

This is an outline application is for the erection of 23 dwellings at Netherton Fold Netherton, Huddersfield. The applicant wishes to determine access into and layout of the development. The site is a former railway station and goods yard with an existing access (Station Road) directly onto Netherton Fold, access into the site is currently unadopted. Netherton Fold has a connection to the north of the site onto Moor Lane via a standard priority junction. There have been 3 reported injury accidents at this junction in the last 16 which indicates that the junction is performing within design parameters and has no underlying road safety issues.

To the south Netherton Fold becomes Lea Lane which eventually connects to Honley. Both routes are narrow in character with an average carriageway width of around 5 metres with on street parking in clusters along Netherton Fold.

This application is supported by a Transport Statement (TS) prepared by Met Engineers on which the majority of highway comments will be made. In terms of traffic generation, the site has an existing use which has the potential to generate vehicle movements onto the highway network and in particular its use as a goods yard which could generate high number of heavy goods vehicle movements. Therefore the impact of this proposed development on the highway network must be weighed against any vehicle movements that would occur over and above what the current site could generate.

The TS indicated that the 23 dwelling development would generate 16 vehicle trips in the morning peak and 17 trips in the evening peak. Although this is slightly below the 18 trips in each period we would estimate the amount of traffic generated equates to an additional vehicle movement every 3 minutes in the peak periods. This amount is negligible and the traffic generated would not be discernible from the daily fluctuation in traffic flow on the highway network.

In consideration of any road safety impact the additional traffic generated by the development may have on the highways network. Colleagues in the Councils Road Safety Team have assessed any impact this may have and they have not raised any objection to the application. The accident record on the junction of Netherton Lane and Moor Lane is low as is the accident record for the Netherton Lane/Lea Lane route.

In terms of location the site is in close proximity to Netherton and its local services and has good access to public transport. There are good footpath connections into the site which also borders the Meltham Greenway which has the potential to be extended through the development site into Netherton centre and should be delivered as part of the development proposals.

The development proposals include the adoption of the access road which includes junction realignment for Station Road and Netherton Lane. The junction currently is a wide sett paved arrangement with no standard footways etc. Resident parking takes place in this location so some of this may be lost, however there appears to be alternative residents parking provision via a car park off the access road included in the development proposals. The new access road will become more "centralised" within the junction arrangement which improves visibility onto Netherton Fold.

At its southern end the access road has a turning head and from the layout it would appear that it can accommodate the turning requirements of both service and emergency access vehicles. The access road also appears to support a Manual for Streets layout which is a preference of this Council.

Parking provision for the development appears to be within Council standards in terms of layout and provision.

In conclusion the development would have no detrimental impact on the safe operation of the highways network, the access as proposed can accommodate the number of dwellings proposed and its layout is acceptable in terms of servicing. Therefore the Highways Development Management Team can see no sustainable highways reason to object to the application subject to the following conditions.

Suggested Conditions

The development shall not be brought into use, until the approved vehicle parking areas on the approved plans shall be surfaced and drained in accordance with the Communities and Local Government; and Environment Agencies 'Guidance on the permeable surfacing of front gardens (parking areas)' published 13th May 2009 (ISBN 9781409804864) as amended or superseded; and thereafter retained throughout the lifetime of the development.

Reason: In the interest of highway safety, sustainable drainage, and to ensure adequate space within the site for vehicle movements and parking and in accordance with Unitary Development Plan Policy T10 and Section 9 of the National Planning Policy Framework

No development, except demolition of buildings approved by this permission, shall take place until a scheme detailing the proposed internal adoptable estate roads have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full sections, drainage works, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work. Before any building is brought into use the scheme shall be completed in accordance with the scheme shown on approved plans and retained thereafter.

Reason: To ensure that suitable access is available for the development, in the interest of highway safety; and in accordance with Unitary Development Plan Policy T10 and Section 9 of the National Planning Policy Framework

No development shall take place until the details of the junction and associated highway works, at the junction of Station Road and Netherton Fold, have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the works to provide the junction have been completed in accordance with the approved plans.

Reason: To ensure that suitable access is available for the development; in the interest of highway safety; and in accordance with Unitary Development Plan Policy T10 AND Section 9 of the National Planning Policy Framework

Prior to the first occupation of the dwelling hereby approved, the developer shall subsidise the cost of a Metro travel card for the benefit of future occupiers in accordance with the Residential Metrocard scheme (details attached).

Reason: To encourage the use of public transport in accordance with the Council's sustainability objectives

Development shall not commence until a scheme detailing measures to prevent mud and debris being brought from the site onto the public highway during construction works has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented throughout the construction period.

Reason: To prevent mud hazards on the public highway in the interests of highway safety and in accordance with Unitary Development Plan T10.

FOOTNOTE (Highways)

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer, Civic Centre 3, Market Street, Huddersfield (Kirklees Highway Design: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.