

Consultation Response from KC, Highways Development Management (HDM)**2021/94280 land at Lady Ann Road, Soothill, Batley, WF17 0PY****Erection of 65 dwellings with associated works****Date Responded: 05/02/24****Responding Officer: A Darwin****Responding Ref: HDC 13-10NE/14****RECOMMENDATION:****No objection, subject to conditions and S106 requirements****Development Overview:**

This is a full Planning Application for the development of 65 residential dwellings on land to the west of Lady Ann Road, Soothill, Batley, WF17 0PY. The site is allocated in the Local Plan (Site HS74) for residential development, with an indicative capacity of 97 dwellings.

HDM have provided various comments on this application, including formal consultation responses dated 20/01/22 and 31/03/23, and subsequent discussions have taken place with the applicant to address outstanding highways and transport issues. Following the satisfactory submission of the Stage 1 Road Safety Audit and Response report in December 2023, all outstanding matters have now been satisfactorily addressed, and HDM offer no objection to the proposals, subject to conditions and S106 requirements (See end of these comments for further details).

These final HDM comments summarise HDM's review of the proposals, including the latest submission information that has been provided by the applicant (see list below).

Reference to Plans/Documents:

The following drawings have been provided in support of these proposals:

- 1247-201D - Junction Improvement Scheme Lady Ann Road/ Soothill Lane – August 2023
- 1247 VTADP 001 rev C – Visibility Drawing Inc Dimensions – November 2023
- 1247 VTADP 002 rev B – Refuse Vehicle Tracking – November 2023
- 1247 PL 501 – Long Section Chainages – November 2023
- 1247 PL 502 – Long Sections Roads 1 and 2 – November 2023
- 1247 PL 503 rev A – Long Sections Roads 3 (Part 1 of 2) – November 2023
- 1247 PL 504 rev A – Long Sections Roads 3 (Part 2 of 2) – November 2023
- 1247 PL 505 – Long Sections Road 4 – November 2023
- 10703-SELF-P-ZZ-A-M3-001 rev N – Proposed Site Plan – November 2023
- 10703-SELF-P-ZZ-A-M3-301 rev A – Site Layout Plan (Adoptable Highway) – November 2023

The following documents have been provided in support of the proposals:

- Design & Access Statement dated 21/01/23;
- Transport Statement dated December 2022 ref. 1247/D;
- Transport Statement Addendum No.1 dated August 2023;
- Transport Statement Addendum No.2 dated November 2023;
- Stage 1 Road Safety Audit report dated December 2023; and
- Stage 1 Road Safety Audit Response report dated 11 December 2023.

Vehicle Trip Generation and Development Traffic Impact:

A Transport Statement (TS) and 2 No. Addendum reports have been provided in support of the proposals, which include assessments of the developments traffic impact on the local highway network.

Based on the TRICS assessment included in the TS report, the development has been estimated to generate the following weekday network peak hour development trips:

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.147	0.351	0.498	0.335	0.140	0.475
Traffic Generations	10	23	32	22	9	31

Proposed Trip Rates and Traffic Generations

However, to ensure a robust assessment, the TS goes on to utilise higher weekday network peak hour development trips for the junction capacity assessments, with the following trip rates utilised.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.2	0.5	0.7	0.5	0.2	0.7
Traffic Generations	13	33	46	33	13	46

Proposed Trip Rates and Traffic Generations (Kirklees Council Rates)

The use of the above higher trip rates for junction capacity assessment purposes is noted, and HDM agrees that this provides for a robust basis for assessment of development traffic impact.

The supporting TS and addendum reports then include assessments of the traffic impact of the development on the local highway network during weekday network peak hour periods, with capacity assessments undertaken at the following off-site junctions:

- Lady Ann Road/ Soothill Lane priority T-Junction;
- Grace Leather Lane/ Soothill Lane priority T-Junction.

The junction capacity assessments have been undertaken using the following assessment methodology, which has been agreed with HDM:

- Up to date base traffic data has been utilised, which was obtained on 24th November 2022.
- Traffic growth has been added to background traffic flows using TEMPRO growth rates, to an assessment year of 2032.

- Committed development traffic has then been added to the base traffic data from the nearby Keepmoat Homes development accessed from Soothill Lane (Reserved Matters application reference 2021/91731).
- Development traffic has been distributed using a census based gravity model.
- The assessment of the Lady Ann Road/ Soothill Lane priority T-Junction, includes the junction visibility improvements that are to be provided by the development (see further comments below).

The junction capacity assessments at the two off-site junctions on Soothill Lane have confirmed that the development will not have a significant adverse impact on their operation. Beyond these two junctions, the development would generate a maximum of 35 two-way trips during network peak periods at the Soothill Lane/Rouse Mill Lane junction, which are not anticipated to cause a severe impact on the operation of the wider highway network (e.g. the traffic impact test set out at paragraph 115 of the NPPF).

Whilst the traffic impact of the development is considered acceptable, junction visibility at the Lady Ann Road / Soothill Lane priority T-Junction has been identified as being sub-standard. Therefore, the applicant has agreed to provide an improvement scheme at this junction, as shown on Paragon Highways drawing 1247-201D. A summary of the works that are proposed are as follows:

- Build-outs on both sides of the junction, to improve the junction radii and increase junction visibility to 2.4x43m in both directions.
- The build-out on the east side of the junction would formalise the on-street parking that occurs, and prevent drivers from parking too close to the junction. This would be reinforced by localised 'no waiting at any time' restrictions on either side of the junction.
- Pedestrian dropped crossings with tactile paving to be provided at the amended junction.
- The major road (Soothill Lane) carriageway would be narrowed to 6m (excluding the parking layby width), which is still sufficient to accommodate passing buses. The centreline and profile of the major road carriageway will be amended to accommodate the reduced running lane widths.

The above highway improvements have been subject to a Stage 1 Road Safety Audit, which has not identified any issues that cannot be addressed at the detailed design stage. Therefore, it is concluded that the junction improvement is acceptable, and should be secured to the development via planning condition and implemented via a Section 278 agreement.

However, it is noted that the Councils Major Projects team have been investigating wider highway improvement works along Soothill Lane, which could change the highway layout in the vicinity of the Lady Ann Road/ Soothill Lane junction in future. As such, whilst these works are not currently a committed scheme, it will be necessary to ensure that any planning condition that is imposed on the development to secure the applicants junction improvement scheme is written such a way as to allow for any change in circumstances associated with changes to the local highway network.

Site Access and Layout:

The site includes a single point of access on the west side of Lady Ann Road, approximately 200m north of the Primrose Hill junction. The access is proposed to be 5.5m wide, with 2m footways on both sides.

As requested by HDM, 10m junction radii have been provided at the site access junction, to enable the Councils Design Refuse vehicle to enter/exit the junction at all times, even if there is parking on Lady Ann Road within the vicinity of the junction, which currently occurs.

Visibility splays are provided at the site access of 2.4x43m in both directions, in accordance with standards, and are proposed to be protected by setting back the boundary fence to the rear of the visibility splays and widening the adjacent footway. To allow the boundary fences to be set back, new highway retaining features will be required adjacent to Howley Beck. The boundary fence will also need to be designed as a vehicle restraint system (VRS), to ensure that an errant vehicle cannot enter the water course, and a VRS would also be provided at the bridge crossing of the beck as the site access road enters the site.

A Stage 1 Road Safety Audit has been undertaken for the proposed site access, which has not identified any issues that cannot be addressed at the detailed design stage. Therefore, it is concluded that the site access junction is acceptable in principle, with the final details of the site access junction, bridge crossing, and vehicle restraint features to be secured by condition.

Following lengthy discussions with the applicant, an acceptable site layout has been agreed. The layout includes a traditional estate road arrangement for the initial section (5.5m wide carriageway, with 2m wide footways), which then transitions to a shared surface street (5.5m wide shared surface with 0.6m wide margins). All of the proposed highways have a maximum gradient of 1:20, and include the necessary junction and forward visibility splays contained within the highway boundary. Swept Path Analysis (SPA) has also been provided of the Councils Design Refuse Vehicle, which confirms that all junctions and turning heads are adequate.

The site layout has been subject to a Stage 1 Road Safety Audit, which has not identified any issues that cannot be addressed at the detailed design stage. One issue that was raised was the length and alignment of the shared surface street, which may encourage higher traffic speeds. However, traffic calming features have been proposed along the street, to ensure that a low design speed is achieved. The final detail of the traffic calming features will need to be agreed at the detailed design stage with the Council Section 38 team, but have been indicatively shown as speed humps/tables (although buildouts may be used instead). These traffic calming features have been suitably located to achieve an acceptable design speed, and have been demonstrated as being feasible without impacting private drives/parking areas.

Parking:

Car parking for the development is generally in accordance with guidance contained in the Kirklees Highway Design Guide SPD. This includes 2 parking spaces for 2-3 bedroom dwellings and 3 parking spaces for 4+ bedroom dwellings. For units that include garages, the applicant has confirmed that the Councils minimum internal dimensions of 3x6m are achieved.

Whilst the majority of dwellings have off-street parking in full accordance with the Kirklees Highway Design Guide SPD, there are 7 No. terraced 3 bedroom dwellings (No.s 57-63) that only benefit from 1 dedicated off-street parking space per dwelling. However, this has been mitigated by providing an 8 space visitor parking layby adjacent to these units, to accommodate any additional parking demand from these properties.

All dwellings will be provided with an EV charging point, in accordance with building regulations.

All dwellings will be provided with secure cycle storage, either within their garage, or in a cycle shed located within their garden, as shown on the proposed site layout plan. Whilst the principle of the cycle parking is acceptable, the final details will need to be secured by condition, as only limited details have been provided and the proposed 1x2m cycle sheds appear to be too small to accommodate a full range of cycle types.

PROW, walking and cycling:

Public footpath BAT/20/20 runs along the northern boundary of the site and connects Howley Street to Primrose Hill to the west, with Lady Ann Road to the east.

As requested by the Councils PROW Team, the applicant has agreed to provide a 3m wide active travel link within the site, which will connect the end of the proposed estate road to the site boundary. This will then allow the PROW team to progress improvements beyond the site to complete the link to the adjacent public footpath BAT/20/20. The applicant has also agreed to provide a financial contribution of **£10,000** via a Section 106 obligation to enable the Council to complete the off-site PROW improvements to PROW BAT/20/20 that are required to facilitate the link. The contribution would be utilised to fund any necessary legal & staff costs and the physical works. In addition to the financial contribution, the S106 agreement must also secure the following matters to facilitate deliver of the PROW link:

- Ensure that a min. 3m wide / max. 1:20 gradient active travel link is provided along the northern site boundary, to connect the estate roads to BAT/20/20, with the design and specification agreed with the Local Planning Authority.
- The link must join at-grade to the land north of the site boundary, to facilitate the connection to PROW BAT/20/20, with a min. 3m wide gap in the boundary wall and bollard provided to prevent motor-vehicular access.
- The applicant to use all reasonable endeavours to assist the Council in delivering the PROW link.
- The applicant to either dedicate the link as highway (for pedestrians and cyclist use) or ensure that public rights of way are granted over it. This should also apply to the pedestrian/cycle route through the site along the estate roads, although this would be superseded if/when the streets become adopted highway.

Accessibility and Sustainable Transport:

As the site is allocated in the Local Plan for residential development, the potential accessibility of the site was assessed as part of this process and is considered to be acceptable. The provision of the new active travel connection to PROW BAT/20/20 through the site will also be of benefit to the wider public by improving local connectivity.

As the development includes over 50 dwellings, a Travel Plan is required. Whilst the applicant has submitted a draft Travel Plan, it is currently unacceptable to HDM. Therefore, it has been agreed with the applicant that the final Travel Plan can be secured by planning condition.

Following consultation with the West Yorkshire Combined Authority (WYCA), it is recommended that the development provides either a Sustainable Travel Fund or the Residential MCard scheme for the site. The cost of either option would be **£33,247.50** (£511.50 x 65 units), which equates to the cost of a bus only Residential MCards for each dwelling and should be secured via a Section 106 obligation. In due course, the final Travel Plan will need to confirm the specific measures that are to be incorporated at this site and how the Sustainable Travel Fund is to be utilised, which must be agreed with the Local Planning Authority.

Kirklees Council will require a Travel Plan Monitoring Fee to be secured as part of the S106 agreement. For a development of this scale (classified as a 'small scale major residential development') the fee is **£10,000.00** (£2,000 per year for 5 years).

Lady Ann Road is a bus route, which is served by the 212 bus service that operates between Dewsbury and Wakefield at a 60 minute frequency during the day Monday-Sunday (every 2hrs on Sundays). As confirmed by WYCA, the bus availability for the site is considered to be acceptable.

As confirmed by WYCA, the closest bus stop on Lady Ann Road is stop 16161 (for services towards Batley/Dewsbury), which would benefit from the installation of a Real Time Information battery display. The current cost for the real-time display is **£10,500.00**, which should be secured via the S106 agreement.

Construction Access Strategy:

A Construction Management Plan (CMP) is required for the development and will need to be secured by planning condition.

A further condition is also required for highway condition surveys (pre and post construction), to be undertaken jointly with the LHA, and should also require any remediation works that are required.

Planning Conditions/Section 106:

Conditions;

- Completion of Estate Street Phasing Plan.
- Management and Maintenance of Estate Streets.
- Means of Access to be delivered prior to occupation.
- Highway structures conditions relating to all highway retaining structures (and other structures within the zone of influence), the bridge over Howley Beck and associated works, and surface water pipes and attenuation (see email of 09/12/21 from Farhad Khatibi for full details of the required highways structures conditions).
- Off-site highway works at Lady Ann Road/Soothill Lane to improve junction visibility, to be delivered prior to occupation.
- Agreement and delivery of Full Travel Plan (this could alternatively be secured via the S106 agreement).
- Construction Management Plan.
- Highway condition surveys and remediation.
- Cycle parking details.

Section 106 Contributions/Requirements;

- **£10,500.00** Contribution for the provision of 1 No. Real Time Information display at bus stop 16161 on Lady Ann Road.
- **£33,247.50** Contribution for Sustainable Transport Fund for Travel Plan measures.
- **£10,000.00** Contribution for Travel Plan Monitoring Fee.
- **£10,000.00** Contribution to enable the Council to complete the active travel link from the northern site boundary to PROW BAT/20/20, together with associated provisions to facilitate the delivery of the link, including the works within the site and granting of public rights of way for pedestrians and cyclists.

Conclusion:

No objection, subject to conditions and Section 106.