

**KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT**

PLANNING REF 2017/62/92997/E0/MW
CATEGORY Small Major

PROPOSAL ERECTION OF 70(OVER 55)
RETIREMENT APARTMENTS
COMPRISING OF FOUR
BLOCKS,PROVISION OF A
COMMUNITY
BUILDING,ELECTRICITY

LOCATION LIDL
STATION ROAD
MIRFIELD
WF14 8LL

APPLICANT JOHN R PALEY ASSOCIATES

HDC Ref. No. K10-9NW/15

Highway Officer Mark Berry

O. S. Ref. 203 196

Date Received 12/09/2017

Target Date 03/10/2017

Date Returned 12/10/2017

Decision

Route No. C554

Road Name STATION ROAD

Adopted Yes

Footpath No

Highway scheme Yes

TROS

Potential Committee:

Checked by / date Sam Lewis 12/09/2017

This application seeks approval to the erection of 70 (for the over 55's) retirement apartments comprising of four blocks, provision of a community building including a small pool, electricity substation and laying out of internal roads, parking areas and greenspace and associated infrastructure at Lidl, Station Road, Mirfield

The site is located on the western side of Station Road approximately 120 metres to the south of Mirfield town centre and 250 metres from the rail station . This is the site of the former LYDL Supermarket which has now relocated to new premises on the opposite side of Station Road. The site is bounded to the west by a new development, to the south by the Calder and Hebble navigation and to the east by Station Road. To the north there is a car park associated with commercial and retail premises.

The proposals are to construct a new residential development of 70 two bedroomed apartments in 4 blocks plus a 300sqm community facility.

The proposals are to utilise the existing access road off Station Road to serve the proposed development. An internal road off Station Road is proposed with the highway layout being initially of a traditional layout with footways to both sides. Once into the site the road layout becomes a more informal shared surface carriageway leading off the head of the main spine road.

Pedestrian access will be from Station Road via the proposed footway adjacent the access road with links to the canal tow path, adjacent residential development and public car park.

Access to the community building and small (3m x 11m) pool will be from the public car park to the north of the site.

Within the walking distance there are the local shops and services within Mirfield including a supermarket, butchers, a bank, a post office, a doctor's surgery, dentists, pharmacy and various food and takeaway outlets, restaurants and cafes. The rail station and fare stages are also well within the walking catchment area for the site. To assist pedestrians to safely access these shops and services within the town centre there are signalised crossing points on the Huddersfield Road within the town centre.

The proposed parking provision for the apartments will be 100% plus 16 visitor spaces. The spaces will be either integral or within the parking courtyards. The visitor spaces will be designated and marked out on site within the courtyards. A total of 86 parking spaces are proposed. Secure cycle storage facilities will be provided within each block and the proposed community centre.

The developments access proposes visibility splays in both directions similar to the existing LYDL access which has had a significant number of daily trips associated with the previous use.

A Transport Assessment is provided with this application prepared by Paragon highways. To determine the anticipated traffic generation from the apartments, the national TRICs data base has been utilised. This shows that a development of 70 over 55 retirement apartments would generate 6 trips in the am peak and 8 trips in the pm peak hours respectively. Highways have undertaken an assessment using TRICs and would consider 10 trips in the am peak and 12 trips in the pm peak hours to be more realistic for a development of this size.

TRICs has also been used to estimate the impact of the community building. The applicants consider that this would generate 2 trips in the am peak and 5 trips in the pm peak hours respectively

Highways have undertaken an assessment using TRICs and would consider 6 trips in the am peak and 8 trips in the pm peak hours to be more realistic for a Community centre of this size.

Given the sustainable location in Mirfield town centre and that sufficient off-street parking and internal refuse vehicle turning is proposed and that this proposal is not anticipated to be a significant traffic generator there proposals are considered acceptable from a highways point of view and we have no wish to resist the granting of planning permission.

If planning is minded to approve this application the following conditions should be attached to the Decision Notice.

Pedestrian access from car park

Prior to development commencing, a detailed scheme for the provision of a pedestrian access through the public car park to the north of the site with associated signing, lighting and white lining shall be submitted to and approved in writing by the LPA. The scheme shall include construction specifications, white lining, signing and surface finishes. All of the agreed works shall be implemented before any part of the development is first brought into use.

Reason: In the interests of highway safety and to achieve a satisfactory layout

Turning facilities to be provided

Before any building is occupied turning facilities shall be provided in accordance with the details shown on drawing no P16:4981:06. The turning facilities shall thereafter be made available for use at all times by vehicles and shall be kept free from obstruction to such use.

Reason: In the interests of highway safety and to achieve a satisfactory layout

Areas to be surfaced and drained

Prior to the development being brought into use, the proposed car parking areas hereby approved shall be laid out surfaced, marked out into bays and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to achieve a satisfactory layout

Method of storage/access for waste

Prior to the development being brought into use, details of storage and access for collection of wastes from the premises shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Reason In the interests of amenity and highway safety

Cycle storage facilities to be provided

Prior to the development being brought into use, cycle storage facilities shall be provided in accordance with details that have been previously approved in writing by the Local Planning Authority, the approved facilities shall thereafter be retained.

Reason: To comply with the Council's sustainability objectives

Gates to be set back

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking and re-enacting that order) any gates or barriers for or over a vehicular access or egress shall be set back a minimum of 6m from the carriageway edge of station Road and shall be hung as to only open inwards. So long as such gates or barriers are in position they shall be retained to only open inwards.

Reason: In the interests of highway safety and to avoid the need for vehicles to wait in the highway

Construction access

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers parking facilities and the provision, use and retention of adequate wheel washing facilities within the site. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Footnote;

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 (Kirklees Street Scene: 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.

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