

Planning Consultation Request
Town and Country Planning Act 1990
APPLICATION FOR PERMISSION TO DEVELOP LAND

Observations By:	KC, Highways Development Management
Application No.	2020/90805
Proposed Development:	Reserved matters application pursuant to outline permission 2015/90430 for erection of residential development comprising (Use Class C3) and incorporating associated new access (to Crossley Lane and Cold Royd Lane), and associated works (126 dwellings)
Location:	Land to North and South of, Crossley Lane, Dalton, Huddersfield, HD5 0QP
OS Map Reference	SE 417425.5056417339.3308
Applicant/Agent:	JRP
Class:	Small Major Developments

Your comments on the above proposal are requested. Please e-mail your comments in either a Microsoft Word or PDF Document to DC.Admin@kirklees.gov.uk by **13-May-2020**.

If you would like to contact the Case Officer: Bill Topping for any reason then please do so on: Tel. 01484 221000 Ext. 74215.

The submitted plans and documents for the application can be viewed online at the Planning Service Website by holding down Ctrl and Clicking the link below:

<http://www.kirklees.gov.uk/beta/planning-applications/search-for-planning-applications/detail.aspx?id=2020/90805> *

*If the plans are not available online after 5 working days of the date of this letter then please e-mail: DC.Admin@kirklees.gov.uk

If I do not receive your response by **13-May-2020** then the application may be decided without the benefit of your views.

Dated: 22-Apr-2020

Mathias Franklin
Head of Planning and Development

Consultation Response from KC, Highways Development Management		
2020/90805 Land to North and South of, Crossley Lane, Dalton, Huddersfield, HD5 0QP		
Reserved matters application pursuant to outline permission 2015/90430 for erection of residential development comprising (Use Class C3) and incorporating associated new access (to Crossley Lane and Cold Royd Lane), and associated works (126 dwellings)		
Date Responded:01/07/2020	Responding Officer: Mark Berry	Responding Ref: 11-8SW-1

This is a reserved matters application pursuant to outline permission 2015/90430 for the erection of residential development and associated new access (to Crossley Lane and Cold Royd Lane), and associated works (126 dwellings) at land to the north and south of, Crossley Lane, Dalton, Huddersfield.

This application includes 2 parcels of land, parcels 4 and 5 of a larger former industrial site to either side of Crossley Lane.

Previous Transport Assessments

Parcels 1,2 and 3 of the adjacent sites

A Sanderson's Transport Assessment (TA) was provided for the adjacent site parcels 1,2 and 3 of the larger former industrial site for the 2005 outline application, application number 2005/94960 for 169 units. This included junction assessment PICADY, ARCADY and LINSIG Assessments as appropriate to the junctions at Crossley Lane / Albany Road Mini Roundabout Junction, Dalton Green Lane / Long Lane / Briggate Crossroads Junction and the Broad Lane / Wakefield Road Signalised Junction.

A further Sanderson's TA was submitted in 2011 on the adjacent site now described as parcels A, B and C for 131 units application number 2011/90430. This provided a comparison between traffic generations from the proposed 131 dwelling and the 169-dwellings approved by the 2005 outline permission and concluded that the proposed traffic generation would be less than the previously approved proposals and was therefore acceptable.

Parcels 4 and 5, this site.

A Transport Assessment and supplementary technical note prepared by PAH was submitted with the 2015 outline application (2015/90430) for this site which compares the traffic generations with the existing industrial use. In terms of traffic impact, the conclusion was that this proposal would result in a net increase of the total amount of traffic generated by the site of only 25 and 36 vehicles in the AM and PM peak hours, respectively.

The supplementary technical note was provided to examine the cumulative traffic impact of three separate residential developments in the Dalton and Kirkheaton areas.

The development proposals considered were this proposed development and two further sites at Shop Lane 2014/92535 for 48 dwellings and Cockley Hill Lane 2014 / 91831 for 60 dwellings

The supplementary technical note concluded that the traffic impact from any one of the three developments referred to in the report and the cumulative impact from them all together were considered acceptable.

Crossley Lane

Advice in the Highway Design Guide regarding residential collectors is that for Connector Streets, a verge or hard margin between the footway and carriageway should be provided to increase separation between vehicles and pedestrians. Planting trees in this zone can increase perception of this separation and will 'green' the street environment. The current road design does not include planting or proposals to increase separation between vehicles and pedestrians and is not therefore considered to be designed to appropriate standards.

Highway Safety comments

The Councils Highway safety team have concerns regarding the proposed traffic calming scheme which dates to October 2010. Traffic calming should not be used to accommodate sub-standard access arrangements, particularly on a relatively major route such as Crossley Lane. Such measures should be employed at sites with a history of speed-related injury accidents, and there have been none recorded on this stretch of road in the last 5 years.

Property fronting onto Crossley Lane will also lead to on-street parking, which will obstruct traffic flow, hinder visibility for drivers exiting driveways, and most likely obstruct the footway with '2 wheels on, 2 wheels off' parking.

The plateaux indicated appear to greatly exceed the dimensions set out in our Standard Details, which specify a maximum plateau length of 10m (plus ramps) and may also not be suitable for use on a bus route.

Highway Safety would recommend that other mitigation measures are provided and direct frontage access onto Crossley Lane is minimised.

Direct frontage access

The suitability of a route to accommodate frontage access is determined to a large extent by the principle function of the route and is a balance between place and movement, i.e. is it's principle function place making or the movement of traffic. The view of the Highway Authority is that at this location Crossley Lane is local distributor whose primary function is the movement of traffic and as such significant numbers of private driveways with direct frontage access is not considered appropriate.

In order to accommodate direct frontage access the proposals should include of measures to change the nature and function of Crossley Lane to that of a residential connector type road with a design speed of 25mph. Measures could include verges between the carriageway and footway, planting, formalised laybys to facilitate on street parking.

Internal road layout

The plans should be dimensions.

Swept paths should be provided through the site from Crossley Lane and Cold Hill Lane to demonstrate that an 11.85m refuse vehicle can enter, exit and turn within the site.

Details of forward visibility should be provided across the changes in direction through the site.

Bin collection points should be shown to be provided to all plots

Shared private driveways should have turning facilities sufficient in size to accommodate a 7.0m long delivery van.

The raised traffic calming plateaus need to be removed from within the site. These are not considered necessary.

