

STATEMENT OF COMMON GROUND

Between Calderdale Council and Highways England in relation to the Calderdale Local Plan (Publication Draft) (SD01.1)

1. Introduction

1.1 The Planning Inspector has asked Calderdale Council and Highways England to agree a Statement of Common Ground covering the following matters:

1. Suitability of the Council's transport evidence base, and whether any further work is needed
2. Impact of overall levels of housing and employment growth on the Strategic Road Network, and what mitigation measures are necessary to support growth
3. Clarification regarding what mitigation measures are necessary to deliver particular allocation sites (including the Garden Suburb sites)
4. Clarification regarding the deliverability of required mitigation measures (e.g. which schemes have identified funding or are being planned), and any implications for phasing/delivery of specific sites or overall growth.
5. Whether any modifications are necessary to the Plan.

1.2 In response to the request from the Inspector, the Council and its transport consultants (WSP) prepared a further technical note – TN12 (Calderdale Local Plan - Response to comments made by Highways England and general update on Transport Evidence) (EV54.13). The aforementioned TN12 was prepared to provide Highways England with assurance that the above listed items had been addressed, and it should be read in conjunction with this Statement of Common Ground.

2. Matters of common ground

2.1 Suitability of the Council's transport evidence base – The modelling undertaken on behalf of the Council provides a suitable basis for assessment of the impact of the proposals contained within the Calderdale Local Plan (Publication Draft) Local. As stated in TN12 the iteration of modelling set out in TN09 (Assessment of Cumulative Impact) (EV54.10) takes account of Highway England's earlier critique of the Local Plan.

TN09 takes into account Highways England's comments regarding the modelling of the development aspirations within the Plan and the impacts at the SRN reported by the modelling of the Plan. Appropriate mitigation measures and funding for delivery of those will be identified and secured when the identified sites commence the required planning processes.

2.2 Impact of overall levels of housing and employment growth on the Strategic Road Network – As stated in TN12, the locations shown in TN11 (Cross Boundary Impacts) (EV54.12) are considered to be the key points on the Strategic Road Network, and the information provided will allow Highways England and the Council to consider future impacts from growth in Calderdale and growth from Bradford/Kirklees/elsewhere. Highways England will continue to work with the Council to ensure any necessary mitigation will be set out in the Calderdale Infrastructure Delivery Plan (IDP) (2019) (EV42.1), which is an iterative document that will continue to be updated at least once a year.

2.3 Clarification regarding what mitigation measures are necessary to deliver particular allocation sites (including the Garden Suburb sites) – The overall programme of infrastructure delivery is outlined in the IDP 2019. Strategic transport interventions are set out under Policy IM1 (Strategic Transport Interventions of the Local Plan (Publication Draft)). The masterplanning of sites is addressed under Policy IM7 (Masterplanning of Housing Sites). Policy IM7 establishes that the production of masterplans for strategic housing sites *‘should involve the all relevant stakeholders, including the Council, infrastructure providers...’* and amongst other things *‘achieve measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks’*. Site specific requirements are set out in the Calderdale Local Plan (Publication Draft) Appendix 1 Site allocations – Supporting Information (SD01.2).

2.4 Clarification regarding the deliverability of required mitigation measures – Appendix 1(Overview of infrastructure and housing trajectory) and Appendix 3 (Schedule of Transport Infrastructure) of the IDP (2019) (EV42.1) identify key infrastructure and align this with the housing trajectory. Appendices 1 and 2 of TN12 (EV54.13) explain the process whereby business cases are approved by WYCA and funding is released either for the project development or actual infrastructure; and the stage that each phase of Calderdale’s WY+TF transport infrastructure has reached in the aforementioned project assurance process. The required mitigation will be delivered at the appropriate time.

2.5 The Government’s Draft Road Investment Strategy (2018) emphasises the importance of supporting housing growth and productivity. The Council raised its interests when consulted, which incorporated their consideration at that time of the quantum of development proposed by Calderdale Council through its emerging Local Plan.

2.6 Whether any modifications are necessary to the Plan – A requirement for Specific modifications has not been identified at the time of signing this Statement; however, it is recognised that modification may be identified as the Examination progresses.

Highways England will continue to work alongside the Council regarding issues pertaining to the SRN, and how any necessary mitigation will be delivered and funded.

3. Conclusion

3.1 There are no in-principle impediments to the adoption of the Local Plan on account of its impact on the Strategic Road Network. However, both parties to this Statement agree that it will be necessary to work collaboratively to ensure that the necessary mitigation is delivered at the appropriate time. As Statutory Consultee in the planning process, Highways England will review all planning applications in relation to the aspirations of the Local Plan, and will work with site promoters and the Council to identify the appropriate transport infrastructure mitigation where necessary.

Signed...Richard Seaman.....Date.....20/06/2019..... (Calderdale Council)

Signed.....Date.....20/06/2019..... (Highways England)

(Simon D Jones, Regional Spatial Planning Manager)