Consultation Response from KC Highways Development Management		
Date Responded: 23/02/23	**Responding Officer: R.Kinder**	**Responding Ref: K2-20NW/6**

2022/91477 Land off Lindley moor Road, Lindley.

RECOMMENDATION: Further information is required regarding the following issues, which are detailed in the main body of the report:

Amended site access in accordance with CD123 required, cycle facilities in accordance with LTN 120 required.

Various amendments to the site layout and parking provision are required, with amended plans including construction details, vertical alignment/gradient details, junction/forward visibility details and additional Swept Path Analysis (SPA) etc. Once agreed in principle, the layout must be subject to a Stage 1 Road Safety Audit (RSA Brief and Team to be agreed with HDM);

Updated TRIP rates required to be in line with representative comparable sites.

Crosland Road signals to be modelled to ascertain if further ped phase can be accommodated at the existing facility.

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
- Framework Travel Plan – Ref 2061 dated April 2022
- Site Layout dwg no LMSH-MWA-ZZ-XX-DR-A-004-P3

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 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/Servicing/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.

Planning Conditions/Section 106: To be advised

Conclusion:

Further information required, see recommendation.