

**Consultation Response from KC,
Highways Development Management**
2020/93954 Land at, Lingards Road, Slaithwaite, Huddersfield, HD7 5HY
Erection of 57 dwellings and associated works
**Date Responded:
12/01/2021**
**Responding Officer: Mark
Berry**
Responding Ref: 1-32-20

This application seeks approval to the erection of 57 dwellings and associated works at land at, Lingards Road, Slaithwaite, Huddersfield.

The site is located on the northern side of Lingards Road and falls steeply away towards the A62, south to north.

Outline planning permission was granted in 2015 for 27 dwellings application number 2014/93946. Details of the point of access were the only matter considered with all other matters were reserved.

The previous outline permission included conditions requiring the following:

On and off-site improvements at PROW Colne Valley footpath 133 including an improved link to Manchester Road

Residential metro cards

Improvements to bus stops 19383 and 19384 with shelters and live bus information

The current application is supported by a Transport Statement prepared by Paragon Highways.

The proposals are to erect 59no. dwellings, inclusive of 23no. flats, served from a single access point of the Lingards Road.

The development will be a mix of 2 and 3 storey dwellings. In accordance with the outline application proposals the development will be served via a simple priority junction off the Lingards Road. The access road will lead into 3 no. separate culs-de-sac generally laid out as traditional estate roads with turning heads.

The access will be sufficiently wide to accommodate two-way flow with visibility for emerging drivers commensurate with the estimated speed of traffic on the major road. The visibility proposals are in accordance with the outline approval conditions which required the provision of 2.4 x 68m and 2.4 x 60m sight lines from the new estate road onto Lingard's Road.

The level of parking provision will provide a minimum of 2 parking spaces per dwelling, inclusive of garages where provided.

Each property will benefit from an electric vehicle charging point and secure cycle parking will be provided

A Public Right of Way runs from Lingard's Road to Manchester Road along the site's western

boundary. The footpath Col/133/10 is to be upgraded along its full length as part of these development proposals.

There is a bus service that operates along Lingards Road with more regular services available along the Manchester Road within 400 metres of the site entrance.

In terms of traffic generation, the TRICS database has been used to derive the network peak hourly rate for this level of residential development for both the flats and typical dwelling houses.

Paragon Highways consider that based on the nationally accepted TRICs data the development would be anticipated to generate between 19 and 21 trips at the recognised peak periods. Based on the information on Nomis, the 2011 census, generally 90% of the peak time traffic will turn left out of the site towards Slaithwaite and 10% will turn right towards the B6107 and then travel onwards towards Meltham and beyond.

Highways Development Management (HDM) consider a trip rate of 0.7 per residential dwelling and 0.4 trips per apartment at the peak times are more realistic generation figures.

The number of overall trips based on the HDM considerations of 0.7 and 0.4 suggest that as a maximum the development could generate 34 trips at the network peaks.

HDM consider that this would result in approximately 30 two-way movements at the two Manchester Road junctions with Lingards Road and Nields Road or 1 vehicle every two minutes split between the two Manchester Road junctions and 3 to 4 two-way movement at the Lingards Road/B6107 Chain Road junction. This volume of additional traffic is not considered sufficient to warrant any assessment of the Manchester Road or Chain Road junctions

West Yorkshire Combined Authority comments

The site is located within the recommended 400m from the nearest bus routes that operate on Manchester 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 Manchester Road include the 183/184/185 which operate between Huddersfield and Marsden, at a 30-minute frequency, with the 184 extending to Oldham 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 stops on this corridor 19384 and 19385 do not have a shelter. As part of this scheme, a bus shelter could be provided at the above named stops at a cost of £13,000 each to the developer to improve the public transport offer. In addition, a Real Time Information display could be provided at bus stops 19385 and 19386 at a cost to the developer of £10,000.00 each. To access 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 Metropolitan District 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 only ticket, the contribution appropriate for this development would be £29,155.50. This equates to bus only Residential MCards.

Highways safety comments

The proposed footpath access onto the Highway to the south west of the proposed road requires assessment – there is no footway on Lingards Road at this point so pedestrians would walk straight onto the carriageway.

Highways Development Management Comments.

This application provides insufficient information as follows:

- 1, A layout plan showing the house types and plot numbers should be provided to enable an assessment of the proposed parking to be undertaken.
2. No longitudinal sections are provided to allow the proposed road gradients to be assessed.
- 3, The plan showing refuse vehicle swept paths is superseded but a revised plan as not been provided. The Coda site access and refuse vehicle tracking plan shows the refuse vehicle over-running kerb lines which is not considered acceptable.

On all turning heads it is required to demonstrate using swept path analyses that when manoeuvring, Refuse Collection Vehicles, shall be able to travel at a minimum speed of 5 km/h. In other words, drivers shall not need to stop to adjust the steering while stationary before setting off again. The Kirklees vehicle parameters are set out in Table 1 of Emergency Access, Waste Management, Servicing & Deliveries - April 2020 (version 1):-

- Length – 11.85 m
- Width – 2.50 m (including wing mirrors)
- Width when loading – 4.10 m
- Working height – 6.00 m
- Turning circle (wall to wall) – 22.07 m (diameter)
- Turning circle (between kerbs) – 17.88 m (diameter)
- Gross vehicle weight – 32 t

4, A 2.0m wide footway should be should to the full Lingards Road frontage of the site to improve pedestrian facilities and links to the existing bus stops and public rights of way.

5, A Stage 1 Road Safety Audit with designers' comments is required for the site access from Lingards Road and internal road layout.

6, Visibility splays should be shown between road 1 and the junctions within the proposed development.

7, Sight lines from the 2 plots with direct frontage access onto Lingards Road should be shown on the plans. These should be in accordance with the site access requirements.

8, There is an area of garages located between 35 and 37 Lingards Road included within the allocation but excluded from the red line boundary. A possible access could be considered from this location. This length of Lingards Road would benefit from road realignment and the provision of a 2.0m wide footway.

9, The comments of the Council's Highway Design section which include detailed comments both specific to this site and general comments relevant to good road design are attached which should be considered by the applicant. The comments of the Waste Strategy section and Highways structures are also attached.