

<b>Consultation Response from KC Highways Development Management</b>		
<b>Date Responded:</b> 15/09/2023	<b>Responding Officer:</b> Ryan Kinder	<b>Responding Ref:</b> K11-11NE/4
2022/93154 Land at Penistone Road, Fenay Bridge		
<div style="border: 1px solid black; padding: 10px;"> <p><b>RECOMMENDATION: No objections subject to conditions and section 106 Agreement.</b></p> <p><b>Highway Works:</b> Provision of Right Turn Lane including installation of traffic Islands, the realignment and resurfacing of Penistone Road. Widening of the existing footway on the site frontage to 2.0m.</p> <p><b>Section 106 contributions:</b></p> <p>Provision of sustainable contributions and bus stop improvements to the total sum of £45,399.60.</p> </div>		
<p><b>Development Overview:</b> Planning application for residential development of 68 dwellings, the proposed site is allocated for housing within the Councils Local Plan under specific site reference (HS1) access will be taken directly onto Penistone Road via 2 no priority junctions, and associated amendments to road layout on Penistone Road, to accommodate the access this includes proposed carriageway resurfacing, central traffic islands, realignment of road markings.</p>		
<p><b>Reference to Plans/Documents:</b></p> <ul style="list-style-type: none"> <li>- Transport Assessment – Ref 21312-001 dated July 2022</li> <li>- Travel Plan – Ref 21312 dated July 2022</li> <li>- Proposed site access plan – ref AMA/21312/SK010</li> <li>- Proposed surface materials – ref Z078-005rev B dated June 2022</li> <li>- Site Layout dwg no LMSH-MWA-ZZ-XX-DR-A-004-P3.</li> <li>- Road safety audit: stage 1 Ref MAL/PRFBRSA1REV2</li> </ul>		
<p><b>Adoption Issues:</b> 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.</p>		
<p><b>Public Transport - Buses:</b> West Yorkshire Combined Authority (WYCA) have been consulted and have recommended that bus stop number 16775 – Penistone Road be upgraded to provide Real Time Information display. The cost, to be secured by S106 agreement, would be £10,000. Provision of sustainable travel measures to the sum of £35,339.60 have also been requested which will also be secured via 106 agreement.</p>		

**Vehicular Access/Section 278 works:**

It is proposed to access the site via two segregated points of access off the A629 Penistone Road, to ensure suitable and safe access is achievable a right turn lane is to be provided with traffic islands to protect from overtaking oncoming traffic. This will be an arrangement consisting of a 2.8m wide right turn lane and have residual running lanes of 3.0m. central traffic islands will also be installed to protect right turning vehicles and discourage overtaking in Penistone Road in the vicinity of the site, Penistone Road will also be resurfaced in the vicinity of the site. The existing footway on the site frontage is to be widened to 2.0m.

A stage 1 safety audit and designers response has been provided regarding the access arrangements associated with the site, which have been considered and addressed accordingly.

**Traffic Impact/Network Assessment:**

During the local plan site allocation process weekday peak traffic trip rates were agreed and submitted, these were expected to generate 34 and 45 two way vehicular movements in the AM and PM peak periods respectively.

However the recently approved development at this site (ref 2020/90725) requested a more robust trip vehicular trip rate of 0.8. As such based on this the expected traffic generation in peak hours submitted in the TA is detailed in table below:

	Traffic Generations		
	Arrivals	Departures	Two-Way
AM peak	11	44	55
PM peak	44	11	55

Taking into account committed developments from sites HS2/HS3 which were agreed at local plan examination stage and assumed to be 50% of the site traffic from these developments which would then pass the proposed site HS1 on the A629 Penistone Road.

Based on this assumption the forecast for committed development traffic passed the site access are 240 two way vehicle movements during the AM and PM peak periods respectively, comparing this to the existing base flows of circa 1400 and 1600 two way vehicular movements in the AM and PM peak periods respectively by Utilising this data into the PICADY output results the maximum RFC value of 0.285 indicates that the site access can operate well within capacity in terms of its proposed arrangement as a priority junction taking into account existing base flows and committed development traffic, HDM consider this approach acceptable from a highways perspective.

**Internal Layout**

The internal layout has now been designed in accordance with the Councils SPD Highway Design Guide. This follows negotiations on the internal estate road including ensuring the proposal is suitable for adoption in terms of suitable gradients appropriate visibility splays and forward visibility and a suitable level of off street parking.

The applicant has provided suitable swept path information regarding access for refuse collection vehicles.



**Planning Conditions/Section 106:**

**Conditions:**

Visibility Splays to be provided

Before development commences, the wall to the site frontage shall be set back to the rear of the proposed visibility splays as shown on an approved plan and shall be cleared of all obstructions to visibility and tarmac surfaced to current standards in accordance with details that have previously been approved in writing by the Local Planning Authority.

Reason: To ensure adequate visibility in the interests of highway safety.

**FOOTNOTE**

The granting of planning permission does not authorise the carrying out of works within the highway, for which the written permission of the Council as Highway Authority is required. You are required to consult the Design Engineer, Flint Street, Fartown, Huddersfield (Kirklees Street Care: 0800 7318765) with regard to obtaining this permission and approval of the construction specification. Please also note that the construction of vehicle crossings within the highway is deemed to be major works for the purposes of the New Roads and Street Works Act 1991 (Section 84 and 85). Interference with the highway without such permission is an offence which could lead to prosecution.

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 Penistone Road have been approved in writing by the Local Planning Authority. No building shall be brought into use 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.

HWNOTE3 The details shall include full sections, details of speed reducing features, construction specifications, drainage works, lighting, signage, white lining, surface finishes, treatment of sight lines together with an independent safety audit covering all aspects of the works.

Right turn lane

Unless otherwise agreed in writing, prior to development commencing, a detailed scheme for the provision of a right turn lane from Penistone Road into the site with associated signing and white lining shall be submitted to and approved in writing by the LPA. The scheme shall include construction specifications, white lining, signing, surface finishes 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.

Reason: To ensure that suitable access is available for the development.

Travel Plan to be submitted:

A full travel plan shall be submitted to and approved in writing by the LPA

3 months prior to any part of the development being brought into use. The travel plan shall include measures to improve and encourage the use of sustainable transport, the Travel Plan shall continue to be developed and implemented as long as any part of the development is occupied.

Reason: To comply with the Council's sustainability objectives  
Internal adoptable roads

No development shall take place until a scheme detailing the proposed internal adoptable estate roads have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full sections, drainage works, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of work. Before any building is brought into use the scheme shall be completed in accordance with the scheme shown on approved plans and retained thereafter.

Reason: To ensure that suitable access is available for the development.  
Upgrading Bus Stop

Prior to development commencing, the improvement of bus stops no 16775 shall be submitted to and approved in writing by the LPA. The scheme shall include the installation of a Real Time Information display. 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.

Reason: To improve public transport infrastructure in the vicinity of the site in accordance with the council sustainability objectives.

Method for collection and storage of 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).

Before development commences, details of temporary waste collection arrangements to serve occupants of completed dwellings whilst the remaining site is under construction shall be submitted to and approved by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Structures

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new retaining walls/ building retaining walls adjacent to the existing/ proposed adoptable highways including any modifications to the existing retaining wall on the A629 Penistone Road shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction details for all new surface water attenuation tanks/pipes/manholes located within the proposed highway footprint shall be submitted to and approved by the Highway Authority in writing. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development. See <https://www.kirklees.gov.uk/beta/regeneration-and-development/highwaysguidance-and-standards.aspx> for further details.

**Important Notes:**

All new storm water attenuation tanks/pipes/culverts/manholes with internal diameter/ spans exceeding 0.9m must be located off the adoptable highway. Any decision to locate these facilities within the adoptable highway footprint must be accompanied with a full risk evaluation report with particular reference to their proposed inspection, structural assessment and maintenance regime in compliance with the CDM Regulations 2015 requirements.

The adopting authority (i.e. Yorkshire Water) will also be required to produce and submit a legally binding agreement to the Highway Authority explicitly stating that they will be fulfilling their obligations in relation to the systematic and cyclical inspection and structural assessment of any attenuation structure located within the highway footprint, in full compliance with BD63- Inspection of Highway structures.

Furthermore, all new precast pipes/ culverts/storage tanks proposed for use within the footprint of an adoptable highway must comply with the Specification for Highway Works (SHW-Series 500 or 2500) and/or must be accredited with a BBA (The British Board of Agrément Roads and Bridges) or HAPAS (Highway Authority Product Approval Scheme) or equivalent certificate.

**Defects Survey**

The development shall not commence until a survey of the existing condition of the highway on Penistone 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 the aforementioned roads shall be submitted to and approved in writing by the Local Planning Authority. A schedule of inspection throughout the construction period of the development shall be agreed and implemented prior to works commencing.

**Section 106 contributions:**

Provision of sustainable contributions and bus stop improvements to the total sum of £45,399.60.

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Previous comments dated 19/01/2023

Penistone Road Layout including provision of right turn lanes into site access

Following consultation with internal colleagues including Section 278 and Highway Safety concerns have been raised regarding the current proposed layout on Penistone Road. The proposed right turn Lane of 2.5m is considered to be of substandard nature, the indicative proposed lane widths are showing a 2.5m right turn lane and 3.25m running lanes. It is considered that the proposed right turn lane should be of a minimum width of 2.8m-3m and running lanes to be 3.0m absolute minimum. In addition there should be provision of traffic islands to protect turning vehicles in and out of the site. The existing road markings will need removal, however it is considered that this should be done be planning out the existing surface course on Penistone Road and resurfacing and new road markings provided. A revised Safety audit is requested on the proposals and any safety issues raised in the audit addressing them accordingly.

Internal Layout

On the previous approved permission (2020/90725) the first internal bend into the development was widened to include a 20m centreline radius, this should be provided to ensure that conflict between vehicles is removed given both its proximity to Penistone Road and gradient.

#### Parking

Generally the parking provision is acceptable for the dwellings, however there is a slight shortfall for the visitor parking provision at a ratio of 1:4 by two no spaces, in addition the Councils section 38 team have suggested that visitor parking should be parallel with the road and staggered throughout the site.

#### Gradients

No information has been provided on the finished gradients of the internal roads has been provided, these should be in line with the Highway Design Guide for adoption purposes, a plan with long sections is therefore requested.