Sent: 24 August 2021 09:48

Subject: 2021/91571 - land south of The Lodge and north of Church Lane, Linthwaite, Huddersfield

Regarding this re-consult, my final comments following the site visit with the applicant's highways agent are as follows:

1) **Cowlersley Lane / Manchester Road Signalised Junction.**

- After observing the junction and how it operates it was agreed that there is no feasible solution to improve capacity at this junction which is proportionately appropriate to the development. Therefore, it has been agreed that no improvements to junction capacity associated with the low impact of the development would be considered necessary or justified.

2) **Pedestrian Infrastructure / Connectivity – Church Lane.**

- Following my request for the application team to further explore the feasibility of a new footway linking the site with the Church, and observations made on my site visit with the applicant's highways agent, it is simply not possible due to the width of the existing carriageway and the presence of existing on-street parking;

- It has been concluded that a Traffic Regulation Order (TRO) to prevent parking along this section of road to enable the footway to be constructed is unlikely to be successful to enable simultaneous two-way flow along Church Lane due to the potential objections from adjacent residents as part of the statutory consultation / advertisement process. However, a TRO and double yellow line waiting restrictions should span 10-15m each side of the proposed access onto Church Lane, so as to ensure parked vehicles do not impede visibility sightlines;

- The provision of informal dropped-kerb / tactile paving crossing points at or adjacent to the access, to facilitate improved pedestrian access to link to the southern side footway (opposite the site), is acceptable given the generally low pedestrian traffic associated with the development.

3) **Bus Stop Upgrades.**

- It seems that WYCA Metro don't require upgrades such as shelters (as per their consultation response).

- Negotiations will take place on the Residential Metro Card Scheme between the developer and the Council;

- Providing shelter upgrades on the stops adjacent to the site will be extremely difficult due to adjacent access points and limited availability of space;

- There was no obvious or suitable alternative location for these but our request for shelter upgrades as part of the development is maintained.

4) <u>Car Parking Provision.</u>

- The justification on parking provision for the proposed dwellings was discussed and it was generally agreed that the demographic of the site means there are unlikely to be a large number of units with 2 or 3 private cars.

- The internal estate roads do provide an opportunity for informal (i.e. kerb-side) parking and this actually has a natural traffic calming impact, mindful of the "through route" nature of the site.

I hope this helps,

Thank you,
Adrian.

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