Consultation Response from KC, Highways Development Management		
2021/93567 Land off Westgate, Cleckheaton, BD19 5DR		
Erection of 180 dwellings with associated works		
Date Responded: 28/03/23	**Responding Officer:** A Darwin	**Responding Ref:** 9-3SW/6

RECOMMENDATION: No Objection, subject to condition and S106

Development Overview:

This is a full Planning Application for the development of residential dwellings on land to the south of Westgate, Cleckheaton (Planning Layout Drawing 18-CL2-SEGB-WE-01 Rev H now includes 180 dwellings).

The site is allocated in the Local Plan (Site MXS9) for a mixed use development (housing, employment and retail), with an indicative capacity of 223 dwellings.

Reference to Plans/Documents:

These comments are an update to the HDM consultation responses dated 20th May 2022 & 27th October 2021, and have been prepared in response to the latest Highways Technical Note by AMA dated 27th March 2023, and also following further discussions regarding the site access, site layout and other development matters with the applicant through the course of the determination period.

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD, Housebuilder Design SPD, NPPF.

Reference should also be made to the Councils latest S38 guidance documents, including the guidance entitled 'Emergency Access, Waste Management, Servicing and Deliveries – April 2020 (version 1)', which provide detailed requirements relating to the highway and development layouts.

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. It is noted that following amendments to the site layout, in principle the site layout is suitable for adoption. However, full details should be secured by planning condition.

Accessibility and Sustainable Transport:

As the site is allocated in the Local Plan for a mixed use development (housing, employment and retail - Site Ref.MXS9), the potential accessibility of the site was assessed as part of this process and is considered to be acceptable, subject to the development providing necessary improvements to public transport, walking and cycling.

As the development includes over 50 dwellings, a Travel Plan is required for the development. An Interim Travel Plan has been prepared and the requirement for a Travel Plan must be secured by condition.

The measures identified in the Interim Travel Plan relate mainly to the provision of measures to encourage residents to use sustainable travel options through the provision of information. However, no other significant measures are currently proposed. Therefore, to encourage the use of sustainable transport and to help achieve the Travel Plan targets, a Sustainable Travel Fund is to be provided. Based on the current proposals for 180 dwellings, the Sustainable Travel Fund will be **£90,070.00** (£511.50 per unit), which is based on the current cost for an annual MCard for each dwelling.

Kirklees Council will require a Travel Plan monitoring fee to be secured as part of the S106 agreement, to fund the Councils costs associated with the implementation of the Travel Plan and it's monitoring and review. For a development of this scale (classed as a 'small scale major residential development') the fee is **£10,000** (£2,000 per year for 5 years).

The submitted Highways Technical Notes dated 4th February 2022 confirmed that the above condition & S106 requirements are now agreed, which is welcomed.

Public Transport:

The A643 Westgate is a bus route, with stops available within easy walking distance of the site (less than 400m), with the eastbound stop accessible via the existing zebra crossing located to the west of the site access. The stops cater for the No. 200, 254, 259, 263 & AL1 services that provide frequent bus services (circa 4 per hour during weekdays, plus weekend and evening services) to Heckmondwike, Brighouse, Dewsbury, Bradford and Leeds, and interchange opportunities at Cleckheaton Bus station.

HDM have previously advised that improvements to the existing bus stop facilities should be provided, including Real Time Display at the eastbound stop (ref: 14086) at a cost of £10,000.00 and a new shelter with Real Time display at the westbound stop (ref: 14085) at a cost of £23,000.00. The total cost would be **£33,000.00** and should be secured by S106 agreement.

The submitted Highways Technical Notes confirms that funding for a new bus shelter will be provided at stop 14085 (westbound stop). However, the latest Technical Note dated 27th March 2023 continues to state that the applicant does not accept the requirement to provide the 2 No. Realtime Displays, as they do not consider they are warranted and as they are not provided at other bus stops in Cleckheaton. WYCA have been consulted regarding this issue and have confirmed the following:

With respect to the provision of Real Time Information (RTI) displays, at both 14085 and 14086, we support this provision at both of these stops. Our aim is to make public transport more attractive and easier to use and we are continually exploring new ways to deliver information to passengers. We know from the feedback we receive that being able to access up-to-date, accurate travel information is key to encouraging more people to use local bus services. Real-time displays in bus shelters and on street bus stop poles gives people certainty about their planned journey, it helps people make better use of their time and can encourage the casual user onto buses. We note comments with respect to RTI displays are not in keeping with other stops around Cleckheaton but feel that this is an irrelevant point in context of encouraging the use of sustainable transport from the applicants site and therefore should be provided.'

HDM agrees with WYCA comments and reiterate the requirement for a **£33,000** contribution towards bus stop improvements at stops 14085/14086, which should be secured by S106 agreement. It is understood that planning officer colleagues have discussed this matter further with the applicant and they have subsequently agreed that the provision of the real-time displays is acceptable in principle (subject to viability considerations).

As the footway width adjacent to bus stop 14085 along the site frontage is relatively narrow (currently circa 1.7m), it will be necessary for a bespoke 3 bay (max. 4m long) cantilever shelter with a 1.0m roof (and no seat/end panels) to be provided in this location, which should be set to the back of footway. To ensure that adequate footway clearance is provided at the bus stop, the adjacent footway is proposed to be widened to 2.0m between the stop and site access, as shown on the proposed site access drawing AMA/20664/SK012 Rev A.

PROW, walking and cycling:

Public footpath SPE/93/20 runs along the western boundary of the site and connects to Westgate to the north via Brick Street. As previously requested, a connection to this footpath has now been shown on the site layout plan, which is welcomed. The link is proposed to be 2m wide, and has an indicative gradient of 1:16. The final details of this link and connection to the PROW on Brick Street will need to be secured by planning condition.

The site layout plan also includes a pedestrian link in the northeast cover of the site that connects to Quarry Road, with a new section of footway provided that then links to Westgate to the north. To ensure pedestrian safety at this link to Quarry Road, a 1.5x25m pedestrian visibility splay is to be provided to the south. This pedestrian link is welcomed, and the details of the link and footway improvements will need to be secured by planning condition.

As part of a previous approval at the site in 2010, there was a requirement to upgrade the existing Zebra crossing on Westgate to a signalised crossing. As stated in the previous HDM responses, it is considered that an upgrade to the crossing is still required for this development, which would be either an upgrade of the existing Zebra crossing and associated works (e.g. to include replacement High Friction Surfacing (HFS) on both approaches, and High Intensity LED beacon units), or to upgrade to a Puffin crossing.

To determine the type of crossing required, a 7-day ATC survey has been undertaken by the applicant to determine vehicle headways and speeds on Westgate, as well as existing / proposed peak hourly pedestrian flows at the crossing. However, due to errors identified by HDM with the previous speed data provided, further supporting speed data has now been provided in Appendix C of the latest AMA Technical Note dated 27th March 2023.

Based on the latest speed data provided, and the pedestrian/vehicle flow data previously provided, this suggests that traffic and pedestrian flows (29 and 8 pedestrians were observed using the crossing in the weekday AM and PM peaks respectively) are moderate and traffic speeds are well below 35mph (maximum 85th percentile speeds of 29.1mph westbound and 29.9mph eastbound were recorded on approach to the crossing, as confirmed in the latest technical note). Therefore, in accordance with the recommendations contained in TSM Chapter 6 (Section 16), it is considered that a Zebra crossing remains the most appropriate crossing type in this location. These upgrades to the crossing have been noted on the proposed site access drawing AMA/20664/SK012 Rev A, and should be secured by planning condition. It is also noted that the above drawing shows footway widening on either side of the zebra crossing to improve the pedestrian waiting area, which is welcomed and should be incorporated into the final Zebra crossing improvement design.

In addition to the improvements to the existing Zebra crossing immediately west of the site access, HDM have previously requested that another existing Zebra crossing on Westgate located to the east of the Hightown Road junction (circa 450m from the site), is also upgraded to include replacement High Friction Surfacing (HFS) on both approaches, and High Intensity LED beacon units. This is to help to mitigate the impact of additional development traffic on Westgate and to help address 2 No. rear shunt type collisions that have occurred within the vicinity of the crossing (including a rear shunt incident that resulted in a pedestrian collision). As confirmed in the latest AMA Technical Note dated

27th March 2023, the applicant has now confirmed that the improvements to this existing zebra crossing are acceptable. As such, these improvements should be secured by a planning condition and implemented via a S278 agreement.

Vehicle Access:

HDM previously raised concerns regarding the site access arrangement, including concerns relating to the lack of adequate stagger distance with Westcliffe Road, the junction form that would not accommodate refuse vehicle turning requirements, the lack of pedestrian crossing facilities at the junction and the need to widen the footway to a minimum of 2m along the site frontage.

All of the above issues have now been adequately addressed, and HDM consider that the optimum junction arrangements that are possible have now been shown on drawing AMA/20664/SK012 Rev A. As can be seen from the drawing, the junction arrangements include the following:

- 10m kerb radii, to ensure that large vehicles can safely turn to/from the proposed junction;
- The initial section of the site access road is proposed to be widened to 6.5m (then narrowing back to 5.5m) to again assist large vehicle turning;
- 2.4x43m visibility splays in both directions (measured to nearside wheel track);
- 2m wide footways on both sides of the carriageway;
- Dropped crossings and tactile paving to enable safe pedestrian crossing of the site access.

It is noted that the proposed junction arrangements, still include a junction stagger distance with Westcliffe Road of only 17.2m, which is below that recommended junction stagger distance contained in the Kirklees Highway Design Guide (between 22.5 to 45m is recommended, depending on road type). However, this matter has been addressed by the provision of swept path analysis, which has confirmed that right turning vehicles from each junction can safely pass. This matter has also been specifically identified to the Stage 1 Road Safety Audit (RSA) Team as part of the agreed RSA Brief, and the subsequent Stage 1 RSA has not raised any concerns with the proposed junction spacing, or any other significant issues that cannot be adequately addressed at the detailed design stage.

It is concluded that whilst the proposed site access junction spacing is not ideal, it does not cause any significant highway safety concerns, and the final details of the site access should be secured by planning condition, and should include for any necessary new/amended TRO's (Traffic Regulation Orders) that may be required.

Site layout and parking:

The proposed site layout has been amended significantly through the course of the application. This has resulted in a much improved layout, which is considered to be suitable for adoption (subject to a full technical review at the S38 detailed design stage). A summary of some of the key features within the site layout are as follows:

- The site layout includes a single point of access on to Westgate. However, following the initial section of access road, a loop road system is then formed, which has eliminated a number of unnecessary cul-de-sacs that had originally been proposed. This has significantly improved the site layout and is welcomed.
- All of the main roads within the site are proposed at 5.5m wide, with 2m footways generally provided on both sides. Additional 2m wide verges are also proposed in places, allowing for some street trees to be provided within the site.
- 2.4x25m visibility splays have been provided at all internal junctions. Raised tables have been proposed at all junctions, to encourage slow traffic speeds.
- 2 No. speed bends have been proposed within the site. At these speed bends, forward visibility of 17m has been demonstrated. This is below the 25m that is normally required for a 20mph

design speed (17m SSD is suitable for a 15mph design speed). Therefore, to mitigate this, raised tables have been proposed at the speed bends to again encourage low traffic speeds.

- A 3m wide pedestrian / cycle link is proposed within the site to provide a direct route from the south of the site to / from the site access junction on to Westgate the north.
- 26 No. visitor parking laybys have been provided within the adoptable estate roads. In addition to the formal visitor parking laybys, other opportunities are available to safely park on the proposed estate roads, as well as 3 No. visitor bays proposed within the shared private drives, which should provide adequate visitor parking provision for the development. To demonstrate this, the applicant has provided swept path analysis to confirm that at least 45 visitor cars (e.g. 1:4 units, in accordance with the Kirklees Highway Design Guide) can safely park within the site without causing obstruction to the Councils refuse vehicle.
- All dwellings include off-street parking provision in line with the recommended levels contained within Councils Highway Design guide (e.g. a minimum of 2 spaces for 2-3 bed units, and 3 spaces for 4+ bedroom units), with each dwelling provided with an EV charging point.

It is noted that the site layout has been subject to a Stage 1 Road Safety Audit, and this has not identified any significant issues that cannot be addressed at the detailed design / S38 stage. As such, the site layout is considered to be acceptable, with the final details secured by planning condition.

A planning condition(s) is also required to ensure that adequate EV charging facilities are provided, together with secure cycle parking for each dwelling.

Construction Access Strategy

HDM have previously stated that construction access via Iron Street is not acceptable, as the Iron Street junction on to Westgate has sub-standard junction visibility in both directions, which is acknowledged in the applicants Highways Technical Notes. However, the latest Technical Note continues to attempt to justify this by stating that it would only be used for a finite period, and so is thought to be the best solution.

As HDM have consistently stated, the use of Iron Street for construction access is not acceptable and will not be permitted. Instead the new purpose built site access that is proposed should be used instead. However, it is noted that the final construction access details do not need to be agreed at this stage, and these matters can be secured as part of the Construction Management Plan (CMP), which should be secured by a suitably worded planning condition. The CMP condition should include specific requirement for construction access arrangements to be agreed, as well as adequate wheel washing and street cleansing facilities to be provided.

In addition to the CMP, highway conditions surveys must be undertaken in advance of work commencing on site, with any remedials works required both during and post construction implemented by the development. The necessary conditions surveys must be undertaken jointly with the Local Highway Authority, and should be secured by planning condition.

Collision analysis

The original Transport Assessment included a review of personal injury accidents in the preceding five year period, within a study area that included:

- A643 Westgate;
- A643 Westgate / Westcliffe Road T-junction;
- Northgate / A643 Parkside / Greenside / A643 Westgate crossroads;
- A638 Dewsbury Road / A643 St Peg Lane / A643 Parkside;
- A643 Dewsbury Road crossroads, and

- A638 Bradford Road / Hunsworth Lane / Whitechapel Road crossroads.

There were a total of 26 incidents within the large study area, which included 21 slight and 5 serious incidents. Only 1 slight incident occurred within close proximity to the site on Westgate that involved a motorcyclist being struck by a turning vehicle at the South Parade / Iron Street junction.

The Transport Assessment concluded that *'there are no extant road safety issues on the highway network in the vicinity of the development site.'.*

Whilst the above conclusion is generally accepted, as previously stated, there had been two rear shunt incidents at the Zebra crossing on Westgate to the east of the site near to the junction with Hightown Road, one of which resulted in a pedestrian collision (from the rear shunted vehicle). Therefore, as previously stated, to mitigate the impact of additional development traffic on Westgate, the applicant has agreed to upgrade this crossing to replace the existing anti-skid surfacing, and to upgrade the belisha beacons to high intensity LED units.

It is noted that since the original accident assessment was undertaken, there have been other incidents within the study area. However, HDM have reviewed the latest incident data within the vicinity of the site on 28/03/23 and this has not identified any additional patterns or trends of incidents that materially change the above findings.

Transport Assessment and Traffic Impact:

HDM have previously raised concerns regarding the traffic impact assessment methodology used within the Transport Assessment. As such, the applicant has provided various additional information, with the latest information contained in the AMA Technical Note dated 27th March 2023.

This additional information has now been reviewed and further comments are provided as follows:

Base traffic flow data

HDM previously raised concerns regarding the base traffic data that had been used within the assessment, which was undertaken on Tuesday 16th November 2021, as it showed significantly lower (up to 16% less) traffic flows than were observed in 2019 (as obtained for application 2021/92603). As such, it was unclear whether the applicant's 2021 survey data was representative of 'normal' traffic conditions and may have been impacted by reduced traffic demand associated with Covid-19 pandemic.

Therefore, to address the above concern, the applicant has undertaken addition traffic counts within their study area between the 27th June and the 3rd July 2022 at the Bradford Road / Hunsworth Lane / Whitechapel Road and at the Dewsbury Road / St Peg Lane / Parkside signalised Junctions, which included 4 No. ATC surveys on 2 arms of each junction. However, due to a problem with one of their ATC counters (on Bradford Road, south of Hunsworth Lane), a further survey was undertaken for this node between 6th July to the 13th July 2022.

The applicant has then compared the later 2022 count data to their 2021 count data, which demonstrates that the 2022 data was generally lower than the 2021 data, suggesting that the 2021 traffic data that they had originally used was representative of 'normal' post-pandemic traffic flows.

Nothwithstanding the above, as the 2022 survey data did show a 4% increase in traffic flow at 1 of the survey sites during 1 of the peak time periods, a 4% 'uplift' factor has been applied to the 2021 traffic count data used within the assessment to ensure a robust assessment.

In light of the above, HDM agrees that the application of the uplift to the 2021 base traffic count data provides a reasonable basis for assessment.

Assessment Year

A future assessment year of 2027 has been utilised, which is acceptable.

Traffic Growth

Traffic growth has been determined using TEMPRO growth rates, which is acceptable. Whilst not confirmed in the Highways Technical Notes, it appears that these have been derived using the older NTM AF15 dataset rather than the newer RTF 2018 dataset. However, as this provides a robust assessment of traffic growth, this approach is acceptable.

The following committed/planned development sites have been included in the assessment, as requested by HDM:

- 2019/93658 - Whitechapel Road (LP Ref: HS97);
- 2019/93303 - Merchants Field Farm (LP Ref: HS96);
- 2016/92298 - Former North Bierley Waste Water Treatment Works;
- 2021/92603 - Whitehall Road, Cleckheaton, BD19 6PL.

It is noted that since the above sites were agreed, application 2021/92603 has been refused. As such, it is noted that the base assessment data that has been used by the applicant will be robust. Notwithstanding this, it is noted that the level of development traffic that was proposed to be generated by the 2021/92603 development during the Westgate assessment time periods was minimal, so has minimal bearing on the modelling results.

It is also noted that no committed development traffic has been included within the assessment for the approved development at the Blue Hill Farm site (ref. 2019/90527 & 2022/91047). However, as confirmed in the previous HDM response, given the robust TEMPRO growth rates that have been utilised (based on NTM AF15 dataset), traffic from this site should already be adequately taken into account within the base modelling assessments.

In summary, the traffic growth rates and committed development traffic data that has been used within the assessments is acceptable and provides for a robust assessment.

Trip Rates

The TRICS database has been used to estimate the impact of development traffic. This includes the additional traffic that would be associated with the proposed residential development (based on 180 dwellings), and the reduction in traffic from the existing use of the site (based on 1,740sq.m of B2 use), to determine the net traffic impact. The weekday peak hour trip rates and derived vehicle trips are shown on the following table, which has been extracted from the latest AMA Technical Note dated 27th March 2023:

Table 5 – Trip Generation Breakdown

	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Residential Development 180 units				
Trip Rate	0.152	0.530	0.381	0.191
Trip Generation	27	95	69	34
B2 Existing Land Use 1,740m²				
Trip Rate	0.364	0.117	0.039	0.403
Trip Generation	6	2	1	7
Net Development Impact				
	21	**93**	**68**	**27**

The above trip rate information is acceptable and is considered to provide a robust assessment of development traffic impact, and demonstrates that the development would generate circa 114 and 95 additional two-way vehicle trips on to the local highway network during the AM and PM weekday peak periods respectively.

In addition to the vehicle trip assessment, a multi-model assessment has also been provided in the latest AMA Technical Note. This assessment has identified that the development may generate up to 11 public transport, 57 pedestrian and 9 cyclist trips during weekday network peak periods. Based on this data, HDM consider the existing and proposed facilities for these users, including the improved pedestrian crossing and bus stop facilities, should be adequate to accommodate the additional multi-modal trips to/from the development.

Traffic Distribution

The Technical Notes provided confirm that development traffic distribution has been based on travel to work data obtained from the 2011 census for MSOA Kirklees 005, and has been assigned using the 'NOTIS' software package. This approach is acceptable and the proposed traffic distribution is accepted.

Junction Assessments

As HDM now agrees with the traffic modelling parameters that have been utilised within the assessments, the updated traffic modelling contained within the latest AMA Technical Note dated 27th March 2023 has been reviewed, with a summary of the findings as follows:

Westgate site access / Westcliffe Road stagger priority junction

The Westgate site access / Westcliffe Road staggered priority junction has been modelling using the PICADY module of the JUNCTIONS 9 software. This junction modelling indicates that the junction will operate well within capacity during both the AM and PM network peak periods, with a maximum RFC (Ratio of Flow to Capacity) of 0.39 on any link and a maximum queue of 1 vehicle (both occurring on the Westcliffe Road minor arm). Therefore, HDM agrees with the findings of the AMA Technical Note that there are not anticipated to be any capacity problems at the site access junction.

Parkside / A638 Dewsbury Road / St Peg Lane signalised crossroads

The Parkside / A638 Dewsbury Road / St Peg Lane signalised crossroads has been modelled using LINSIG modelling software, with the results for the 2022 base, 2027 'base + committed' and 2027 'with development' scenarios shown in the following table extracted from the latest AMA Technical Note dated 27th March 2027:

Table 9 - Parkside / A638 Dewsbury Road / St Peg Lane crossroads – LINSIG Results

ARM	AM PEAK		PM PEAK	
	DOS (%)	MMQ	DOS (%)	MMQ
2022 'Uplifted' Base				
A638 (N)	54.1	10	70.9	16
A643 St Peg Lane (E)	58.2	9	63.7	11
A638 (S)	74.8	18	69.4	15
A643 Parkside (W)	76.0	11	69.9	8
PRC / Total Delay (pcuHr)	18.5%	21.52	26.9%	22.50
2027 Base + Committed				
A638 (N)	66.5	13	81.6	20
A643 St Peg Lane (E)	60.4	10	68.1	12
A638 (S)	84.7	22	82.2	19
A643 Parkside (W)	80.8	12	81.3	9
PRC / Total Delay (pcuHr)	6.2%	26.16	9.5%	29.12
2027 Base + Committed + Development				
A638 (N)	69.8	13	87.0	21 (+1)
A643 St Peg Lane (E)	60.7	10	70.8	13 (+1)
A638 (S)	85.0	22	81.5	19
A643 Parkside (W)	85.6	13 (+1)	89.6	11 (+2)
PRC / Total Delay (pcuHr)	5.2%	27.41	0.5%	32.04

As can be seen from the above, the LINSIG modelling results do not identify any capacity problems at the junction, in either the 2027 'base + committed' or the 2027 'with development' scenarios, with positive PRC (Practical Reserve Capacity) values in all scenarios. Therefore, as stated in the AMA Technical Note, the additional 25 and 32 two-way vehicle trips that would be generated by the development at the junction, which equates to circa 1 vehicle every 2 minutes, would have a minimal impact on queuing and delay at the junction.

A638 Bradford Road / B6121 Hunsworth Lane / Whitechapel Road signalised crossroads

The A638 Bradford Road / B6121 Hunsworth Lane / Whitechapel Road signalised crossroads has been modelled using LINSIG modelling software, with the results for the 2022 base, 2027 'base + committed' and 2027 'with development' scenarios shown in the following table extracted from the latest AMA Technical Note dated 27th March 2023:

Table 10 - A638 Bradford Road / B6121 Hunsworth Lane / Whitechapel Road crossroads – LINSIG Results

ARM	AM PEAK		PM PEAK	
	DOS (%)	MMQ	DOS (%)	MMQ
2022 'Uplifted' Base				
A638 Bradford Road (N)	84.1	14	88.7	23
B6121 Hunsworth Road	81.6	6	83.6	8
A638 Bradford Road (S)	88.2	26	87.7	21
Whitechapel Road	85.0	12	88.8	10
PRC / Total Delay (pcuHr)	2.1%	29.50	1.4%	35.29
2027 Base + Committed				
A638 Bradford Road (N)	94.2	22	99.5	31
B6121 Hunsworth Road	94.7	11	100.4	14
A638 Bradford Road (S)	101.1	48	100.8	34
Whitechapel Road	99.1	23	99.1	14
PRC / Total Delay (pcuHr)	-11.3%	60.63	-12.0%	66.86
2027 Base + Committed + Development				
A638 Bradford Road (N)	99.8	22	102.7	41 (+10)
B6121 Hunsworth Road	102.6	14 (+3)	100.4	14
A638 Bradford Road (S)	102.1	56 (+8)	102.6	39 (+5)
Whitechapel Road	102.7	28 (+5)	102.2	17 (+3)
PRC / Total Delay (pcuHr)	-14.1%	75.73	-14.2%	83.68

As can be seen from the above, the LINSIG modelling results indicate that with the addition of traffic growth and committed development traffic, the junction is predicted to exceed capacity, with the PRC (Practical Reserve Capacity) being -11.3% and -12.0% in the AM and PM peak periods respectively.

As would be expected, when additional development traffic is added, the modelling indicates that junction capacity would be further exceeded, with the PRC values reduced further by -2.8% (to -14.1%) and by -2.2% (to -14.2%) in the AM and PM peak periods respectively. Queuing is also anticipated to increase at the junction, with a maximum increase of 10 vehicles on the A638 Bradford Road (n) arm.

The AMA Technical Note goes on to confirm that the development has been estimated to generate 56 and 47 two-way vehicle trips at the junction during weekday AM and PM network peak periods, which equates to less than 1 vehicle per minute. It then confirms that these increases would be less than a 3% increase during either peak period, which would be well within daily variations. As such, the AMA Technical Note concludes that there would be a negligible impact on the operation of the junction associated with the development, and that no further improvements could be made to the junction due to the restricted nature of the adopted highway.

HDM generally agrees with the above findings and that the impact at this junction may not be regarded as severe in isolation. Notwithstanding this, HDM have consulted the Councils UTMC Team to determine whether any improvements could be made at the junction to improve it's operational performance. However, it has been confirmed that the junction currently includes the latest MOVA (Microprocessor Optimised Vehicle Actuation) and bluetooth monitoring equipment. Therefore, it is agreed there are no significant improvements that could be made at the junction within existing highway boundary constraints.

Traffic impact summary

Based on the junction modelling assessments that have been provided in the latest AMA Technical note dated 27th March 2023, it has been identified that development traffic can generally be accommodated on the local highway network without any significant capacity impacts. Notwithstanding this, additional development traffic would have an adverse impact on the operation of the A638 Bradford Road / B6121 Hunsworth Lane / Whitechapel Road signalised crossroads. However, the traffic impact from the development is not considered to represent a severe impact in accordance with the tests set out within at paragraph 111 of the NPPF.

Planning Conditions/Section 106 requirements:

Conditions; A summary of the required planning conditions are as follows (Full details to be advised):

- Site access details, including footway widening on Westgate, Zebra crossing upgrade at adjacent crossing, associated TRO's (including No Waiting restrictions) and footway improvement on Quarry Road; together with associated Road Safety Audits;
- Zebra crossing upgrade at the crossing located immediately east of the Hightown Road junction on Westgate, together with associated Road Safety Audits;
- Site access road details and associated Road Safety Audits;
- Details of the new footpath links to Quarry Road and SPE/93/20;
- Adequate drainage of private drives;
- Standard Highways Structures condition;
- Agreement/Implementation of Residential Travel Plan;
- Construction Management Plan (CMP);
- Highway condition surveys and remedial measures;
- EV and cycle parking details.

Section 106 Contributions/Requirements;

- Provision of 1 No. bus shelter and Real Time Information displays at 2 No. bus stops on Westgate - £33,000;
- Sustainable Transport Fund of £90,070.00 (based on £511.50 x 180 units);
- Travel Plan monitoring fee of £10,000 (£2,000 x 5yrs).

Conclusion:

No objection, subject to conditions and S106.