Consultation Response from KC, Highways Development Management		
2020/92307 Penistone Road/, Rowley Lane, Fenay Bridge, Huddersfield, HD8 0JS		
Outline application for erection of residential development		
Date Responded: **15/12/2020**	**Responding Officer:** **Ryan Kinder**	**Responding Ref:** **K11-11/2**

2020/92307 Penistone Road/Rowley Lane, Fenay Bridge.

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

Outline planning application for residential development of up to 75 dwellings. The site is allocated within the Councils Local Plan under specific site reference HS2. The masterplan of the site is split into two allocations HS2 and HS3, to facilitate the developments as a whole it has been identified that a new roundabout is required to accommodate the number of dwellings proposed (circa 600 in total).

This outline application is for phase 1 of the HS2 allocation and is to take direct access off Rowley Lane, HS2 phase 2 will be for up to 211 dwellings and will also incorporate a new roundabout to facilitate HS2 phase 2 and HS3.

It is acknowledged that some residential development associated with HS3, (which is a separate application to this proposal) will be taken off Hermitage Park. However the total number of units should be reviewed as HDM are sceptical that a large quantum of development and associated transportation movements (pedestrian, cyclist, public transport, and vehicles) could be confidently met safely and efficiently from Hermitage Park onto immediate local highway network.

It is therefore considered essential that the site overall can deliver the required highway improvement scheme in the form of the proposed roundabout, with the main access taken for the developments HS2/HS3 overall.

In summary the traffic generation associated with this site for 75 dwellings of 45 two-way movements in the AM and 41 two way movements in the PM peak periods respectively is considered acceptable in principle. In terms of committed developments, allocated site HS1 (Penistone Road, Fenay Bridge has been factored into the base flows for the assignment and distribution for this site and included in section 5.4 of the Transport Assessment submitted by Sanderson Associates.

It is understood that this development will take access directly onto Rowley Lane and be separate from the main spine road for HS2/HS3 into the site, it is essential that the should the need arise that connectivity to the site overall is achievable, it is therefore requested to see an indicative layout showing how this can be achieved and to ensure that the adoptable highway boundary can be connected accordingly.

The proposed site access for phase 1 (plan ref 1134/003) dated 03.06.20, is considered acceptable with sufficient sight lines provided and additional highway improvement works to facilitate pedestrians and improvements to Rowley Lane to improve traffic flows during peak times.

The Kirklees Cycling Campaign comments
(KCC) wishes to comment on the Outline Planning Application 2020/92307 as we have serious concerns about the lack of recognition of the importance of active travel – walking and cycling.

We wish to see the former Kirkburton branch railway is protected from development so that it can provide much needed cycling and walking infrastructure.

its recognised that the current application represents Phase 1 of a much larger development proposal for the whole of Local Plan sites HS2 and 3, with an estimated combined total of 598 dwellings. Whilst these comments are made with reference to the current application, the prospect of larger residential developments will inevitably have a greater adverse impact on Penistone Road and the local road network. Our comments reflect the need for a master plan that recognises the impact of traffic and residential expansion on the wider area.

Active travel and the disused Kirkburton branch railway
Penistone Road does not provide a safe or attractive opportunity for active travel. It carries heavy traffic; it lacks continuous footways and has a record of accidents, including cyclists. It is particularly unsuitable for cycling; only cyclists experienced in traffic will use it. Novice cyclists and others who in an ideal world would like to cycle are deterred by prevailing road and traffic conditions on Penistone Road.

KCC's principal concern is that the documentation accompanying the application makes no reference to the disused Kirkburton branch railway adjacent to the eastern site boundary, and shown on the Local Plan as part of the core walking and cycling network.

In keeping with the Local Plan its is clear the former railway line offers an opportunity for a phased development of a traffic free pedestrian and cycle route directly serving both the proposed development and future phases. It will also provide much needed facilities for cycling and walking for established local residents and will connect with a proposed cycling route from waterloo to Huddersfield town centre.

Cycling Campaign Proposals
In relation to the proposed development site(s), KCC proposes that
1. The former Kirkburton branch railway is protected from development.
2. Any road crossing of the line, which is necessary to access land to the east of the line, should not sever the line and should therefore be grade separated.
3. The Council takes the necessary steps to acquire all parts of the line between Rowley Lane and Far Dene which are not in the ownership of the developer
4. The Council negotiates a section 106 agreement with the developer to secure the construction and cost sharing of a shared footpath/cycle path on the line of the railway, between Rowley Lane and Far Dene, with appropriate links to the development.
5. The construction of the shared path on that part of the line, which is adjacent to the proposed development, is undertaken and completed no later than the completion of the first dwelling.

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KCC's response to the current planning application and the anticipated full development of sites HS2 and 3 should be seen in the wider context of our advocacy to create the Fenay Greenway on the entire length of the disused railway between Wakefield Road Waterloo and Kirkburton, as shown on the Local Plan.

This is a logical extension of the proposed LCWIP works to Wakefield Road between the town centre and Waterloo. The two combined projects will create a safe and attractive cycle route from Kirkburton and intervening settlements to Huddersfield.

It is therefore concluded that a sutable section 106 contribution be secured to facilitate improvements to the disused railway and form suitable links to the proposed Greenway as required. Further discussions are required on this matter.

Waste Strategy comments

It is noted that the application is for outline approval for access with all other matters reserved. Therefore, some of the comments below will become more relevant at the detailed stage and are given as advice on how to meet the operational requirements of the Waste Collection Authority. Accounting for these comments at an early stage will also enable the proposal to better meet the policy requirements of LP24 part d (vi), LP43 and the Kirklees Highway Design Guide SPD in respect of refuse collection:

Suitable site access and manoeuvrability space for an RCV is vital to the Council's ability to discharge its obligation to collect waste from domestic properties. This obligation will exist in perpetuity on any residential development and as such will be a critical consideration in the access and layout of the site.

One of the most common and disruptive issues faced by waste collection crews is parked vehicles. Inconsiderate parking can often result in whole streets experiencing missed bin collections leading to complaints from residents, unsightly/overflowing waste remaining in the street and increased resource implications for the Council. It is therefore imperative that the design of any new development takes account of the likelihood of on-street parking locations, with these featuring in any swept path analysis for a refuse collection vehicle. This is of particular importance where an RCV is expected to make a manoeuvre such as turning into/out of a site or turning around. The submitted swept path drawings for the access to this site do not show the relationship between the RCV and other vehicles.

It should be noted that our crews currently reverse into Woodsome Drive opposite the site due to turning space on that road being compromised by parked vehicles. Any impact of traffic or parking on Rowley Lane will therefore potentially affect this manoeuvre.

Cul-de-sac road layouts must be avoided to reduce the need to reverse an RCV. The concept layout consists mainly of cul-de-sacs and shared private drives which prevent connectivity and increase the need to reverse RCVs. Legislative changes coupled with housing growth will put pressure on the Council to utilise bigger, more efficient vehicles and the need to accommodate these safely, with minimal reversing is vital.

If outline approval is granted, the Authority will seek full details of bin storage and presentation points at the reserved matters stage, including grouped presentation points for any shared private drives.

West Yokshire combined authority comments.

Bus services which operate on Penistone Road include the 233 which operates between Huddersfield and Denby Dale at a 30 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 16774 would benefit by the installation of a Real Time Information display at a cost to the developer of £10,000.00. In order to access this stop, safe and direct pedestrian links are required.

To encourage the use of sustainable transport as a realistic alternative to the car, the developer needs to fund a package of sustainable travel measures. We recommend that the developer contributes towards sustainable travel incentives to encourage the use of sustainable modes of transport. Leeds City Council have recently introduced a sustainable travel fund. The fund can be used to purchase a range of sustainable travel measures including discounted MetroCards (Residential MetroCard Scheme) for all or part of the site. This model could be used at this site.

The payment schedule, mechanism and administration of the fund would have to be agreed with Kirklees Council and WYCA and detailed in a planning condition or S106 agreement. As an indication of the cost should the normal RMC scheme be applied based on a Bus Countywide ticket, the

contribution appropriate for this development would be £38,362.50. This equates to Bus Only Residential MCards.