

Consultation Response from KC, Highways Development Management (HDM)
2021/94208 Former North Bierley Waste Water Treatment Works, Cliff Hollins Lane, Oakenshaw, BD12 7ET
Outline application for re-development of former waste water treatment works, including demolition of existing structures to provide employment uses (Use Classes E(g)(ii); E(g)(iii); B2 and B8)
Date Responded: 14/02/23

Responding Officer: A Darwin

Responding Ref: HDC 7-12NE/10

RECOMMENDATION:

No Objection, subject to conditions and Section 106.

Introduction:

HDM provided an initial consultation response dated 08/02/22 and a further response dated 26/07/22 requesting additional information and amendments to the proposals. Subsequently, discussions with the applicant and their transport consultant (Fore Consulting Ltd) have taken place to discuss the outstanding matters. The following additional supporting information has been provided and is subject to this further review:

- 'Technical Note' report dated 25 August 2022 (Version 1.0);
- General Arrangement - Option 1 - 31019-100-SK-001A (Proposed shared cycle/footway improvement);
- General Arrangement - Option 2 - 31019-100-SK-010A (Proposed shared cycle/footway improvement);
- Swept Path Analysis – 31019-100-P-001A (tracking of indicative service road and yard layout);
- Swept Path Analysis – 31019-100-P-002 (tracking of indicative adoptable turning head);
- Stage 1 Road Safety Audit dated 11/11/22 (for proposed shared cycle/footway improvement options);
- Stage 1 Road Safety Audit Designers Response dated 16/11/22;
- Framework Workplace Travel Plan v2.0 dated 12 August 2022.

Development Overview:

This is an outline planning application for re-development of the southern part of the former North Bierley Waste Water Treatment Works site, Cliff Hollins Lane, Oakenshaw, BD12 7ET.

As confirmed in the previous HDM comments, the application is in outline with all matters reserved, with details relating to the site access arrangements, parking, servicing, layout and other development specific matters (e.g. Travel Plan and on-site sustainable transport measures etc.) to be determined at the Reserved Matters stage.

This outline application proposes the demolition of existing structures to provide employment uses (Use Classes E(g)(ii); E(g)(iii); B2 and B8). In the application details, the development is described as the 'Phase 2' redevelopment at the site, which follows the approved development in the northern part of the former treatment works site, approved under application reference 2016/92298 (and as amended by NMA approval 2020/91436). However, as the approved development to the north already includes a number of phases, this new development is referenced as the 'Southern site' in this consultation response.

The 'Southern site' outline proposals include a maximum floorspace of 12,077m² (130,000 sqft) of E(g)(ii) or (iii); B2 and / or B8 development. The applicant has subsequently confirmed that they seek to ensure flexibility of uses at the site. Therefore, the latest Technical Notes have assessed the potential for either 100% B2, 100% B8, or 50% B2 (6,077 m²) / 50% B8 'Parcel Distribution' (6,000m²) type uses, with the later being the highest peak hour traffic generating uses that would be proposed. Therefore, should planning permission be granted for this development, it may be necessary to restrict by condition the level of B8 'Parcel Distribution' use to 6,000m².

Approval has been granted to allow a variation of condition 32 to the 'Northern site' approval (VOC 2021/94060) to allow a change to the quantum of development to a total of 41,191m², which includes 21,367m² B2 and 19,824m² B8 floor area, which was accepted on the basis that the revised quantum/type of development would generate fewer peak hour trips than the previously approved development. Therefore, the total development

GFA for the 'Northern site' (41,191m²) and the new 'Southern site' development (12,077m²) would equate to a total GFA of 53,268m² at the North Bierley site. The changes to the approved 'Northern site' development have been taken into account in the latest Technical Notes provided for this 'Southern Site' development.

Site Access and Off-site highway works:

In the previous HDM consultation responses, it was confirmed that the site access and highway improvements secured for the 'Northern site' approval are generally adequate to serve the latest 'Southern site' proposals, subject to the following:

- Further detailed traffic capacity analysis required to confirm that the arrangements are adequate;
- Additional improvements to cycling facilities should be investigated, including along Mill Carr Hill Road, Cliff Hollins Lane and the S38 layout;
- Adequate HGV turning facilities need to be incorporated into the 'Southern site' Section 38 layout, to ensure that any HGV's that may enter the North Bierley site can exit in forward gear if unable to access a development plot (e.g. if gated out of hours).

HDM have reviewed the further traffic assessments included in the latest Technical Note (see further comments below regarding 'Traffic Impact'), which confirms that the vehicle access arrangements approved for the 'Northern' site are adequate to accommodate the development in terms of traffic capacity. Therefore, bullet point 1 has been addressed.

With regard to bullet point 2, following further discussions with the applicant, they have now agreed to provide an improved cycle/footway link that would connect from the site access along the west side of Cliff Hollins Lane, up to the Cliff Hollins Lane/Mill Carr Hill Road junction and then west along the south side Mill Carr Hill Road, before terminating on the far side of the M606 overbridge (it is noted that no improvements can be provided beyond this point, due to highway boundary constraints). This improvement would be achieved by widening the existing footway and would link to the cycle/footway that is already being provided within the 'Northern' site access S38 road. This extended cycle/footway will provide an additional 250m of off-carriageway cycling provision, enabling development cyclists (and other users) to be separated by turning traffic at the Cliff Hollins Lane/Mill Carr Hill Road junction, which accords with the principles set out in LTN 1/20.

It is noted that there is a pinch-point in the width of the local highway boundary at the Cliff Hollins Lane/Mill Carr Hill Road junction that restricts the width available to provide the widened cycle/footway to circa 2.3m, which is below the preferred minimum width of 3m set out in LTN 1/20 (but in excess of the minimum 2m width set out in CD143 E/3.5 of DMRB). Therefore, HDM have consulted with National Highways, whose highway (M606 verge/embankment) is located to the rear of the local highway boundary in this location, to determine whether they would permit the boundary fence to be set back to provide additional width (a circa 1.4m set back of the boundary fence would be required). National Highways have confirmed that this is acceptable in principle. However, they will require further assessment of drainage, embankment stability and vegetation clearance at the detailed design stage, to confirm that the additional width can be provided.

As the additional highway width cannot be guaranteed at the stage until the further detailed investigations have taken place, the applicant has provided two options for the cycle/footway improvement, which are shown on drawings 100-SK-001A (Option 1 without National Highways land) and 31019-100-SK-010A (Option 2 with National Highways land). Both of these options have been subject to a Stage 1 Road Safety Audit, which have not identified any significant issues that cannot be adequately addressed at the detailed design stage for each option.

It is also noted that part of the cycle/footway link passes through the Bradford MDC highway boundary, including at the Cliff Hollins Lane/Mill Carr Hill Road junction, where the pinch-point could exist if the additional National Highway Land cannot be made available. As such, HDM have consulted with their counterpart at Bradford MDC who has confirmed that either option would be acceptable, but with Option 2 obviously being their preference.

In summary, the proposed cycle/footway improvement now proposed by the applicant is considered acceptable, and it's implementation should be secured by a pre-occupation condition and implemented via a S278 agreement, should approval be granted. The wording of the condition will need to be flexible to allow either Option 1 or 2 to be implemented, with Option 2 being the preferred option that should be pursued, subject to further investigation and agreement with National Highways.

With regard to bullet point 3, the applicant has now provided an amended site access and turning head arrangement, as shown on drawing 31019-100-P-002, which also includes swept path analysis of an FTA HG Rigid and 16.6m Articulated vehicle turning within the proposed turning head. Whilst the proposed development is submitted in outline only, with all matters reserved, the provision of this additional information is welcomed and confirms that an adequate access arrangement and turning head is achievable. The indicative arrangements also indicate that combined cycle/footways will be provided within the site that would connect to the facilities that are being provided within the 'Northern' site, which is welcomed. As these proposals are indicative only, the details of the site access, turning head and cycle/footway links will be required at the Reserved Matters stage and secured by condition. Similarly, details of on-site parking (for all modes), HGV parking/turning/loading facilities should also be secured by condition.

In addition to the aforementioned site access and off-site works, the off-site highway improvements that are required for the 'Northern site' development at the M62 J26 Chainbar roundabout (see conditions 20&21 of 2016/92298) would need to be fully implemented prior to any occupation of the 'Southern' site. Similarly, all of the S278/S38 site access and highway improvement works associated with the 'Northern site' on the Local Highway Network (including the 7.5T weight restrictions on Cliffe Hollins Lane and Wyke Lane, and double yellow lines on Cliffe Hollins Lane and Mill Carr Hill Road), would need to be fully completed prior to occupation of the 'Southern site', should planning approval be granted. Therefore, a suitably worded planning condition(s) will be required to secure this.

Adoption Issues, Site Layout and Parking:

As stated above, as the application is submitted in outline with all matters reserved, HDM have not considered the revised indicative site layout provided in further detail. Therefore, it is reiterated that all matters relating to the site access arrangements, parking, servicing, waste storage/collection and layout are not agreed, and will need to be addressed at the Reserved Matters stage and subject to suitably worded planning conditions.

Accessibility, Sustainable Transport and Travel Plan:

As stated in the previous HDM consultation responses, due to the sites location at the end of a circa 700m long industrial estate road, the extent to which the local areas is accessible on foot is relatively low, which is confirmed on the walking isochrone plan provided by the applicant. The isochrone plan also confirms that Low Moor Railway station is not within walking distance of the site. As such, it is clear that pedestrian accessibility is poor and few staff are likely to walk to the development site.

As walking is likely to be an unattractive option for most staff, cycling offers a viable alternative. As such, the provision of the extended cycle/footway that has now been proposed by the applicant along Cliffe Hollins Lane and Mill Carr Hill Road is welcomed, and will help to encourage cycle use to both the 'Northern' and 'Southern' development sites.

As confirmed in the previous HDM consultation response, the nearest bus stops on Bradford Road are circa 1.2km walk from the development site; and as confirmed on the updated walking isochrone provided, Low Moor Railway station is over 2km from the development site. Therefore, public transport is unlikely to be an attractive option for staff at the development. However, it is noted that the nearest bus stops on Bradford Road are due to be upgraded with real-time displays, via funding from the 'Northern' site development (funding to be provided prior to first occupation), which will enhance the existing level of provision.

A Framework Travel Plan has been provided in support of the development, which is proposed to be developed further once an end user has been identified. This approach is acceptable, and a suitably wording planning condition can be used to secure this. Following previous HDM comments, the applicant has submitted a revised Framework Travel Plan in support of the proposals. This document provides a greater level of commitment to travel planning measures than the previous version, including improved targets and a firm commitment to join the West Yorkshire Travel Plan Network, which is welcomed.

As confirmed in the previous HDM consultation response, Kirklees Council require Travel Plan monitoring fees to be secured as part of the S106 agreement. For a development of this scale (classed as a 'Large Scale Major

Development' that is in excess of 10,000m²) the fee is **£15,000** (£3,000 per year for 5 years) and should be secured via a S106 agreement.

Traffic Impact:

Trip Rates

In the previous HDM consultation responses, it was confirmed that the trip rates for B2 'Industrial Use' and B8 'Warehousing Use' were generally acceptable. However, they were not considered to be robust if a 'Parcel Distribution' / 'Last Mile Delivery' type use were proposed, which also falls within a B8 use class.

Therefore, as the applicant wishes to ensure flexibility of uses at the site, the applicants Technical Notes have assessed the potential for either 100% B2, 100% B8, or 50% B2 (6,077 m²) / 50% B8 'Parcel Distribution' (6,000m²) uses at the site, with the later being the highest peak hour traffic generating uses that would be proposed.

In the previous HDM consultation response, HDM recommended that a more robust trip rate be used to assess the Parcel Distribution use. This alternative trip has now been used within the latest Technical Note and is shown in the following table (also includes the trip rate for the B2 'Industrial' use):

Table 1: Vehicle Trip Rates

Time Period	Parcel Distribution Use			Industrial Use		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle Trip Rates (Trips per 100 sqm)						
Weekday AM Peak Hour	0.378	0.374	0.752	0.525	0.099	0.624
Weekday PM Peak Hour	0.457	0.456	0.913	0.059	0.433	0.492
HGV Trip Rates (Trips per 100 sqm)						
Weekday AM Peak Hour	0.022	0.096	0.118	0.029	0.025	0.054
Weekday PM Peak Hour	0.066	0.025	0.091	0.011	0.013	0.024

The above trip rates are now considered acceptable to consider the highest peak hour traffic generating uses that could be proposed at the site.

Traffic Generation

Based on the agreed trip rates for the highest peak hour traffic generating uses (50% / 6,077 m² B2 Industrial use & 50% / 6,000m² B8 Parcel Distribution use), the 'Southern site' is estimated to generate the following weekday network peak hour vehicle trips:

		Revised Traffic Generations - North Bierley - Southern site					
		AM Peak (0800-0900)			PM Peak (1700-1800)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Parcel Distribution (6,000sq.m)	Total Vehicles	23	23	46	27	28	55
	OGV's	1	6	7	4	2	6
Industrial (6,077sq.m)	Total Vehicles	32	6	38	4	26	30
	OGV's	2	1	3	1	0	1
Total	Total Vehicles	55	29	84	31	54	85
	OGV's	3	7	10	5	2	7

Based on the recent changes to the development floor area & use split approved for the 'Northern site', the traffic generations for the 'Northern site' have been recalculated for use within the applicants base modelling assessments, with the revised traffic flows for the 'Northern' site as follows:

		Revised Traffic Generations - North Bierley - Northern site					
		AM Peak (0800-0900)			PM Peak (1700-1800)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Warehousing (19,824sq.m)	Total Vehicles	33	11	44	11	32	43
	OGV's	4	7	11	5	3	8
Industrial (21,367sq.m)	Total Vehicles	112	21	133	13	92	105
	OGV's	6	6	12	2	3	5
Total	Total Vehicles	145	32	177	24	124	148
	OGV's	10	13	23	7	6	13

Traffic Distribution

As confirmed in the previous HDM consultation responses, the applicant has provided further justification regarding their traffic distribution assumptions, which are accepted. Therefore, the traffic distribution identified within the applicants original Transport Assessment has been utilised for the latest assessments, and is as follows:

Table 5: Vehicle Trip Distribution

Route		Trip Distribution (% of trips)	
		Light Vehicles	HGVs
1	Wyke Lane	5%	-
2	Bradford Road north (towards Low Moor)	15%	-
3	Mill Carr Hill Road	11%	-
4	Cliff Hollins Lane	8%	-
5	M62 north (towards Leeds)	20%	25%
6	A58 Whitehall Road east (towards Hunsworth)	6%	-
7	A638 Bradford Road (towards Cleckheaton)	11%	-
8	M62 south (towards Brighouse)	18%	25%
9	A58 Whitehall Road west (towards Halifax)	4%	25%
10	M606	3%	25%
Total		100%	100%

Based on the above traffic distribution, the following tables shows the 2-way traffic flow increases within their study network, for both the approved 'Northern' site and the proposed 'Southern' site. The table also includes a comparison with the 2031 'Do Minimum' traffic flows (e.g. 2021 base PCU flows obtained from PICADY models + TEMPRO traffic growth + 'Northern Site' committed development traffic), to identify the percentage increases on the nearest links associated with the 'Southern' site development.

Weekday AM Peak Two-way Flows												
Route to/from study area	Trip Distribution (%)		Northern Site Traffic Flows			Southern Site Traffic Flows			2021 Base PCU's (From PICADY Model)	2031 Do Minimum (+ Northern Site & TEMPRO Growth)	2031 With Southern Development	% Increase from Southern Site compared to 2031 Do Minimum
	Light	Heavy	Light	Heavy	Total	Light	Heavy	Total				
Bradford Road (North)	15%		23	0	23	11	0	11	1078	1182	1193	1%
Mill Carr Hill Road (East)	11%		17	0	17	8	0	8	272	309	317	3%
Cliff Hollins Lane (East)	8%		12	0	12	6	0	6	87	106	112	6%
Bradford Road (South)	66%	100%	102	23	125	49	10	59	1016	1240	1309	6%
Total	100%	100%	154	23	177	74	10	84				

Weekday PM Peak Two-way Flows												
Route to/from study area	Trip Distribution (%)		Northern Site Traffic Flows			Southern Site Traffic Flows			2021 Base PCU's (From PICADY Model)	2031 Do Minimum (+ Northern Site & TEMPRO Growth)	2031 With Southern Development	% Increase from Southern Site compared to 2031 Do Minimum
	Light	Heavy	Light	Heavy	Total	Light	Heavy	Total				
Bradford Road (North)	15%		20	0	20	12	0	12	1338	1460	1472	1%
Mill Carr Hill Road (East)	11%		15	0	15	9	0	9	224	256	265	4%
Cliff Hollins Lane (East)	8%		11	0	11	6	0	6	119	139	145	4%
Bradford Road (South)	66%	100%	89	13	102	51	7	58	1305	1520	1585	4%
Total	100%	100%	135	13	148	78	7	85				

The above traffic flow data has been utilised within the latest junction capacity assessments included in the applicants latest Technical Note.

Base traffic flow data and assessment periods

As confirmed in the previous HDM consultation response, the traffic assessment design year (2031), traffic growth assumptions (TEMPRO growth and 'Northern site' committed development traffic generations), and corrected base traffic data that has been used within the latest junction capacity assessments are acceptable.

Junction Assessments / Traffic Impact

As confirmed in the previous HDM consultation response, a number of geometric modelling parameters included within the previous junction capacity models were not correct. As such, the latest Technical Note includes revised models that take on board all of the HDM comments, and are now acceptable. HDM have reviewed the revised junction modelling contained in the latest Technical Note, with the modelling results and findings shown below.

Cliff Hollins Lane / Access Junction

Table 4: Cliff Hollins Lane / Site Access Junction - Highway Capacity Assessment

Approach	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2021 Base				
Cliff Hollins Lane east (LT + RT)	0.06	0.1	0.14	0.2
Site Access (RT)	0.00	0.0	0.00	0.0
2031 Do Minimum				
Cliff Hollins Lane east (LT + RT)	0.09	0.1	0.17	0.2
Site Access (RT)	0.00	0.0	0.02	0.0
2031 With Development - 100% Industrial Use				
Cliff Hollins Lane east (LT + RT)	0.10	0.1	0.18	0.2
Site Access (RT)	0.00	0.0	0.02	0.0
2031 With Development - 100% Warehousing Use				
Cliff Hollins Lane east (LT + RT)	0.09	0.1	0.17	0.2
Site Access (RT)	0.00	0.0	0.02	0.0
2031 With Development - 50% Industrial Use / 50% Warehousing Use				
Cliff Hollins Lane east (LT + RT)	0.10	0.1	0.18	0.2
Site Access (RT)	0.01	0.0	0.02	0.0

Based on the above results, the Technical Note concludes that:

'The assessment demonstrates that the access junction will operate satisfactorily during the weekday AM and PM peak hours in all three 'With Development' scenarios. The maximum RFC value is significantly below the normal threshold value of 0.85 on all approaches, with maximum average queues of less than 1 PCU modelled.'

HDM agrees with these findings and the junction operation is satisfactory.

Cliff Hollins Lane / Mill Carr Hill Road Junction

Table 5: Mill Carr Hill Road / Cliff Hollins Lane Junction - Highway Capacity Assessment

Approach	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2021 Base				
Cliff Hollins Lane (LT)	0.04	0.0	0.09	0.1
Cliff Hollins Lane (RT)	0.01	0.0	0.1	0.0
Mill Carr Hill Road west (RT)	0.12	0.2	0.11	0.1
2031 Do Minimum				
Cliff Hollins Lane (LT)	0.11	0.1	0.27	0.4
Cliff Hollins Lane (RT)	0.02	0.0	0.04	0.0
Mill Carr Hill Road west (RT)	0.43	1.0	0.18	0.3
2031 With Development - 100% Industrial Use				
Cliff Hollins Lane (LT)	0.13	0.2	0.35	0.6
Cliff Hollins Lane (RT)	0.02	0.0	0.05	0.1
Mill Carr Hill Road west (RT)	0.58	1.8	0.20	0.3
2031 With Development - 100% Warehousing Use				
Cliff Hollins Lane (LT)	0.12	0.2	0.30	0.5
Cliff Hollins Lane (RT)	0.02	0.0	0.05	0.0
Mill Carr Hill Road west (RT)	0.48	1.2	0.20	0.3
2031 With Development - 50% Industrial Use / 50% Warehousing Use				
Cliff Hollins Lane (LT)	0.16	0.2	0.36	0.6
Cliff Hollins Lane (RT)	0.03	0.0	0.05	0.1
Mill Carr Hill Road west (RT)	0.56	1.6	0.25	0.4

Based on the above results, the Technical Note concludes that:

'The assessment demonstrates that the Mill Carr Hill Road / Cliff Hollins Lane junction will operate satisfactorily during the weekday AM and PM peak hours in all three 'With Development' scenarios. The maximum RFC value is significantly below the normal threshold value of 0.85 on all approaches, with maximum average queues of just over 1 PCU modelled.'

HDM agrees with these findings and the junction operation is satisfactory.

Bradford Road / Mill Carr Hill Road Junction

PICADY modelling results at the Cliff Hollins Lane / Access Junction

Table 6: Bradford Road / Mill Carr Hill Road Junction - Highway Capacity Assessment

Approach	Weekday AM Peak Hour		Weekday PM Peak Hour	
	RFC	Q	RFC	Q
2021 Base				
Mill Carr Hill Road (LT)	0.11	0.1	0.19	0.2
Mill Carr Hill Road (RT)	0.22	0.3	0.33	0.5
Bradford Road south (RT)	0.21	0.3	0.12	0.2
2031 Do Minimum				
Mill Carr Hill Road (LT)	0.20	0.3	0.40	0.7
Mill Carr Hill Road (RT)	0.34	0.5	0.51	1.0
Bradford Road south (RT)	0.48	1.5	0.18	0.3
2031 With Development - 100% Industrial Use				
Mill Carr Hill Road (LT)	0.22	0.3	0.50	1.0
Mill Carr Hill Road (RT)	0.39	0.6	0.57	1.3
Bradford Road south (RT)	0.59	1.8	0.20	0.4
2031 With Development - 100% Warehousing Use				
Mill Carr Hill Road (LT)	0.21	0.3	0.44	0.8
Mill Carr Hill Road (RT)	0.36	0.6	0.53	1.1
Bradford Road south (RT)	0.52	1.8	0.20	0.4
2031 With Development - 50% Industrial Use / 50% Parcel Distribution Use				
Mill Carr Hill Road (LT)	0.26	0.4	0.51	1.0
Mill Carr Hill Road (RT)	0.41	0.7	0.59	1.4
Bradford Road south (RT)	0.58	2.3	0.24	0.5

Based on the above results, the Technical Note concludes that:

The assessment demonstrates that the junction will operate satisfactorily during the weekday AM and PM peak hours in all three 'With Development' scenarios. The RFC is predicted to remain below the normal practical capacity threshold on all approaches. Modelled queues would be satisfactorily accommodated, without impacts on the wider network.

HDM agrees with these findings and the junction operation is satisfactory.

Junction Assessments / Traffic Impact Summary and Conclusions

Based on the assessment of traffic impacts that have been provided in the latest Technical Note, HDM agrees that the 'Southern' site development traffic can be accommodated on the local highway network (following completion of the improvements associated with the 'Northern' site) in terms of junction capacity, based on the highest peak hour traffic generating uses that are proposed at the 'Southern' site (e.g. 50% / 6,077m² B2 Industrial use & 50% / 6,000m² B8 Parcel Distribution use).

Notwithstanding the above, local concerns have been raised regarding the additional traffic that may be generated from the entire development site (both the Northern and Southern sites) that could access the site via Cliff Hollins Lane and Mill Carr Hill Road to/from East Bierley and Bierley respectively, due to the nature and alignment of these roads. To address these concerns, the consented Northern site development is required to fund the promotion of a 7.5T weight restriction on Cliff Hollins Lane to the east of the development site (as well as Wyke Lane to the west), to prevent large commercial vehicles from using these routes to access the site, to complement the similar restriction that is already in place on Mill Carr Hill Road. These new restrictions have now been approved and the necessary Traffic Regulation Orders are due to be come into effect shortly once the appropriate signage has been installed.

To further discourage commercial development traffic from the proposed 'Southern Site' from utilising Cliff Hollins Lane and Mill Carr Hill Road, it is recommended that a Delivery and Service Management Plan (DSMP) is secured by condition, which should include measures to discourage commercial light van (e.g. those below 7.5T) traffic from using these routes.

HDM have also consulted with the Councils Road Safety Team and their HDM counterpart at Bradford MDC to determine whether any additional measures could be introduced on Cliff Hollins Lane and Mill Carr Hill Road. However, given that there is no recent history of Personal Injury Collisions (PIC) on these routes (there has been a single slight incident on Cliff Hollins Lane and none on Mill Carr Hill Road over the latest 5 year period) and as traffic flows are now lower than assessed in the original Transport Assessment undertaken for the 'Northern Site' approval (the 2017 TA identified two-way peak hour flows of up to 266 & 359 vehicles on Cliff Hollins Lane and Mill Carr Hill Road respectively, following completion of the 'Northern Site' development), then no additional measures are considered to be appropriate at this time.

However, it has been agreed with the Councils Road Safety Team and Bradford MDC that if traffic flows were to increase in future on Cliff Hollins Lane and Mill Carr Hill Road, beyond the levels that have previously been accepted (e.g. up to 266 & 359 two-way hourly flows on Cliff Hollins Lane and Mill Carr Hill Road), then consideration could be given to providing additional/amended Traffic Regulation Orders (TRO) or other suitable measures (e.g. lining/signing improvements) on these routes, which could include the introduction of 'No Motor Vehicle - Access Only' TRO restrictions. Therefore, it is recommended that a S106 obligation is secured to monitor traffic flows on these routes, and if necessary, provide funding for the additional/amended Traffic Regulation Orders (TRO) or other suitable measures, should these be deemed necessary/appropriate by the Local Highway Authorities. A summary of the suggested S106 obligation is as follows:

1. The landowner to procure (at their expense) an annual 1 week automatic traffic count on Cliff Hollins Lane and Mill Carr Hill Road (date and location to be agreed), and provide the data to the Local Planning Authority for review. This monitoring would be required for a period of up to 5 years following full occupation of the sites (both the 'Northern' and 'Southern' sites).
2. Should the annual monitoring data identify that the peak hourly traffic flow exceed 266 two-way movements on Cliff Hollins Lane or 359 two-way movements on Mill Carr Hill Road, consideration will be given by both Local Highway Authorities to decide whether to proceed with any additional/amended Traffic Regulation Orders (TRO) or other suitable measures on these routes.
3. Should a decision be made to not proceed with any new measures at that time, Stages 1 and 2 would be repeated the following year.
4. However, should the Local Highway Authorities decide to promote the new measures, the landowner would be required to fund the necessary measures. To fund the additional/amended Traffic Regulation Orders (TRO) or other suitable measures on these routes, including any signing/lining improvements, a financial contribution of £15,000 for each route will be required, which equates to a total contribution of **£30,000**.

Traffic impact on the Strategic Road Network (SRN)

National Highways have been consulted regarding the impact of the development on the Strategic Road Network, including the impact of the development at Chain Bar Roundabout. As confirmed in their formal response dated 14/02/22 (ref. NHPR 21-09), they have no objection to the proposals, subject to a condition being imposed that requires a Construction Traffic Management Plan (CTMP) to be agreed and implemented that minimises impact on the SRN.

Subsequent to the above formal response, National Highways have been reconsulted regarding the latest development traffic flow data that includes the potential 'Parcel Distribution' use at the site. National Highway have responded by email on 14/10/22 to confirm that these changes do not materially change their findings and their previous response (ref. NHPR 21-09) remains valid.

It is noted that this 'Southern' site development has been estimated to generate an additional 20 and 34 southbound vehicle movements towards Chain Bar roundabout during the AM and PM weekday network peak periods, which equates to circa 1 vehicle ever 2-3 minutes. Therefore, HDM agrees with National Highways findings that the 'Southern' site development would not have a significant impact on the operation of Chain Bar roundabout.

Construction Management

As requested by National Highways, a Construction Traffic Management Plan (CTMP) should be secured by condition, to management construction traffic to/from the site, to minimise impact on the Local and Strategic Highway Network.

A highway condition survey should also be secured by condition on Cliff Hollins Lane & Mill Carr Hill Road, to ensure that any damage that may occur during the construction period is rectified, both during and following completion of the construction phase. It is noted that the survey should be conducted jointly with the Local Highway Authority.

Planning Conditions/Section 106:

Conditions:

Full wording to be agreed, but should include the following:

- Limit on development floor area (max. 12,077m² GFA), with specific restriction on Parcel Distribution/'Last Mile Delivery' use (max. 6,000m² GFA).
- Design/implementation of cycle/footway improvement on Cliff Hollins Lane and Mill Carr Hill Road.
- Details of site access, turning head, cycle/footway links to be submitted at reserved matters stage.
- Details of on-site parking (all modes), EV Charging facilities and commercial vehicle parking/turning/loading facilities to be submitted at reserved matters stage.
- No development to be occupied, prior to completion of the site access and off-site highway improvements on the local and strategic highway network associated with planning application 2016/92298.
- Detailed Travel Plan to be submitted/implemented.
- Delivery and Servicing Management Plan (DSMP) to be submitted/implemented.
- Construction Traffic Management Plan (CTMP) to be submitted/implemented.
- Highway condition survey and remediation.

Section 106 Contributions/Requirements;

- Travel Plan Monitoring Fee - £15,000 (£3,000 x 5yrs).
- Traffic monitoring on Cliff Hollins Lane and Mill Carr Hill Road, and £30,000 contribution for potential additional/amended Traffic Regulation Orders (TRO) or other suitable measures.

Conclusion:

HDM offer no objection to the proposals, subject to conditions and S106 obligations.