

Consultation Response from KC Highways Development Management**Date Responded: 06/06/24** | **Responding Officer: R.Kinder** | **Responding Ref: K2-20NW/6**

2022/91477 Land off Lindley moor Road, Lindley.

RECOMMENDATION: No objection subject to conditions and section 106 contributions:**Conditions:**

To be advised in the main body of the report.

Section 106 contributions:

- A total fee of £36,000 (£12,000 per occasion) for the optimisation of the existing traffic signal timings at Ainley Top roundabout, further detail of this detailed in the main body of the report.
- £10,000 for improvements to the existing nearest bus stop for installation of real time information display.
- £15,000 Travel Plan monitoring fees

Development Overview:

The site takes access off Lindley Moor Road with the nearest Village being Lindley. The site is located in between the junctions of Crossland Road and Weatherhill Road. The application seeks a Hybrid Planning Application for the erection of an industrial unit for E(g)/B2 /B8 use with associated access, parking, groundworks and landscaping in conjunction with an outline application for mixed use development use class E(a), E(b), E(g), B2 and B8

Reference to Plans/Documents:

- Transport Assessment – Ref 2061 dated April 2022.
- Transport Assessment Addendum- Ref 2031B No 1 Dated December 2023.
- Framework Travel Plan – Ref 2061 dated April 2022
- Site Layout dwg no PRGN-2061-HGN-DR-CH-1001-A
- Road Safety Audit stage 1 – dated May 2024.

Updated Comments dated 06-06-2024.

Site Access:

Further to previous comments regarding the design of the site access, this has now been updated and conforms to DMRB standards and considered acceptable.

Adoption Issues:

The applicant has informed the authority that the internal layout will not be offered for adoption, however the internal arrangement has been designed to an adoptable standard and therefore considered acceptable.

Traffic Impact/Network Assessment:

Further to a request to assess the traffic generation with comparable representative sites The TRICS database has been used to estimate development related trips, below is the total number of trips associated with the whole development as detailed in table 15 of the submitted Transport assessment addendum .

	Traffic Generations		
	Arrivals	Departures	Two-Way
AM peak	127	77	204
PM peak	110	135	245

Overall the proposed vehicular trip generation is considered acceptable.

Junction Assessment:

The Councils UTC section have been consulted regarding this application in terms of junction assessments, in particular the modelling of Ainley Top roundabout. This exercise has now taken place with an in depth review of the data carried out by the Councils UTC section.

To conclude Kirklees consider that whilst the existing traffic situation has some extensive queuing and indeed an increase in the forecast year of 2032, the forecast is not considered to have a severe impact on the situation with the addition of the development traffic and therefore considered acceptable subject to section 106 contributions to further monitor the situation with a view to changes to the signal timings if a need is identified. This will be carried out in phases, phase 1 shall be undertaken upon occupation of Unit P of the development, phase 2 shall be undertaken on a 50% occupation of the site. And finally phase 3 shall be undertaken upon full occupation of the development. Each exercise will have a cost implication of £12,000.

In addition to the modelling of Ainley Top roundabout, the existing signalised junction of Lindley Moor Road/Crosland Road is to be assessed to determine if an additional pedestrian phase can be added across to the site access, which is currently ongoing, should this be deemed workable in terms of traffic congestion then a suitable condition will be suggested to incorporate this requirement into the works.

To ensure the site is fully accessible by pedestrians an additional footway on the site boundary down Crosland Road is required, this will be secured via appropriate condition.

A stage 1 safety audit and designers response has been commissioned and undertaken with recommendations incorporated into the final design.

Planning Conditions:

Areas to be surfaced and drained

The buildings shall not be occupied until the areas to be used by vehicles and/or pedestrians have been surfaced and drained in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to achieve a satisfactory layout.

Footway to be Provided

The development shall not be * until a footway 2.0m wide has been provided along the site frontage along Lindley Moor Road and along the site boundary on Crosland Road in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The footway so approved shall thereafter be retained.

Reason: In the interests of highway safety and to allow for safe pedestrian access to and from the site.

Details to be submitted prior to occupation

Notwithstanding the details shown on the approved plan ***, no development shall take place until a scheme detailing arrangements and specification for layout including surfacing drainage and parking bays have been submitted to and approved in writing by the Local Planning Authority. Before any building is occupied the development shall be completed in accordance with the details shown on the approved plans and retained thereafter.

Reason: To ensure a suitable access and layout in the interests of highway safety.

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 Lindley Moor Road have been approved in writing by the Local Planning Authority. No building shall be occupied 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.

Travel Plan to be submitted

Within the first 3 months of any part of the development being brought into use a travel plan shall be submitted to and approved in writing by the LPA. The travel plan shall include measures to improve and encourage the use of sustainable transport. The measures will include as a minimum:

- the provision of 'live' and other bus/train information;
- provision of METRO passes;
- car sharing facilities
- the upgrade of bus stops and shelters where necessary;
- the introduction of working practices to reduce travel demand and
- the provision of on site cycle facilities and information.

The Travel Plan will include details of when these measures will be introduced.

To support the promotion of the use of sustainable modes the travel plan will also include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a program for monitoring the travel plan and its progress and how the travel plan and its objective of more sustainable travel will be promoted. The approved travel plan shall thereafter retained throughout the lifetime of the development unless otherwise agreed in writing by the LPA.

Reason: To comply with the Council's sustainability objectives.

Method of storage/access for 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).

Upgrading Bus Stops

Prior to development commencing, a detailed scheme for the improvement of bus stops no 22783 shall be submitted to and approved in writing by the LPA.

Defects Survey

The development shall not commence until a survey of the existing condition of the highway on Lindley Moor Road 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 Lindley Moor Road shall be submitted to and approved in writing by the Local Planning Authority.

All of the identified works shall be implemented before any part of the development is first brought into use.

Reason: In the interests of highway safety and to ensure the maintenance of the highway.

OFF-SITE HIGHWAY IMPROVEMENTS

Prior to development commencing, a detailed scheme for the improvement of existing signalised junction at Lindley Moor Road/Crossland Road shall be submitted to and approved in writing by the LPA. The scheme shall include details to upgrade the existing signal facility to incorporate additional pedestrian phases to and from the site frontage, full sections, construction specifications, drainage works, street lighting, white lining, signing, surface finishes and treatment of junction together with an independent Safety Audit covering all aspects of the work. Unless otherwise agreed in writing by the LPA, all of the agreed works shall be implemented before any part of the development is first brought into use.

Previous comments dated 23-02-2023

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.

Accessibility:

The site is allocated in the Local Plan for mixed use development (Site Ref.MXS3) the accessibility of the site was assessed as part of this process and the following comments were made:

- Additional mitigation on wider highway network may be required
- Improvements to local highway links may be required

Public Transport - Buses:

West Yorkshire Combined Authority (WYCA) have been consulted and have recommended that bus stop number 22783 – Weatherhill Road be upgraded to provide Real Time Information display. The cost, to be secured by S106 agreement, would be £10,000

PROW:

Public footpath HUD/410/10 and SPE/44/30 run along southeast boundary of the site, the indicative plan indicates some links to this on the Weatherhill Road end of the site the adopted layout may need further improved pedestrian links to this but would be subject to further consultation with the Councils PROW team.

Cycling:

Improved cycle links into the site could be provided in the vicinity of the indicative locations on both Weatherhill Road and Crossland Road, these should be in accordance with LTN1-20. It is considered that the main vehicular access need not provide a Junction assessment Tool (JAT) as any conflict with HGV's should be discouraged with an alternative route in and out of the site required.

Vehicular Access:

It is proposed to access the site via one singular point of access off the A642 Lindley Moor Road, given the posted speed limit of 40 mph and observed driven speeds along Lindley Moor Road it is imperative that the junction and deceleration lane into the proposed development are designed to DMRB standards in accordance with CD123, in addition given the site will facilitate a large quantity of HGV's the proposed site access should have 10m corner radii. Confirmation that this has been carried out should be clarified and detailed on plans accordingly.

Traffic Impact/Network Assessment:

The TRICS database has been used to estimate development related trips, below is the total number of trips associated with the whole development as detailed in table 16 of the submitted Transport assessment.

Given the size of the proposed units, it is considered that these are much more akin towards the larger fast food type developments (costa,McDonalds), it is therefore considered that the TRICS sites used in the submitted TA do represent what is being proposed.

	Traffic Generations		
	Arrivals	Departures	Two-Way
AM peak	87	57	144
PM peak	112	129	241

HDM request that the TRICS sites be reconsidered and representative sites used to give a robust assessment of the traffic impact on the network.

Junction Assessment:

The Councils UTC section have been consulted regarding this application in terms of junction assessments, in particular the modelling of Ainley Top roundabout. Given the request to re run the TRICS figures, a reconsult with them regarding Ainley Top roundabout will take place.

There is an existing signalised junction at Lindley Moor Road/Crosland Road, the Councils Highway Safety team have requested a pedestrian phase to be provided to gain access to the site frontage to which there is currently non. As a result the Councils UTC section have requested that the existing signalised junction be modelled to ascertain if an additional ped phase can be accommodated at the junction.

Internal Layout/Serviceing/Bins:

The internal layout should be designed in accordance with the Councils SPD Highway Design Guide for industrial /commercial developments, further information on this can be found in table 2 on page 32 of this document. To summarise in brief the internal should have the following:

- a carriageway width of 7.3m minimum.
- Typical cross section of 2m footway, segregated cycle way, 7.3m carriageway, segregated cycleway and 2m footway.
- 33m forward visibility splays within the adopted highway.
- a balance crossfall either side of the carriageway centreline (cross and long sections required).

The proposed parking provision needs to be carefully considered with the correct provision and sizing of parking bays, enough disabled provision swept paths of vehicles manoeuvring in and out of bays where space appears tight in some instances.

The internal layout has a roundabout proposed and should comply with CD116 Geometric Design of Roundabouts.

A stage 1 safety audit and designers response required on the proposal with a brief to be agreed prior to any undertaking.

A comprehensive response by the Waste Strategy team has been provided see other comments regarding waste storage/collection arrangements.

Conclusion:

Further information required, see recommendation.

