

Consultation Response from KC Highways		
2019/92221 Kenmore Caravans Ltd, 119, Huddersfield Road, Mirfield, WF14 9DA		
Outline application for demolition of existing buildings and erection of Class A1 retail unit, access, car parking, servicing, landscaping and associated works		
Date Responded: 31/03/2020	Responding Officer: Mark Berry	Responding Ref: 10-5NE-01
This application seeks outline approval for demolition of existing buildings and erection of Class A1 retail unit, access, car parking, servicing, landscaping and associated works (all matters reserved other than access) at Kenmore Caravans Ltd, 119, Huddersfield Road, Mirfield. The highways consultation response dated 23rd August concluded that this application provided insufficient information as follows: 1, The application is supported by a Transport Assessment (TA) prepared by Turner, Lowe Associates. The scope of the Transport Assessment was not agreed with Highways Development Management, and did not include capacity analysis of the Doctor Lane and Stocks Bank Road junctions and the Huddersfield Road and Station Road signalised junction. The TRICs data was not included with the TA and the traffic generation figures quoted in the assessment cannot therefore be verified. These needed to be provided. The junction assessment should be in the Friday and Saturday's peak hours for the proposed store. Capacity analysis of the Doctor Lane and Stocks Bank Road junction and the Huddersfield Road and Station Road signalised junction needed to be provided 2, A right turn lane into the development should be shown to be provided together with improvements to the pedestrian facilities' along Huddersfield Road. 3, A traffic island sited centrally within the proposed access would be a useful feature for shoppers and those walking along the A644 on the southern footway. 4, A possible speed limit change along this section of Huddersfield Road should be considered. 5, The visibility requirements on to Huddersfield Road are not based on speed surveys to determine 85 percentile speeds 6, The swept paths for a 16.5m articulated vehicle are unacceptable. For clarity the swept paths of all four movements should be shown on separate plans. Whilst the plans provided are unclear the swept paths appear to show that turning vehicles need to take the full width of the site access and Huddersfield Road to turn into and out of the proposed development which is not acceptable. 7, The proposed motorcycle and cycle parking is not shown to be covered and secure. 8, Electric charging bays should be provided and should be shown on the plans 9, A framework travel plan should be provided. The applicants provided further supplementary information on 2nd and 11th March. This included capacity analysis of the Doctor Lane and Stocks Bank Road junctions and the Huddersfield Road and Station Road signalised junction. The junction assessments were undertaken in the Friday and Saturday peak hours. The		

TRICs data is now included and is considered acceptable.

A right turn lane into the development is now shown to be provided together with improvements to the pedestrian facilities along Huddersfield Road.

The extent of the 30mph speed limit along this section of Huddersfield Road is shown to be extended to include the access to the proposed store, the visibility requirements on to Huddersfield Road are shown based on the reduced speed limit, acceptable swept paths for a 16.5m articulated vehicle are provided and motorcycle and cycle parking is shown on the revised plans.

No electric charging bays are should be provided. However, it is considered that this can be conditioned to be provided along this a full travel plan for the development.

No Waiting at Any Time Restrictions are proposed to both sides of Huddersfield Road to the full frontage of the site.

An independent Road Safety Audit has been undertaken by TMS Road Safety Audits.

Traffic surveys were undertaken across the following periods which are the potential peak periods for the proposed store:

Friday 7th February between 16.30 and 17.30

Saturday 8th February between 12.00 and 14:00

The development proposals are forecast to generate the following vehicular trips during the highway network peak hours:

Friday Peak 93 arrivals and 90 departures 183 two-way trips

Saturday Peak 112 arrivals and 102 departures 214 two-way trips

The Doctor Lane and Stocks Bank Road junctions and the Huddersfield Road and Station Road signalised junction have been assessed using the Junction 9 software for the priority junctions and Linsig software for the signalised junction to assess the capacity of the junctions.

The results show that the junctions are all currently operating within operational capacity and will continue to do so to design year plus 5(2025) following completion of this development.

The proposals show a single point of access onto Huddersfield Road with the provision of a right turn lane and pedestrian refuges along Huddersfield Road. 97 car parking spaces are proposed including accessible spaces and parent and child spaces within a car park on the eastern section of the site. Cycle and motorcycling parking spaces are shown to be provided.

Highways Development Management (HDM) have reviewed the junction 9 assessment. An error was found in the heavy vehicle movements on Doctor Lane for one of the time periods, HDM have corrected this error and re-modelled and the results gave slightly more capacity. These assessments are therefore considered acceptable.

The councils traffic signals Engineers (UTMC) have assessed the Linsig modelling:

They applicants hadn't purchased a controller specification from UTM C and most of the (critical) timing information within the model was incorrect. UTM C have however made corrections and re-modelled the junction.

The revised model does show that there is a minor improvement in Practical Reserve Capacity at the junction as a result of the development presumable as a result of traffic diverted from other stores in the area.

The table below shows the change in Practical Reserve Capacity as a result of the development – this includes the values from the applicants original modelling to show just how incorrect their data was and the impact that can have on models (they had underestimated all the inter-greens and some of the phase lengths).

	UTM C	Molbraine
Sat 12:00 – 1300 2025 base	14.8%	43.8%
Sat 12:00 – 13:00 2025 Base + Dev	16.9%	47.8%
Sat 13:00 – 14:00 2025 Base	17.1%	47.6%
Sat 13:00 – 14:00 2025 Base + Dev	20.6%	53.5%
Weekday 16:30 – 17:30 2025 Base	-0.7%	15.4%
Weekday 16:30 – 17:30 2025 Base + Dev	1.9%	18.0%

A contribution towards blue-tooth journey time detectors is recommended at this site to allow better assessment of the journey time situation in Mirfield.

Four detectors (at a cost of £2,100 each) should be required.

The parking standards have been assessed and are considered acceptable.

The West Yorkshire Combined have been consulted and their comments are as follows:

The site is located within the recommended 400m from the nearest bus routes that operate on Huddersfield Road. We generally take a pragmatic approach to walk distances to take the size and location of development sites into account. When doing so, we also must consider the development type and the level and quality of service (frequency and destinations served) at the destination bus stop.

Bus services which operate on Huddersfield Road include the 262 which operates between Huddersfield and Brighouse, and the 205 which operates between Mirfield and Dewsbury, both at a 60-minute frequency. The bus availability for the site is therefore considered to be acceptable. The size of the development is unlikely to change the bus route of frequency.

The closest bus stop on this corridor 15152 does not have a shelter. As part of this scheme, a bus shelter could be provided at the above-named stop at a cost of £13,000 to the developer to improve the public transport offer. In addition, a Real Time Information display could be provided at bus stop 15150 at a cost to the developer of £10,000.00.

These proposals are now considered acceptable to Highways Development Management:

106 contributions

£8400 for 4 blue-tooth detectors at the Huddersfield Road/Station Road traffic signalled junction.

£13000 for the provision of a bus shelter at bus stop 15152

£10000 for the provision of real time bus information at bus stop 15150

Conditions

Right turn lane

Prior to development commencing, a detailed scheme for the provision of a right turn lane from Huddersfield Road into the site and new pedestrian refuges with associated signing and white lining shall be submitted to and approved in writing by the LPA. The scheme shall include construction specifications, white lining, signing, surface finishes and transport regulation orders together with an independent Safety Audits covering all aspects of the work. Unless otherwise agreed in writing by the LPA, 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

Layout and parking

Notwithstanding the details shown on the approved plan, a scheme detailing arrangements and specification for layout and parking have been submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety

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.

Travel plan

Within 3 months of the development commencing a Full Travel Plan shall be submitted and agreed in writing by the Local Planning Authority. The development shall not be brought into use until the approved Full Travel Plan has been implemented. Thereafter the implemented Travel Plan shall be maintained throughout the lifetime of the development. Reason: In the interest of promoting sustainable travel.

Electric charging points

Prior to development commencing a scheme detailing the number, location and timing of the provision of electric charging points shall be submitted for the written approval of the Local Planning Authority. The approved scheme shall be implemented prior in accordance with the agreed timeframe, and thereafter retained for the lifetime of the development.

Reason: To accord with the West Yorkshire Low Emissions Strategy.

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) about 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.