

**Consultation Response from KC,  
Highways Development Management**

**2020/90614 Morrisons, Station Street, Meltham, Holmfirth, HD9 5QR**

**Erection of extensions to existing store**

<b>Date Responded:</b> 07/05/2020	<b>Responding Officer:</b> Ryan Kinder	<b>Responding Ref:</b> K3-14/43
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2020/90614 Morrisons Supermarket, Station Road, Meltham.

Highway Development Management's (HDM) comments for the above application as follows:

Planning application for erection of extensions to existing store, alterations to include relocation of ATM and the erection of garden centre.

**Traffic Generation**

A Transport Assessment has been submitted by Bryan G Hall dated January 2020.

The submitted TA assesses the traffic impact of a development of existing morrisons supermarkets in trip generation terms. The assessment has included surveys of 29 existing stores. The existing trip rates associated with the store have been carried out during the friday and Saturday peak periods with an assumed additional trip of 12.77 and 13.97 trips/100 square metres gross floor area respectively.

To summarise the existing vehicle trip rates are

- 646 two way vehicle movements in the fri peak period
- 677 two way vehicle movements in the sat peak period

The proposed vehicle trip rates are to generate an additional 43 and 45 two way vehicle movements in the fri and sat peak periods respectively.

With regards to the existing total flows to and from the store/petrol station, as shown on (appendix BGH4), the two way vehicle movements from the cobbles to the store/petrol station are in excess of an assumed 4000 two way movements per day in total.

Whilst the assignment and distribution of traffic onto the network has been demonstrated in the Transport Assessment and is considered acceptable, the existing base flows shown during a snap shot survey (appendix BGH4) travelling through the junction of the mini roundabout is considered to be excessive in terms of the condition of the existing carriageway as a direct result of the existing store and petrol station, as such this development does have some impact in this respect. A scheme for this junction to improve the carriageway condition is currently being designed and to be implemented in the near future. HDM consider it appropriate that a contribution towards the offsite improvement works of £30,000 be payable via a suitable section 106 agreement.

**Parking/loading provision**

The parking provision for the proposed development is considered to be acceptable with a slight reconfiguration of the existing car parking arrangement giving an over all loss of 2 spaces in total. Details of a parking accumulation survey have been demonstrated during the peak periods this indicates that the car park was at circa 81% capacity at its peak.

The existing loading/unloading arrangements are to remain unchanged and are as existing.



## Public Right of Way (PROW)

The councils Prow section have been consulted regarding the existing PROW arrangements, the following is in addition their comments. The Council currently have a project to extend the existing Greenway to connect Meltham with Netherton, the Council is pooling contributions from developments that directly affect the existing Greenway, this being one of them. Therefore HDM consider appropriate that a contribution towards the offsite improvement works to the Greenway of £10,000 be payable via a suitable section 106 agreement.

## Travel Plan monitoring

Kirklees Council requires developers to contribute to the cost of monitoring Travel Plan progress. The Council charges an annual fee for five years for this service, with two rates based on the size of the development.

- Large Scale Major Development defined as 200 or more residential units or 10,000 m<sup>2</sup> GFA or more for other types of development:

Cost: £3000 per annum for the first five years after opening

- Small Scale Major Development defined as between 50-199 residential units or at or above the thresholds defined in the table at Appendix A up to 9,999 m<sup>2</sup> GFA for other types of development

Cost: £2000 per annum for the first five years after opening

It should be noted that, as per the criteria set out above, the Morrisons proposal would require £2,000 per annum for the first five years from the development being brought into use.

This fee will cover assistance with the development of the Framework Travel Plan into a Full Travel Plan in discharging the Travel Plan condition directly with Morrisons Thereafter, the fee which equates into approximately £50/hr x 40hrs = £2,000 (£10,000 in total) for the officer time, will be used to assist the Morrisons Travel Plan Co-Ordinator in implementing, maintaining, and monitoring the Full Travel Plan.

Conditions to be agreed at later date.