Centre LP18: Dewsbury Town Centre LP19: Strategic transport infrastructure LP20: Sustainable travel LP21: Highways and access LP24: Design LP27: Flood risk LP28: Drainage LP30: Biodiversity and geodiversity LP31: Strategic Green Infrastructure Network LP32: Landscape LP33: Trees LP34: Conserving and enhancing the wate environment LP35: Historic Environment LP37: Site restoration and aftercare LP38: Minerals safeguarding LP39: Protecting existing and planned minerals infrastructure LP40: Alternative developments on protected minerals infrastructure sites LP43: Waste Management Hierarchy LP45: Safeguarding waste management facilities LP47: Healthy, active and safe lifestyles LP50: Sport and physical activity LP51: Protection and improvement of local air quality LP52: Protection and improvement of environmental quality LP53: Contaminated and unstable land LP61: Urban green space LP62: Local green space LP69: Minerals extraction sites Section 18 – Environmental Protection Section 19 – Green Belt
Kirklees Local Plan Allocations and Designations (2019)		The Local Plan Part 2 'Allocations and Designations' sets out the allocations and designations included in the Local Plan. There are several allocations and designations of various types relevant to, or in proximity to the Scheme. This includes:

Planning policy document	Status	Planning policy
		• TS1 - A62/A644 Huddersfield to Leeds Major transport scheme to deal with existing congestion on a major route through Kirklees between Huddersfield and Leeds. The scheme will address congestion in and around Cooper Bridge gyratory to the east of Huddersfield. A number of other junctions along this corridor and approaching Cooper Bridge roundabout will also require capacity and safety improvements, this includes the following locations; • A62 Leeds Road /Bradley Mills Road • A62/A6107 (Bradley Road) • A62/A644 (Cooper Bridge) • TS4 – A629 Halifax Road (Huddersfield to Halifax Corridor) Junction improvements at Blacker Road and East Street with the A629 (Cavalry Arms) and route traffic management, including road space reorganisation between Huddersfield Ring Road and Ainley Top. • TS5 'Mirfield to Dewsbury to Leeds and North Kirklees Growth Zone' • TS7 'Public Transport Improvement Schemes' (includes for Transpennine Electrification and Huddersfield Station Improvements and Mirfield Rail Station Parking and New Platforms and improvements at Ravensthorpe Station; **Employed Allocations** • ES9 Former Cooper Bridge Waste Water Treatment Works, Leeds Road, Mirfield (8.49ha (developable area is only 4.26ha)) **Priority Employment Areas:** • PEA5 Mama's & Papa's, Colne Bridge Road, Huddersfield (6.25 ha) • PEA6 Station Road, Bradley, Huddersfield (4.94 ha), • PEA7 Bradley Junction Industrial Estate, Ashley Industrial Estate, Beckview Business Park, Leeds Road, Huddersfield (10.70 ha) • PEA8 Trident Business Park, Leeds Road, Huddersfield (15.70 ha) • PE36 Dewsbury Mills, Thornhill Road (5.25ha) • PEA37 Calder Bank Road, Dewsbury (14.04 ha) • PEA39 Lowland Works, Lowland Road, Mirfield (3.52 ha) • PEA40 Station Road, Mirfield (3.82 ha) • PEA41 Steanard Lane, Mirfield (7.85 ha) **Housing Allocations:** • HS11 Land North of Bradley Road, Bradley (68.34 ha) • HS15 Land north of Flint Street, Fartown (1.29 ha) • HS61 Land to the south of, Ravensthorpe Road/Lees Hall Road, Dewsbury (161.37 ha) **Local Wildlife Sites:** • LWS5 Grimescar Wood, Birkby • LWS6 Huddersfield Broad Canal (Sir John Ramsden Canal), Huddersfield • LWS11 Dalton Bank • LWS12 Laneside Quarry

Planning policy document	Status	Planning policy
		• LWS14 Gledholt Woods LNR, Huddersfield • LWS18 Howroyd Beck Fields Lowe Whitley • LWS19 Sparrow Wood • LWS20 Lower Spen Wildlife Area • LWS21 Briery Bank Woods • LWS22 Covey Clough Wood, • LWS23 Gregory Spring • LWS24 Jordan Wood and Oliver Wood • LWS25 Liley Wood • LWS26 Sunny Bank Ponds • LWS27 Whitley Wood, Lower Hopton (includes Hagg Wood) • LWS38 Huddersfield Narrow Canal **Urban Green Space:** • UG26 Land between Huddersfield Broad Canal & River Calder. South of Leeds Road, Cooper Bridge, Huddersfield • UG39 Canalside Sports Complex, Leeds Road, Huddersfield • UG48 New North Huddersfield Trust School, Christ Church, Woodhouse Hill, Fartown, Huddersfield, • UG71 Leeds Road Sports Complex, Leeds Road, Huddersfield • UG102 Gledholt Woods LNR & Branch Street Allotments, • UG105 Land off Gledholt Bank, Huddersfield • UG165 Spring Grove Junior School Playing Fields, Water Street, Springwood, Huddersfield • UG196 Ravenshall School & Ravensthorpe Road Allotments • UG253 Open land north of railway, Hurst Lane, Lowlands, Mirfield **Safeguarded Waste Management Sites:** • WS1 Bradley Park Landfill Site, Ashbrow • WS9 45-46 Lower Viaduct Street, Huddersfield • WS10 Hillhouse Sidings, Alder Street, Huddersfield • WS11 The Triangle, Paddock Foot, Huddersfield, • WS19 Thornhill Quarry, Ravensthorpe Road, Ravensthorpe • WS20 Forge Lane Quarry, Forge Lane, Dewsbury • WS21 Cartwright Mill, Watergate Road, Dewsbury • WS26 Weaving Lane, Dewsbury **Strategic Green Infrastructure:** • River Colne corridor • River Calder corridor **Mineral Allocations:** • MIS3: Concrete batching plant off Lees Hall Road, Thornhill Lees, Dewsbury • MIS4: Rolled products plant at Newlay Concrete • MIS7: Concrete products and plant at Longley C.R. & Co Ltd. • MES6: Forge Lane Quarry
The Infrastructure Delivery Plan (IDP) Addendum (2016)	Adopted	The IDP Addendum supports the Local Plan and details existing and planned infrastructure provision within Kirklees

Planning policy document	Status	Planning policy
		and assesses the extent to which this provision meets land requirements for housing and employment needs.
Huddersfield Town Centre Blueprint SPD (2020)	Revoked	The SPD forms the framework for the development of a Town Centre Area Action Plan which will be used in the determination of subsequent planning applications in the area. It contains more detail on how the objectives can be achieved through integrated working with private developers and landowners and, where necessary, the judicious use of compulsory purchase powers. It is noted that the adoption of the SPD was revoked in October 2020 pending a legal challenge; however, the document continues to constitute the Council's vision for the Town Centre and has been addressed accordingly.
Mirfield Neighbourhood Plan	Emerging	Mirfield Neighbourhood Area was approved on 19th December 2016. Mirfield Town Council is currently working through its steering group to prepare a Neighbourhood Plan for the area. Should a Mirfield Neighbourhood Plan become designated, the Mirfield Neighbourhood Plan would become a material consideration in the determination of planning applications for the area.

5.5 Regional/local transport policy

5.5.1 In addition to planning policies in the local Development Plan, Kirklees Council has also adopted a Local Transport Plan (LTP). The purpose of which is to set out the local authority's long-term framework for investment in transport across the local areas. The document sets out the strategy to providing a safe and efficient transport network and the approach through which to deal with key transport issue. The document supplements planning policy and its spatial vision is an important consideration for any major development and transport scheme.

5.5.2 On a regional level, West Yorkshire Combined Authority adopted the West Yorkshire Transport Strategy 2040 on 3 August 2017, which sets out the policy framework for improving transport for West Yorkshire. The Strategy has been produced by the West Yorkshire Combined Authority and the West Yorkshire district councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield.

5.5.3 Table 5-2 provides detail on both the relevant regional and local policy.

Table 5-2 Regional/local transport policy documents

Local Authority	Transport policy document	Adopted/emerging	Policy
West Yorkshire Combined Authority	West Yorkshire Transport Strategy 2040 (2017)	Adopted	The strategy seeks to enhance business success and quality of life by providing modern, high-quality and well-connected transport which ensures travel around West Yorkshire is dependable. It seeks to: • Create a more reliable, less congested and better-connected transport network. • Which will have a positive impact on the natural and built environment; and • Put people first by creating a strong sense of place. The strategy sets a target for 75% more trips to be made by rail by 2027, to be achieved through working with operators, enhanced station provision and station accessibility and new stations within West Yorkshire. Proposals for improvements to the Trans-Pennine route directly addresses some of the challenges identified in the strategy by seeking to enhance access to the rail network in this area. The capacity and line speed improvements will help to reduce highway congestion by encouraging a modal shift away from the reliance on the private car. As such the Strategy fully supports the Scheme.
Kirklees Council	2025 Kirklees Transport Vision (2005)	Adopted	• The 20-year Transport Vision aims to enable a flourishing sustainable transport system that will improve the health and wellbeing of the local population and the environment whilst positively contributing to a thriving local economy. This will be achieved by: • A3 – Comprehensive rail network with regular rapid services linking directly to key local, regional and national destinations with sufficient capacity to meet local needs • A5 – Fully integrated hub & spoke public transport system, with feeder services linking into core routes for bus, rail and taxi • A7 – Integrated park & ride facilities for bus and rail • B1 – Increased use of sustainable modes of travel to safeguard the environment • C1 – Create a range of sustainable travel networks that support economic development

Local Authority	Transport policy document	Adopted/emerging	Policy
			• C3 Improved transport infrastructure to meet local business needs and sustain a vibrant economy.
Kirklees Council	Local Plan	Adopted	In terms of transport policy the Local Plan states; 'The ability to move goods and people is particularly important given the district's strategic position on the national motorway and rail networks. As part of the Local Plan, it is critical that there is an integrated approach to transport, climate change, environmental objectives and development across Kirklees, in order to reach future economic targets and to facilitate sustainable communities. The Council's Economic Strategy makes a firm commitment to investing in public transport and physical improvements to the existing infrastructure for commuters and the uptake of sustainable modes of travel. "*Improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, and to cycling and walking, providing an efficient highway network which supports the district's economy*."