

**Consultation Response from Ryan Kinder KC,
Highways Development Management**

2021/92527 land off, Cockley Hill Lane, Kirkheaton, Huddersfield, HD5 0HH

Erection of 31 dwellings, formation of access, public space, attenuation and associated infrastructure

Date Responded: 17/11/2023

Responding Officer: Ryan Kinder

Responding Ref: K11-15SW/3

RECOMMENDATION: No objections subject to conditions and section 106 Agreement.

Conditions:

A full list of the suggested highways related planning conditions is provided at the end of this response.

Section 106 contributions:

Provision of sustainable contributions to the total sum of £15,071.30.

Travel Plan monitoring contributions of £10,000

Development Overview:

This full planning application seeks approval for erection of 29 dwellings, formation of access public space and associated infrastructure at Cockley Hill Lane, Kirkheaton.

The site forms part of larger application with a separate reserved matters planning application (2021/91507) for 55 dwellings with the site having a provision of 84 dwellings in total.

The principle for the access for this proposal has already been approved, however given the site now combines the two planning applications a revised Transport Assessment has been provided to summarise the total traffic generation associated with the development, this has been prepared and submitted by Paragon Highways (ref 702F) dated October 2023.

Reference to Plans/Documents:

- Transport Assessment – Ref 702F dated Oct 2023
- Travel Plan – Ref 702C dated May 2021
- Combined site plan – ref P19.5336:200G
- Proposed site layout – ref P19.5336:03G
- Long sections – ref 702E003/004
- Road safety audit: stage 1 Ref 2023-08 Kirkheaton RSA12 REV0 dated June 2023

Adoption Issues:

The internal layout shall be built to adoptable standards, as set out in the Kirklees Highway Design Guide SPD and Highways Guidance Note – Section 38 Agreements for Highway Adoptions March 2019 (version 1) and associated documents.

Site Access:

Access to the site is taken via Cockley Hill, the means of this has been demonstrated and approved via an outline planning application (ref 2014/91813) with suitable visibility demonstrated, no further concerns are raised regarding this from a highways perspective.

Travel plan/Sustainable Travel contributions:

A framework Travel Plan has been submitted for this application, HDM request a full Travel Plan to be submitted and will be requested via suitable condition along with sustainable Travel Plan contributions to encourage the use of sustainable travel measures, this fee has been calculated for 29 dwellings.

Traffic Impact/Network Assessment:

The trip generation has been assessed using the TRICS data base, the submitted TA assesses the traffic impact of 'Residential' in trip generation terms, it should be noted that the trip generation has been submitted for the development as a whole utilising the total traffic generated for both planning applications. The table below indicates the forecast traffic generation.

	Traffic Generations		
	Arrivals	Departures	Two-Way
AM peak	13	49	62
PM peak	32	23	55

The submitted Transport Assessment (TA) assesses the traffic impact of a development of some circa 84 dwellings in trip generation terms. Highways Development Management considers the trip rates utilised to be acceptable in this respect utilising a priority give way arrangement as proposed.

Internal Layout/Parking

The internal layout has now been designed in accordance with the Councils SPD Highway Design Guide. This follows negotiations on the internal estate road including ensuring the proposal is suitable for adoption in terms of suitable gradients appropriate visibility splays and forward visibility and a suitable level of off street parking. The applicant has provided suitable swept path information regarding access for refuse collection vehicles, this takes into account any on street visitor parking. It should be noted that the development provides sufficient off street parking for each type of dwelling in accordance with the SPD highway design guide and the provision of visitor parking at a ratio of 1 space per 4 dwellings is also provided and considered acceptable.

Planning conditions:

Conditions:

Visibility Splays to be provided

Before development commences, the wall to the site frontage shall be set back to the rear of the proposed visibility splays as shown on an approved plan and shall be cleared of all obstructions to visibility and tarmac surfaced to current standards in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: To ensure adequate visibility in the interests of highway safety.

FOOTNOTE

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer, Flint Street, Fartown, Huddersfield (Kirklees Street Care: 0800 7318765) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

Details of junction of new estate road

No development shall take place until details of the junction and associated highway works, between the proposed estate road and Cockley Hill have been approved in writing by the Local Planning Authority. No building shall be brought into use until the works to provide the junction have been completed in accordance with the approved details.

Reason: To ensure that suitable access is available for the development.

HWN03 The details shall include full sections, details of speed reducing features, construction specifications, drainage works, lighting, signage, white lining, surface finishes, treatment of sight lines together with an independent safety audit covering all aspects of the works.

Travel Plan to be submitted:

A full travel plan shall be submitted to and approved in writing by the LPA

3 months prior to any part of the development being brought into use. The travel plan shall include measures to improve and encourage the use of sustainable transport, the Travel Plan shall continue to be developed and implemented as long as any part of the development is occupied.

Reason: To comply with the Council's sustainability objectives

Internal adoptable roads

No development shall take place until a scheme detailing the proposed internal adoptable estate roads have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full sections, drainage works, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work. Before any building is brought into use the scheme shall be completed in accordance with the scheme shown on approved plans and retained thereafter.

Reason: To ensure that suitable access is available for the development.

Method for collection and storage of waste

Before development commences, details of suitable storage, bin presentation points and access for collection of wastes from the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Reason: To meet the requirements set out in Local Plan Policy LP24 part d(vi).

Before development commences, details of temporary waste collection arrangements to serve occupants of completed dwellings whilst the remaining site is under construction shall be submitted to and approved by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Structures

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new retaining walls/ building retaining walls adjacent to the existing/ proposed adoptable highways shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new surface water attenuation tanks/pipes/manholes located within the proposed highway footprint shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development. See <https://www.kirklees.gov.uk/beta/regeneration-and-development/highwaysguidance-and-standards.aspx> for further details.

Important Notes:

All new storm water attenuation tanks/pipes/culverts/manholes with internal diameter/ spans exceeding 0.9m must be located off the adoptable highway. Any decision to locate these facilities within the adoptable highway footprint must be accompanied with a full risk evaluation report with particular reference to their proposed inspection, structural assessment and maintenance regime in compliance with the CDM Regulations 2015 requirements.

The adopting authority (i.e. Yorkshire Water) will also be required to produce and submit a legally binding agreement to the Highway Authority explicitly stating that they will be fulfilling their obligations in relation to the systematic and cyclical inspection and structural assessment of any attenuation structure located within the highway footprint, in full compliance with BD63- Inspection of Highway structures.

Furthermore, all new precast pipes/ culverts/storage tanks proposed for use within the footprint of an adoptable highway must comply with the Specification for Highway Works (SHW-Series 500 or 2500) and/or must be accredited with a BBA (The British Board of Agrément Roads and Bridges) or HAPAS (Highway Authority Product Approval Scheme) or equivalent certificate.

Defects Survey

The development shall not commence until a joint survey with an appropriate Council representative of the existing condition of the highway on Cockley Hill has been submitted to and approved in writing by the Local Planning Authority. The survey shall include carriageway and footway surfacing, verges, kerbs, edgings, street lighting, signing and white lining. Upon completion of the development and before any building is occupied a highway condition survey identifying a scheme to reinstate any subsequent defects in the condition of the highway on the aforementioned roads shall be submitted to and approved in writing by the Local Planning Authority. A schedule of inspection throughout the construction period of the development shall be agreed and implemented prior to works commencing.