

APPLICATION FOR FULL PLANNING PERMISSION FOR HIGHWAY IMPROVEMENT WORKS

PLANNING, DESIGN AND ACCESS STATEMENT

**PROPOSED HIGHWAY WORKS TO RECONFIGURE
THE JUNCTION BETWEEN ALBERT STREET AND
LOCKWOOD ROAD WITH ENHANCED BUS STOP
FACILITIES AND PUBLIC REALM IMPROVEMENTS,
AT LAND BETWEEN LOCKWOOD ROAD AND ALBERT
STREET, HUDDERSFIELD**

ON BEHALF OF KIRKLEES METROPOLITAN BOROUGH COUNCIL



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DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE

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APPENDICES:

APPENDIX 1: HERITAGE ASSETS PLAN

1. INTRODUCTION

- 1.1 This statement has been prepared by Pegasus Group on behalf of the applicant, Kirklees Metropolitan Borough Council (KMBC).
- 1.2 This statement accompanies an application for full planning permission for junction alteration works on land between Lockwood Road and Albert Street, to significantly improve the flow of traffic at the existing Lockwood Bar junction. The works seek to abstract traffic leaving the town centre bound for the Holme Valley area from Lockwood Bar onto Albert Street, to alleviate traffic levels and flows on Lockwood Road.
- 1.3 In July 2014, the Government announced that the Leeds City Region, Local Enterprise Partnership (LCR LEP) had been allocated £800 million from the Governments Growth Fund to support the delivery of projects contained within the 'West Yorkshire plus Transport Fund' programme (WY+TF).
- 1.4 The WY+TF programme contains a mix of well-defined road, rail and general connectivity projects; including smaller projects on key transport corridors that will be delivered in a phased approach, like the Huddersfield Southern Corridors project.
- 1.5 A package of four interventions have been identified by KMBC to form phase 1 of the Huddersfield Southern Corridors (HSC) project, which consist of the following:

1) Longroyd Lane (phase 1)

"Realisation of the Longroyd Lane Improvement Line"

- Widening of Longroyd Lane to accommodate an extra traffic lane, creation of a shared-use footway/cycleway and on-carriageway cycle facility and a new controlled TOUCAN pedestrian / cycle crossing.
- Amendments of traffic signal operations to benefit the wider junction.

2) Queensgate (phase 1)

"University Hub"

- A mixture of new, enhanced and relocated pedestrian / cycle crossing facilities at Queen Street, Alfred Street, Queensgate and at Shorehead roundabout.
- New bi-directional segregated cycle facilities and widening to pedestrian footways.
- Amendments of traffic signal operations to increase capacity at Shorehead roundabout.
- Reconfiguration of access / egress arrangements to the University of Huddersfield Campus from Queensgate and enhancements to the public realm.

3) Lockwood Bar

"Splitting the conflicts"

- The major A616 flow from Bridge Street to Lockwood Road will be abstracted from the Lockwood Bar junction via an improved Albert Street, to reappear at a new, simpler signalised junction.
- The exiting Lockwood Bar junction will occupy a smaller footprint, with improved pedestrian crossing facilities, public realm enhancements, a new bus gate and relocated / enhanced bus stop facilities.
- A new traffic signal controlled junction with new link road section at Crowther Street will abstract Holme Valley-bound traffic from Lockwood Bar onto Albert Street.
- New pedestrian crossing facilities at two locations.
- Some removal of on-street parking and enhancements to cycle infrastructure

4) Folly Hall

"Extended right-turn lanes"

- Minor road widening to enable the extension of the two right-turn lanes at Folly Hall from approx. 40m to 90m.

- No planning requirements are identified for this scheme, as the works can be carried out under Permitted Development Rights without the need for planning permission.

- 1.6 This application for Lockwood Bar forms part of the wider Phase 1 package of works for the Huddersfield Southern Corridors project, as described above.
- 1.7 The Lockwood Bar application seeks to improve traffic flow at peak times on Lockwood Road and improve infrastructure for pedestrians, cyclists and bus users by creating a simplified junction layout with further improved bus stop facilities on Lockwood Road, with amendments to traffic signalling at the junction.
- 1.8 Prior to submission and final design of the development proposals for the Lockwood Bar junction, KMBC carried out a series of public consultation events, to gauge opinions from local businesses and residents on the proposed development works to improve the junction area between Lockwood Road and Albert Street. The findings of this public consultation are documented and summarised within the supporting Statement of Community Involvement Report.

Kirklees Climate Change Emergency Action

- 1.9 In November 2019, Cabinet Members of Kirklees Council approved the Kirklees Climate Emergency Action Plan, which is an ambitious plan to address climate change and reduce air pollution by making the borough carbon neutral by 2038. The plan also called for more investment to increase and support the use of electric vehicles within the borough into the future to help to achieve this carbon neutral goal.
- 1.10 The Huddersfield Southern Corridors project forms a fundamental part of the investment in assisting Kirklees Council to meet its obligations under the climate change emergency action declaration. The Huddersfield Southern Corridors project will:
- Improve air quality outcomes by reductions in congestion and engine idling particularly around the declared Air Quality Management Areas at Huddersfield Town Centre and Thornton Lodge;
 - Improve the public transport network by creating improved bus journey times and improved journey time reliability with improvements to passenger waiting facilities to encourage greater public transport use;

- Improve pedestrian facilities by widening footways and providing improved controlled crossing opportunities and create improved public realm space to encourage more journeys to be taken on foot;
- Provide a mixture of on and off carriageway dedicated cycle lanes and advanced cycle stop-lines at signal junctions to encourage increased journeys by bicycle;
- Create additional green infrastructure to improve planting and provide additional trees, which in turn will help to create gains and enhancements for local wildlife; and,
- Create additional electric vehicle charging points on the Lockwood Bar site.

2. SITE LOCATION

- 2.1 The Lockwood Bar site is located approximately 1.5 km to the south-west of Huddersfield's town centre, on the south side of Lockwood Road (A616). Albert Street runs parallel to Lockwood Road to the south, with Crowther Street located at the eastern end of the site.
- 2.2 The site is currently occupied by a hand car wash facility (Shine On) and tyre shop (Lockwood Tyres), which would be lost as a result of the junction improvement works and the realignment of Crowther Street. The main junction improvement works site is located directly opposite the Mount Pleasant Primary School. Bus improvement works are located further west on Lockwood Road.
- 2.3 The full extent of the proposed red line site can be viewed on the submitted location plan 1 of 2 (drawing no. HD/25/64313/PA-01B). The GIS image below (Figure 1) gives an approximate indication of the site location and its surroundings.

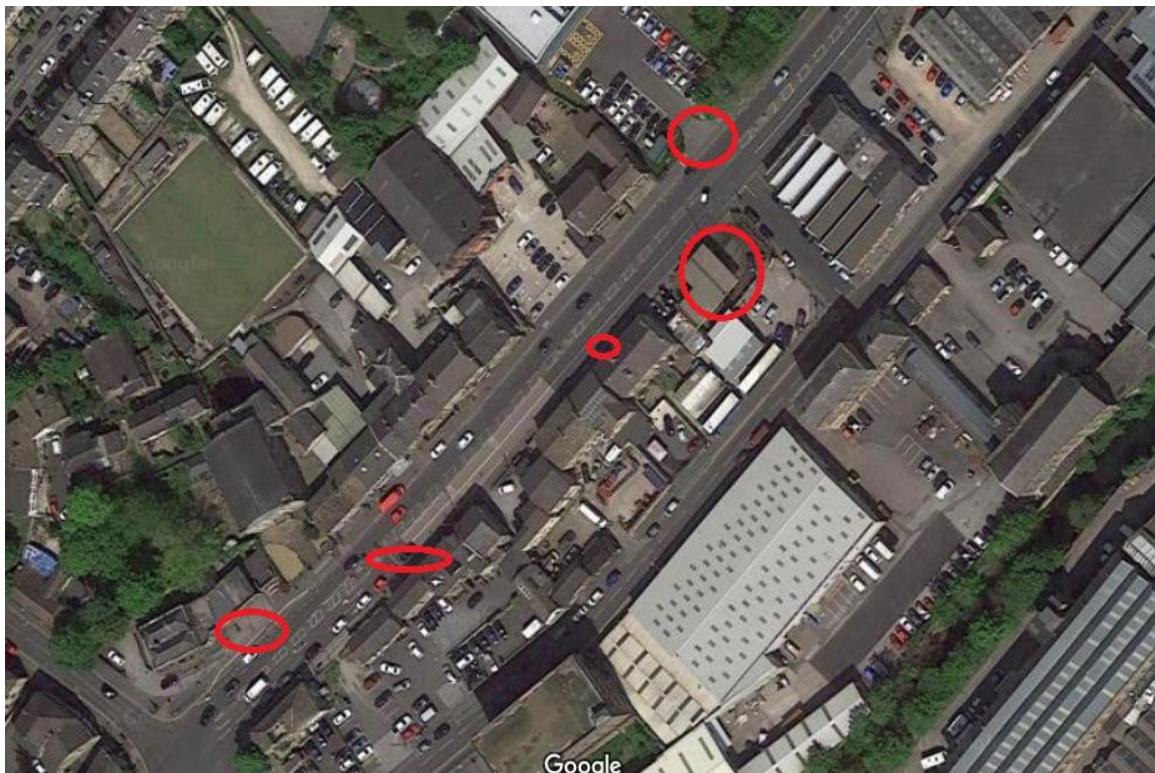


Figure 1: GIS image of the approximate site locations for improvement works along Lockwood Road.

3. PROPOSED DEVELOPMENT

3.1 The proposed development consists of the following measures:

- The major A616 flow from Bridge Street to Lockwood Road will be abstracted from the Lockwood Bar junction via an improved Albert Street, to reappear at a new, simpler signalised junction with Lockwood Road.
- The existing Lockwood Bar junction will occupy a smaller footprint, with improved pedestrian crossing facilities, public realm enhancements, a new bus gate and relocated / enhanced bus stop facilities.
- A new traffic signal-controlled junction with new link road section at Crowther Street will abstract Holme Valley-bound traffic from Lockwood Bar onto Albert Street.
- New pedestrian crossing facilities at two locations.
- Some removal of on-street parking, provision of onstreet electric vehicle charging bays and enhancements to cycle infrastructure.
- Creation of creation of two pocket park areas with new trees and suitable planting.

3.2 The description of development for the full planning application is as follows:

"Proposed highway development works to realign Lockwood Bar junction at Crowther Street, between Lockwood Road and Albert Street, with new pedestrian crossing facilities, removal of on-street car parking and improved bus stop facilities and public realm enhancements to Lockwood Road frontage."

3.3 The proposed works, as outlined above, form part of wider transport infrastructure project known as the Huddersfield Southern Corridors.

4. PLANNING POLICY AND GUIDANCE

Legislative Background

- 4.1 This chapter summarises the planning policies and guidance relevant to the development proposed. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plans, unless material considerations indicate otherwise.
- 4.2 The adopted development plan for Kirklees currently consists of the Kirklees Local Plan (February 2019). The Local Plan consists of a Strategy and Policies Document, then a further Allocations and Designations document, which were both adopted at the same time under the Kirklees Local Plan on 27 February 2019.
- 4.3 Legislation relating to the built historic environment is primarily set out within the *Planning (Listed Buildings and Conservation Areas) Act 1990*,¹ which provides statutory protection for Listed Buildings and Conservation Areas.
- 4.4 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that:

*"In considering whether to grant planning permission [or permission in principle] for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."*²

- 4.5 In the 2014 Court of Appeal judgement in relation to the Barnwell Manor case, Sullivan LJ held that:

"Parliament in enacting section 66(1) did intend that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but

¹ UK Public General Acts, *Planning (Listed Buildings and Conservation Areas) Act 1990*.

² *Planning (Listed Buildings and Conservation Areas) Act 1990*, Section 66(1).

should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."³

- 4.6 A judgement in the Court of Appeal ('Mordue') has clarified that, with regards to the setting of Listed Buildings, where the principles of the NPPF are applied (in particular paragraph 134 of the 2012 draft of the NPPF, the requirements of which are now given in paragraph 196 of the revised NPPF, see below), this is in keeping with the requirements of the 1990 Act.⁴

Kirklees Local Plan (2019)

- 4.7 The proposed site lies immediately to the east of an area identified on the policies map from the Kirklees Local Plan (2019) for highway junction improvement (blue triangle on Figure 2 below). The policies map for the site also shows that Lockwood Road is a proposed transport improvement route scheme (blue diamond line).



Figure 2: Extract from the Kirklees Local Plan policies map (2019)

- 4.8 The proposed site included within this full planning application for Lockwood Bar are included within Allocation Policy TS3, titled Huddersfield Southern Gateways.

³ *Barnwell Manor Wind Energy Ltd v (1) East Northamptonshire DC & Others* [2014] EWCA Civ 137. para. 24.

⁴ *Jones v Mordue* [2015] EWCA Civ 1243.

Therefore, the proposed development sites forming the Lockwood Bar submission have been identified in the adopted development plan (Kirklees Local Plan Allocations and Designations - February 2019), as a strategic site where highway improvements will be made to improve traffic management and general connectivity and permeability for motorists, cyclists and pedestrians. The Huddersfield Southern Gateways is also covered within site allocation TS7 for public transport improvements for highways efficiency and bus stop/lane priority. It is noted that the bus stop improvement included in this submission for Lockwood Bar are included within Allocation TS7 of the Kirklees Local Plan – Allocations and Designations Document (2019).

- 4.9 It is considered that the following policies are relevant to the consideration of the full planning application for the Lockwood Bar junction from the Strategies and Policies Document of the Kirklees Local Plan (2019).
- 4.10 Policy LP1 - Presumption in favour of sustainable development. This is an overarching policy cover all material considerations which contribute towards ensuring that new development is sustainable. Policy LP1 which sets out that KMBC will:

“take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.”

- 4.11 Policy LP4 - Providing infrastructure. This policy establishes that the Council will work with other key stakeholders to provide improvements to all transport and community services infrastructure. The policy also states that the Council will work to bring forward necessary infrastructure to deliver essential infrastructure.
- 4.12 Policy LP7 - Efficient and effective use of land and buildings. Policy LP7 encourages the use of previously developed land, before other greenfield sites are considered, and that the most effective use of sites should be brought forward to secure the spatial strategy of the Local Plan (2019). The policy states that:
- 4.13 *“To ensure the best use of land and buildings, proposals:*

a. should encourage the efficient use of previously developed land in sustainable locations provided that it is not of high environmental value;

b. should encourage the reuse or adaptation of vacant or underused properties;

c. should give priority to despoiled, degraded, derelict and contaminated land provided that it is not of high environmental value;

d. will allow for access to adjoining undeveloped land so it may subsequently be developed."

- 4.14 Policy LP19 - Strategic transport infrastructure. This policy covers strategic improvement sites for transport infrastructure, which the Huddersfield Southern Gateways (now Corridors) is listed as a defined strategic improvement project under Policy LP19, as allocation TS3. The Policy states that:

"the Council will safeguard land to ensure these schemes can be delivered. Detailed transport schemes that require planning permission will have regard to the constraints and considerations as set out in Local Plan such as impact on designated heritage assets and any other environmental impacts."

- 4.15 Policy LP20 - Sustainable travel. Policy LP20 forms the overarching policy for ensuring development proposals contribute towards encouraging the use of more sustainable modes of transport. The policy states that:

"new development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

a. pedestrians

b. cyclists

c. public transport

d. private vehicles"

4.16 Policy LP21 - Highways and access. Policy LP21 focuses on ensuring that new development proposals do not compromise highway safety and the users of transport infrastructure. The policy states that:

4.17 *"all proposals shall:*

a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;

b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;

c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;

d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;

e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;

f. take into account access for emergency, service and refuse collection vehicles;

g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes."

4.18 Policy LP24 – Design. Policy LP24 sets out a framework to ensure that future development proposals form positive enhancements to the character and appearance of places through the use of high design standard principles. The policy sets out the following principles to promote good design by ensuring:

"a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;

b. they provide a high standard of amenity for future and neighbouring occupiers; including maintaining appropriate distances between buildings and the creation of development-free buffer zones between housing and employment uses incorporating means of screening where necessary;

d. high levels of sustainability, to a degree proportionate to the proposal, through:

i. The re-use and adaptation of existing buildings, where practicable;

ii. design that promotes behavioural change, promoting walkable neighbourhoods and making walking and cycling more attractive;

iii. considering the use of innovative construction materials and techniques, including reclaimed and recycled materials;

iv. where practicable, minimising resource use in the building by orientating buildings to utilise passive solar design. This includes encouraging the incorporation of vegetation and tree planting to assist heating and cooling and considering the use of renewable energy;

v. providing charging points to encourage the use of electric and low emission vehicles; vi. incorporating adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste;

vii. designing buildings that are resilient and resistant to flood risk, where such buildings are acceptable in

accordance with flood risk policies and through incorporation of multi-functional green infrastructure where appropriate;

viii. designing places that are adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offer flexibility to meet changing requirements of the resident / user.

e. the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;

f. the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places;

g. any new open space is accessible, safe, overlooked and strategically located within the site and well integrated into wider green infrastructure networks;

h. development contributes towards enhancement of the natural environment, supports biodiversity and connects to and enhances ecological networks and green infrastructure;

i. the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits; and

j. the provision of public art where appropriate.”

- 4.19 Policy LP27 - Flood risk. This policy sets out the measures that must be followed to ensure a sequential approach to new development being sited in the lowest areas of flood risk, and also sets out measures to ensure the risk of flooding is not increased elsewhere by development proposals. Policy LP27 is relevant to the Lockwood Bar proposals, as part of the proposed site area is situated within Flood Zone 2. The Policy states that:

“proposals must be supported by an appropriate site specific Flood Risk Assessment in line with national planning policy. This must take account of all sources of flooding set out in the Strategic Flood Risk Assessment and demonstrate that the proposal will be safe throughout the lifetime of the development (taking account of climate change). The proposal must also not increase flood risk elsewhere and where possible should reduce flood risk. Mitigation measures, where necessary, should be proposed.”

- 4.20 Policy LP28 – Drainage. This policy seeks to ensure that sustainable methods of storing surface water drainage are utilised over discharging surface run-off water into water-courses and main drains, overloading capacity. The Policy states that:

“flow paths accommodating water from outside the site or due to an exceedance event should be designed to avoid buildings and curtilages. Development will only be permitted if it can be demonstrated that the water supply and waste water infrastructure required is available or can be co-ordinated to meet the demand generated by the new development.”

- 4.21 Policy LP35 - Historic environment. Policy LP35 seeks to ensure that the special historic and architectural significance of all designated and non-designated heritage assets are preserved unless justification can be provided where development proposals would result in harm to the appearance, fabric or setting of a heritage asset. The Policy states that:

“development proposals affecting a designated heritage asset (or an archaeological site of national importance) should preserve or enhance the significance of the asset.”

- 4.22 Policy LP51 - Protection and improvement of local air quality. Policy LP51 seeks to ensure that new development will not give rise to detrimental impacts on public health through changing air quality conditions. The policy states that:

“development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air pollution which would have an unacceptable impact on the natural and built environment or to people.”

- 4.23 Policy LP52 - Protection and improvement of environmental quality. Policy LP52 sets out measures for the protection of public amenity through the management of any pollutants, such as an increase in noise levels from a development. The policy states that:

"proposals which have the potential to increase pollution from noise, vibration, light, dust, odour, shadow flicker, chemicals and other forms of pollution or to increase pollution to soil or where environmentally sensitive development would be subject to significant levels of pollution, must be accompanied by evidence to show that the impacts have been evaluated and measures have been incorporated to prevent or reduce the pollution, so as to ensure it does not reduce the quality of life and well-being of people to an unacceptable level or have unacceptable impacts on the environment."

- 4.24 Policy LP53 - Contaminated and unstable land. This policy seeks to ensure that any hazardous material which may be in the ground from the previous use of a site is not exposed through development work which could result in harm to the environment. The policy states that:

"development on land that is unstable, currently contaminated or suspected of being contaminated due to its previous history or geology, or that will potentially become contaminated as a result of the development, will require the submission of an appropriate contamination assessment and/or land instability risk assessment."

Highway Design Guide SPD (November 2019)

- 4.25 The adopted Highway Design Guide (2019) sets out the following vision for highway and street-scape design at the start of the document:

"Successful highway design requires a full understanding of place, context and the many factors that influence and inform the outcome of the design process. Careful assessments of sites and a collaborative approach to design are needed, if high quality streets are to be created."

The most successful streets are those where traffic and other activities have been integrated together with buildings, spaces and the needs of people, rather than vehicles, shaping the area and creating a sense of place.

This Supplementary Planning Document (SPD) will encourage applicants to deliver good highway design and contribute to the creation of attractive, high quality and sustainable places within the Kirklees district."

4.26 The Highway design Guide SPD contains the following 10 principles, as part of an overarching strategy to create positive place making through good quality highway design:

- 1 Priority:** Putting pedestrians and cyclists first by designing vehicular routes that minimise barriers to their movement and ensure their safety.
- 2 Inclusivity:** Catering for people of all ages and abilities so that the public realm can be navigated and negotiated by everyone.
- 3 Legibility:** Ensuring that routes are recognisable, easy to understand and able to be navigated by wayfinding, landmarks, gateways, nodes and focal points.
- 4 Connectivity:** Integrating development physically and visually with its surroundings.
- 5 Permeability:** Providing a variety of pleasant, direct and convenient routes that connect to existing networks and local amenities.
- 6 Functionality:** Using scale, texture and colour to reflect and reinforce an areas function and character.

- 7 Safety:** Incentivising walking and cycling by creating a welcoming, secure and pleasant environment that incorporates natural surveillance, lighting, high-quality landscaping and protection from motor vehicles.
- 8 Durability:** Utilising robust practical materials that will stand the test of time and which are easy to maintain and replace.
- 9 Adaptability:** Incorporating high quality materials with the capacity to withstand and recover from environmental changes and events.
- 10 Sustainability:** Delivering design that reduces car travel, fuel consumption and the use of materials with high embodied carbon; thereby meeting present needs without compromising the ability of future generations to achieve their own needs and aspirations.

National Planning Policy Framework (February 2019)

- 4.27 The National Planning Policy Framework (NPPF) sets out a broad framework for plan making and decision taking at the local level. It must be taken into account in preparation of local and neighbourhood plans and is a key material consideration in planning decisions.
- 4.28 The introduction to the NPPF in paragraph 12 reiterates that applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise; that the NPPF is a material consideration in planning decisions; and that the Framework should be read as a whole.
- 4.29 Paragraph 8 sets out the three key themes to ensure that new development proposals form sustainable development. Paragraph 8 sets out the importance of balancing the economic, social and environmental objectives of development, and encourages decision makers to seek net gains across all three objective areas.
- 4.30 Paragraph 102 addresses transport issues of new development, setting out that development proposals should achieve the following measures:
- *the potential impacts of development on transport networks can be addressed;*

- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

4.31 Paragraph 109 makes it clear that, *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

4.32 Paragraph 110 sets out the transport objectives for new development. The aims of paragraph 110 are as follows:

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 4.33 Paragraph 117 states that planning decisions should promote the effective use of land, especially where a site area was previously developed or forms 'brownfield land.'
- 4.34 Part C of Paragraph 118 states that development proposals should, "*promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.*"
- 4.35 Paragraph 127 contains design principles for new development. This sets out that design of new developments should seek to achieve the following measures:
- *"will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."*
- 4.36 Paragraph 163 of NPPF sets out decision making objectives for sites affected by on flood risk. Paragraph 163 states that the following points should be demonstrated

to ensure that development can be made safe and not increase the risk of flooding elsewhere off site.

"within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;

the development is appropriately flood resistant and resilient;

it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;

any residual risk can be safely managed; and

safe access and escape routes are included where appropriate, as part of an agreed emergency plan."

- 4.37 Paragraphs 180 and 181 of the NPPF set out considerations for the impact of new development on noise pollution and air quality, to ensure that new development does not have any adverse impacts on the amenity of an area, including both the amenity of residents and established businesses.
- 4.38 Relevant Policy from chapter 16 of the NPPF on '*Conserving and enhancing the historic environment*' is discussed below in relation to the assessment of any potential impacts to the historic environment.

National Planning Practice Guidance (NPPG)

- 4.39 National planning guidance in the online NPPG has been considered in the design and assessment of the submitted application for Lockwood Bar. The following chapters of the NPPG have been considered:
- Air Quality – last updated 1 November 2019;
 - Flood Risk and Coastal Change – last updated 6 March 2014;
 - Land affected by contamination – last updated 22 July 2019;
 - Historic Environment - - last updated 23 July 2019;
 - Natural Environment – last updated 21 July 2019; and

- Transport evidence bases in plan making and decision taking – last updated 13 March 2015.

5. ASSESSMENT OF DEVELOPMENT PROPOSALS

- 5.1 It is considered that the key issues in the determination of the planning application are the principle of development, impact on highways, heritage, ecology, flood risk and drainage, as assessed below against relevant policy, guidance and legislation.

Principle of the Development

- 5.2 The principle of the proposed development is strongly supported by the adopted Allocations and Designations Document (February 2019) under allocations TS3 – Huddersfield Southern Gateways and TS7 – Public Transport Improvement Schemes. The Kirklees Local Plan – Allocations and Designations Document is a recently adopted Local Plan, which was examined in 2018 and subsequently found to be compliant with national policy. Therefore, as the proposed site area is allocated for the development as proposed, in order to provide improvements to traffic management and traffic connectivity in an up-to-date local plan, it is strongly considered that the principle of the proposed development is fully supported. In accordance with paragraph 11 part c) of the NPPF, it is considered that the development fully accords with allocation site policies TS3 and TS7, which are part of an up-to-date and relevant Local Plan, and should therefore be approved without delay, taking into account all other material considerations discussed below within chapter 5 of this statement.

Design and Access

Amount and access

- 5.3 As mentioned in chapter 3 of this statement, the proposed development at Lockwood Bar consist of the following highway improvement works:
- The major A616 flow from Bridge Street to Lockwood Road will be abstracted from the Lockwood Bar junction via an improved Albert Street, to reappear at a new, simpler signalised junction.
 - The existing Lockwood Bar junction will occupy a smaller footprint, with improved pedestrian crossing facilities, public realm enhancements, a new bus gate and relocated / enhanced bus stop facilities.
 - A new traffic signal-controlled junction with new link road section at Crowther Street will abstract Holme Valley-bound traffic from Lockwood Bar onto Albert Street.

- New pedestrian crossing facilities.
- Some removal of on-street parking, provision of on-street electric vehicle charging bays and enhancements to cycle infrastructure.
- Creation of two pocket park areas with new trees, suitable bulb planting and sustainable urban drainage areas as rain gardens.

Layout

- 5.4 The proposed development at Lockwood Bar is split between five proposed site areas as indicated on the proposed site location plan (drawing no. HD-25-64313-PA-01B). The main part of the proposed site is situated between Albert Street and Lockwood Road, where the Crowther Street realignment works will take place over what is currently the Shine On hand car wash facility. To the north of the main part of the development site is a proposed working area to improve the access and pedestrian safety at Mount Pleasant Primary School. Then there are three sites located to the west of the main part of the site for bus stop, footpath and cycle lane improvements.

Scale

- 5.5 The main part of the site, being the existing car wash business, measures 1,040m², with the four other parts of the proposed site area being considerably smaller, with the total red line area measuring 1,291m². These figures show that approximately 85-90% of the works for Lockwood Bar are focused on the re-alignment of Crowther Street across the existing hand car wash business in order to significantly improve traffic flows at peak times along Lockwood Road.

Landscaping

- 5.6 The majority of the landscaping work involves the use of hardstanding materials. The materials proposed along with the design of the new bus stop infrastructure will form an enhancement to the Lockwood Road street-scape character. The loss of the canopy and infrastructure associated with the existing car wash premises will certainly form an enhancement to the street-scape character. Existing granite and Yorkstone paving will be re-utilised where present at the western end of the proposed site areas.

Highways

- 5.7 A Transport Note (TN) has been prepared by the Highways Engineers Team at KMBC. The TN includes a review of relevant national and local transport planning policy, as well as a review of road traffic accidents and safety incidents within the vicinity of the proposed development works. An analysis of likely future impacts on highway safety with and without the proposed intervention works are included within this full planning application. The Transport Assessment demonstrates and concludes that the development works will result in notable improvements for bus operation, pedestrian and cycle access and the flow of traffic to the Lockwood Bar junction. There will also be improvements for access and pedestrian crossing points to the Mount Pleasant Primary School, improving safety for regular commuters and school attendees along Lockwood Road and Albert Street. It is therefore considered that the proposals comply with the aims of allocation Policy TS3 from the Allocations and Designations Document, as well as Policies LP17, LP19, LP20, LP21 and LP23 of the Strategy and Policies Document.
- 5.8 The scheme is also considered to be consistent with the design principles of the Kirklees Highway Design Guide SPD, as set out in chapter 4 of this Statement. The scheme will improve highway safety for all road users, which should be weighed as a significant public benefit in the planning balance.

Heritage

- 5.9 There are no designated heritage assets within the application site, although it is noted that there are a number of Listed Buildings within the vicinity of the application site as shown on the plan provided at Appendix 1.
- 5.10 However, the proposed highways works will have no physical impact upon any of these assets. In addition, the current context of the Listed Buildings within the vicinity of the application site is that of street facing buildings set alongside the existing road network. Despite the proposed work, this relationship will remain unchanged, and will in fact be enhanced through the associated upgrading on the public realm.
- 5.11 In terms of the guidance set out within the NPPF (paragraphs 193-202), it is thus not considered that the proposals will result in any harm to the significance of the various Listed Buildings within the vicinity of the site via a change in setting, and will therefore also accord with the statutory obligations set out within the Planning (Listed Buildings and Conservation Areas) Act 1990.

Air Quality

- 5.12 An Air Quality Assessment (AQA) has been provided with the full application documentation for Lockwood Bar by Redmore Environmental Ltd, as part of the site area falls within an Air Quality Management Zone, and the realignment of the new junction linking Albert Street to Lockwood Road moves traffic flows closer to the nearest residential receptors.
- 5.13 The AQA uses dispersion modelling in order to predict pollutant concentrations as a result of vehicle emissions both with and without the development proposals in place, and the results have been verified with the latest traffic modelling data records for the area.
- 5.14 The AQA concludes that:

"impacts on NO2 concentrations as a result of the proposals were predicted to be moderate beneficial at seven locations, slight beneficial at two locations and negligible at the remaining locations. Impacts on PM10 concentrations were predicted to be negligible at all receptors. Following consideration of the relevant factors, the overall significance of potential air quality impacts was determined as not significant, in accordance with the IAQM guidance."

- 5.15 Based on the results included within the AQA, Air Quality issues are not considered to be a constraint to the development proposals for Lockwood Bar, thus the proposal comply with Local Plan Policy LP51.

Noise

- 5.16 A Noise Impact Assessment (NIA) report has been produced by ENS Ltd and submitted with the full planning application for Lockwood Bar. The Noise Assessment included the recording of background noise levels at the nearest sensitive residential receptors surrounding the site. The report also utilises traffic modelling data produced by Jacobs UK Ltd to predict likely traffic movements, with and without the proposed highway improvement interventions. The Noise report concludes that *"the assessment has determined that negligible to moderate*

impacts are expected at the nearest NSRs in the short term and long term. The overall impact on the nearest NSRs is considered to be significant."

- 5.17 As the NIA has identified a significant impact to the nearest residential receptors, it is considered that some of the mitigation measures included within section 4.5 of the NIA will need to be secured through planning condition, to make the impacts of the proposed development acceptable in planning terms. This mitigation work is likely to include the need to install some form of acoustic fencing or barrier between the new road alignment and the nearest residential properties. It is then considered that with appropriate mitigation, the proposed development would be compliant with Local Plan Policy LP52 and paragraph 180 of the NPPF.

Flood Risk and Surface Water Drainage

- 5.18 Parts of the proposed site area, at the entrance to Mount Pleasant Primary School and at the existing hand car wash facility, are located within Flood Zone 2, as shown in an extract from the Environment Agency's flood risk mapping for the Lockwood area below (Figure 3).

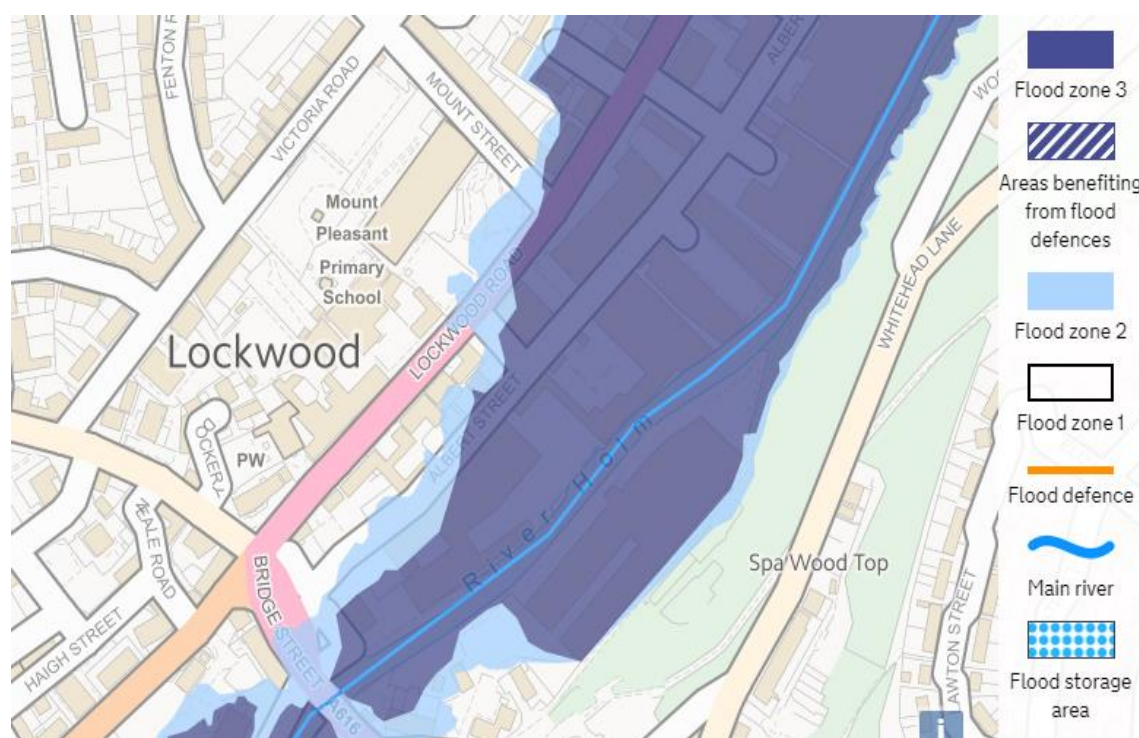


Figure 3: Environment Agency Flood Risk Mapping Extract

- 5.19 As parts of the proposed development site are located within Flood Zones 2 and 3, a Flood Risk Assessment and Surface Water Drainage Strategy Report (FRA) has been prepared and submitted with the application by engineers at SCP Ltd.

- 5.20 The FRA concludes that the proposed development would improve flood risk safety by replacing the existing hand car wash business to highway infrastructure, which is a less vulnerable use category in the Planning Practice Guidance Flood Risk Matrix, and therefore, more suitable for the proposed site.
- 5.21 The FRA also concludes that the proposed development works would result in a reduction in the calculated impermeable area, and as the site has unrestricted discharge to public Yorkshire Water drains currently, the proposed scheme, having a reduced impermeable area, will place less pressure on existing drainage infrastructure than the existing site and car wash use. It is therefore concluded that the proposed development at Lockwood Bar is compliant with Local Plan Policies LP27 and LP28, as well as national policy within chapter 14 of the NPPF.

6. CONCLUSION

- 6.1 The application for full planning permission at Lockwood Bar seeks consent for a number of highway improvement measures across five development areas along Lockwood Road and Albert Street. The principle part of the development works are situated between Albert Street and Lockwood Road at the existing Sine On hand car wash business, where Albert Street will be diverted north to form a new junction with Lockwood Road, to help to improve traffic flow at peak times for commuters travelling between the Holme Valley area and Huddersfield town centre. The other measures include improvement to the access at Mount Pleasant Primary school, with improvements to footpaths, cycle lane markings and bus stop facilities.
- 6.2 The proposed development sites are covered by Local Plan allocations TS3 and TS7 in the Allocations and Designations Document (2019), for Highway Improvements to the Huddersfield Southern Gateways and for public transport infrastructure improvements to the Southern Gateways. Therefore, as the site is allocated for the proposed development within a recently adopted Local Development Plan, the in principle support for this application is considered to be compelling.
- 6.3 The proposals have been designed to form improvements to the character and appearance of Lockwood Road and Albert Street, by resurfacing and widening footpaths and removing the unsightly former petrol station canopy and associated infrastructure now used as a car wash.
- 6.4 The scheme has been demonstrated to form significant improvements to highway safety, traffic flows along Lockwood Road and Albert Street, and to form improved bus stop facilities for public transport users. All these highway benefits are considered as strong wider public benefits for the planning balance in determination of this full application.
- 6.5 The proposed scheme carries a number of significant public benefits including improvements to highway safety to reduce the likelihood of accidents to a busy road adjacent to an existing primary school. The approval of this scheme would secure much needed investment from the Government for a wider package of highway improvement works making up the Huddersfield Southern Corridors Project. The cumulative importance of all of these improvement schemes, including such sites at Queensgate and Longroyd Lane within Huddersfield, in addition to the works at Lockwood Bar, are critically important for the economic and environmental sustainability of Huddersfield. Therefore, the overall need to secure this public investment through the West Yorkshire Combined Authority carries significant

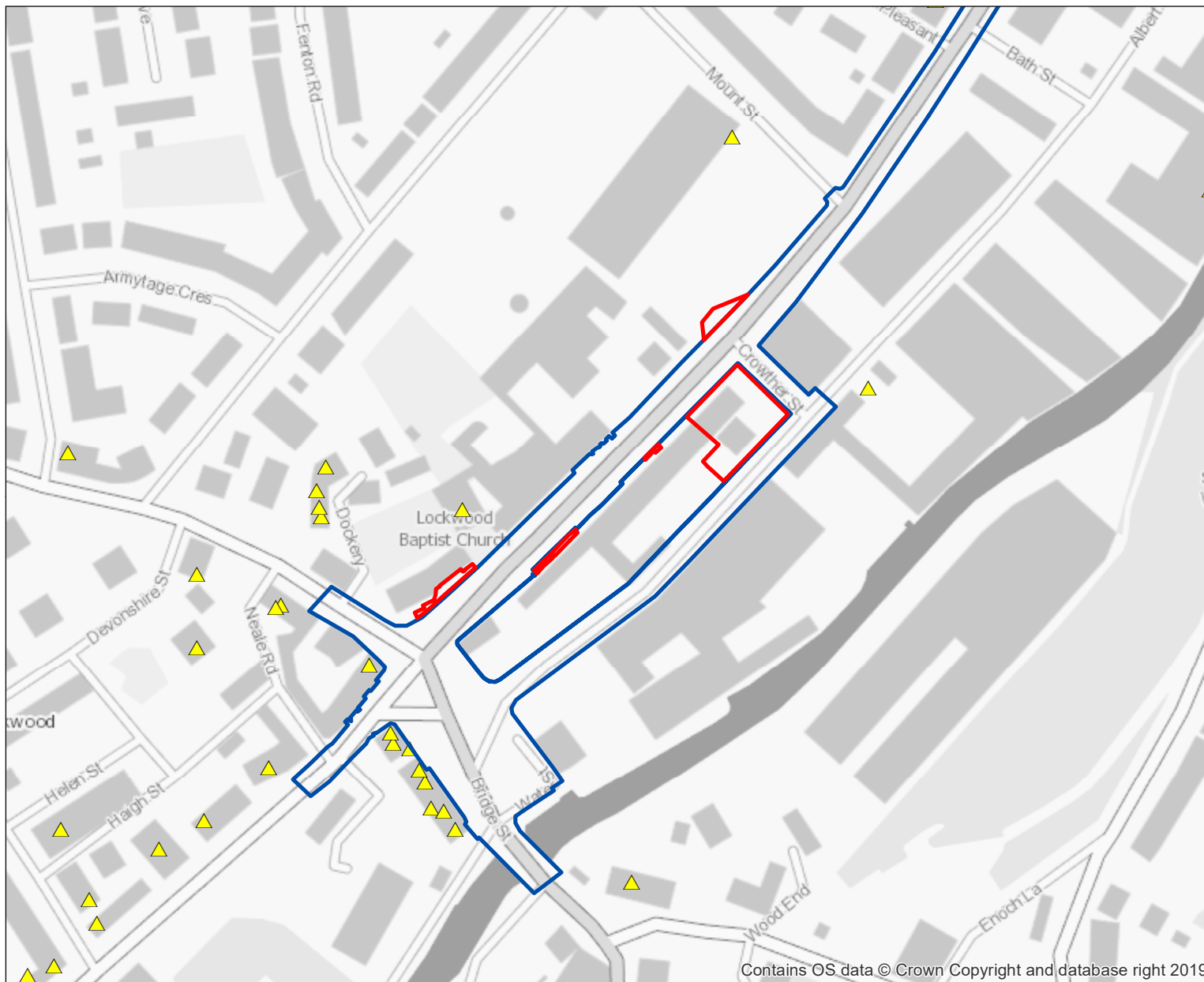
weight as a public benefit for multiple highway improvement sites identified within the adopted Local Plan (2019) in a cumulative sense.

- 6.6 The proposed development and wider Huddersfield Southern Corridors Project will assist Kirklees Council in meeting its declaration in 2019 to address the climate change emergency and reduce carbon emissions by encouraging the use of public transport, electric vehicles and making the town more pedestrian and cycle friendly. The contribution that the Huddersfield Southern Corridors Project will make to addressing climate change cumulatively should also be afforded weight in the planning balance.
- 6.7 The additional proposed soft landscaping within areas identified on the proposed planting plan and schedule (Ref. LAD.418 LA03 A) includes a mixture of native species flowers, shrubs and trees, which will enhance the appearance of the street-scene and create opportunities for gains to local wildlife and biodiversity.
- 6.8 Improving the road network to boost the local economy is a priority in areas such as the proposed site location, which is allocated as a strategic traffic improvement site under Policy TS3 of the Allocation and Designations Document of the Kirklees Local Plan. Schemes such as the proposed improvements at Lockwood Bar are needed to provide greater access to employment land particularly in the south of Huddersfield, which will help facilitate the delivery of regeneration potential and associated job opportunities stimulated through the creation of quality gateways at key strategic road junctions. Therefore, the proposed development also carries long-term strategic economic benefits in supporting housing and employment growth on the allocated sites adopted within the Kirklees Local Plan (2019).
- 6.9 The proposed development will not increase flood risk. The proposed development would result in a less vulnerable use where the existing car wash facility is situated, and calculations have shown a reduction in impermeable hardstanding areas across the development sites, which will slightly reduce pressure on the existing public drainage system maintained by Yorkshire Water.
- 6.10 The submitted AQA has demonstrated that the development proposals will not increase air quality impacts to the nearest residential receptors, in accordance with the IAQM best practice guidance.
- 6.11 The noise impact of the proposed development on the nearest residents can be appropriately mitigated through the use of acoustic fencing, which can be secured through a planning condition.

- 6.12 There will be no impact to the surrounding Listed Buildings via a change to their setting.
- 6.13 Overall, this statement and the assessment within, has demonstrated that the proposed development is supported through both local and national planning policy and would not lead to any significant or adverse impacts on the various material considerations identified within this Statement. The highway improvements and improvements to bus stop infrastructure as part of this application carry wider public benefits, which should be afforded due weight in the planning balance when determining this application. In conclusion, we respectfully request and recommend that this application for full planning permission is granted.

APPENDIX 1

Heritage Assets Plan



KEY

- Planning application areas
- Extent of scheme area

Listed Buildings

- ▲ Grade I
- ▲ Grade II*
- ▲ Grade II

Map of Designated Heritage Assets

Huddersfield Southern Corridors Lockwood Bar Improvement

Client: Kirklees Council

DRWG No: P20-0802

Sheet No: - REV: -

Drawn by: JT

Approved by: AR

Date: 05/08/2020

Scale: 1:2,500 @ A4