

Consultation Response from KC, Highways Development Management (HDM)
2023/92191
Erection of residential development for 62 dwellings on allocated land off Cumberworth Lane including grouting remedial works for ground stabilisation to facilitate construction of dwellings with associated hard and soft landscaping
Date Responded: 30/10/23
Responding Officer: A Darwin
Responding Ref: K17-12/24
RECOMMENDATION: Further information and amendments required

Acceptable in principle, subject to the submission of further information satisfactorily addressing the following issues:

- Swept Path Analysis (SPA) demonstrating that an 11.85m long Waste Collection Vehicle can safely enter and exit the site, turn at all junctions and turning heads, and pass a large car at all bends and throughout the site.
- Amendments to the site access and off-site highway works proposals, including further details of the proposed footway improvements.
- Confirm that all street geometry is in accordance with the Councils Highway Design SPD, including carriageway, footway and margin widths, centre line and junction radii, and visibility requirements (min. SSD of 23m and 25m required on shared surface streets and traditional residential streets respectively, with splays contained within the adoptable highway). The plans must also clearly show the proposed highway boundary and the extent of shared private drives and parking areas.
- Amendments to PROW link is recommended.
- Once acceptable site access and internal highway arrangements have been agreed, a Stage 1 Road Safety Audit is required (RSA Brief to be agreed in advance with HDM).
- Additional on-street parking facilities are required for visitors. Further details/amendments to off-street parking are also required, to demonstrate there is adequate provision for all modes. This should also include alterations to the bin presentation points, to ensure that bins do not block access to/from drives.

Development Overview:

The site is located in Denby Dale to the north of the village centre and to the east of Cumberworth Lane. The site is allocated for residential development in the Local Plan, forming part of site HS144 (Cliff Hill). Part of the allocated site has been developed for 6 detached dwellings accessed from Leak Hall Crescent. A parcel of HS144 to the north of the proposed development site is excluded from the current proposals.

The site was subject to a recent planning application (2022/91911) for residential development (48 dwellings), which was refused permission on 21st March 2023. Seven reasons for refusal were given, which included insufficient housing density (Reason 3) and lack of information regarding the suitability of the residential estate roads (Reason 5). To address reason 3 of the previous refusal, the development density has now been increased to 62 dwellings.

Reference to Plans/Documents:

- Transport Assessment, Project No. 21115 Issue 2. Dated 18/07/2023.
- Framework Travel Plan, Project No. 21115 Issue 2. Dated 18/07/2023.
- Proposed Site Plan Dwg. No. 0201-P10
- Proposed Levels 0203-P03
- Proposed Materials Plan Dwg. No. 0204-P02
- Proposed EV Plan Dwg. No. 0208 P02;
- Proposed Bin Collection Plan Dwg. No. 0209 P02;
- Proposed Retaining Wall Plan Dwg. No. 0210 P02;

- Proposed Block Identification Plan Dwg. No. 0211 P02;
- Proposed Pedestrian Route Plan - 0212-P01
- Proposed Access Arrangement Dwg. No. 2111502-RevC
- Long Sections Dwg. No. 2111503;
- Swept Path Analysis. No. 2111504 & 2111505.

Policy:

Local Plan Policies - LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD, Housebuilder Design SPD, NPPF.

Site Access:

The site access takes the form of a simple priority T-junction, with a carriageway width of 5.5m and 2m wide footways to both sides. Footways are also proposed along the Cumberworth Road site frontage (widths to be confirmed). The posted speed limit on Cumberworth Lane in the vicinity of the site is 30mph. On site observations suggest that southbound approach speeds are in excess of 30mph and as requested at pre-app stage a speed survey has been undertaken to determine vehicle speeds and establish the required junction visibility splays. The speed survey was undertaken at a point approximately 100m north of the proposed site access, survey data identified 85 percentile southbound speeds of 34.8mph. Based on MfS2 SSD calculation and taking into account the gradient of Cumberworth Lane, this equates to a required visibility splay of 59m, which the access drawing confirms is achieved (measures to nearside wheel track). Given the proximity of the site access to the Wakefield Road junction and the built-up nature and geometry of the southern end of Cumberworth Lane, vehicles are observed to be generally travelling within the posted 30mph speed limit in the northbound direction. Accordingly, a visibility splay of 43m commensurate with a 30mph speed limit is considered appropriate to the south of the site access, which has been confirmed on the access drawing.

Whilst the site access arrangements appear to be generally acceptable, there are a number of issues that need to be addressed as follows:

- No Swept Path Analysis (SPA) has been provided for the site access. This needs to be provided, to demonstrate that an 11.85m long Waste Collection Vehicle can safely enter and exit the site. Widening of the site access carriageway may be required to accommodate this manoeuvre.
- The site access layout drawing appears to show Cumberworth Lane being narrowed slightly at the site access. Given that Cumberworth Lane is only circa 5.5m wide at present, no further narrowing is acceptable and this must be amended (it is noted that some widening may be necessary depending on the findings of the SPA). Existing/proposed carriageway widths should be demonstrated on the site access plan to confirm what changes are proposed.
- The proposed footway width on the north side of the site access junction along Cumberworth Lane has not been confirmed on the plan. This must be clearly annotated, with the expectation being that a 2m wide footway will be provided.
- The proposed footway on the north side of the site access junction on Cumberworth Lane terminates on the south side of the unadopted track that serves PROW DEN/61/10. This footway tie-in results in the edge of carriageway on Cumberworth Lane on the north side of the track being further back than the new kerb alignment on the south side of the track. This could result in southbound vehicles following the carriageway edge on Cumberworth Lane clipping the new kerbs at the end of the new footway. To address this issue, a small kerb buildout with min. 1:20 taper should be provided on the north side of the track, in advance of the new footway. This buildout will also provide some protection in front of the existing lighting column that is inset into the adjacent boundary wall.
- The proposed footway width on the south side of the site access junction along Cumberworth Lane has been shown as 1.8m wide on the revision B site access plan and 1.2m wide on revision C plan. Ideally this footway should be provided at a minimum of 2m. However, if this is not possible, a minimum width of 1.5m should be provided, in accordance with DfT document 'Inclusive Mobility'. Further confirmation is required to confirm the maximum footway width that can be provided, which should ideally be a minimum of 1.5-2.0m.
- Given that southbound speeds on Cumberworth Lane have been identified as being in excess of the posted speed limit, the Councils Road Safety Team have asked that improvements to the speed limit

terminal signage to the north are incorporated into the proposals, which should be shown on the site access drawing. This should include new speed limit terminal signage on both sides of the road (on offset brackets on east side to avoid carriageway overhang) on yellow coloured backing boards, and a 30mph roundel road marking.

Subject to further information being provided that satisfactorily addresses the above issues, a Stage 1 Road Safety Audit and Designers Response report are required (also required for S38 works). It is noted that an RSA Brief must be agreed in advance with HDM.

Pedestrian Access:

A new footway is proposed along the Cumberworth Lane site frontage that connects to the track/PROW (Footpath No. DEN/61/10) located to the north of the site access, which is welcomed. As stated above, the width of this footway must be confirmed on the site access plan.

A new footway is also proposed along Cumberworth Lane to the south of the site access to connect to the existing footway that leads to Wakefield Road, which is again welcomed. However, as stated above, the width of this footway is shown on different plans being either 1.2-1.8m wide. Therefore, clarification is required to confirm that a minimum 1.5-2.0m footway is to be provided. Indicative details are also required of any embankments or other retaining features that may be necessary to construct the footways, to ensure the proposals are deliverable. The location of any existing/proposed street furniture (e.g. road mirror and street name plate etc.) should also be indicated to ensure that these features are accommodated and do not create unacceptable pinch-points.

PROW:

As indicated above, the proposed new footway along the Cumberworth Lane site frontage connects to Public footpath DEN/61/10, which runs along the northwest boundary of the site from Cumberworth Lane to Leak Hall Lane. This connects to Public Footpath DEN/61/20, which continues in a north-easterly direction to Giltwhaites Lane, where Denby Dale First School is located.

The existing public footpath network offers a dedicated and virtually traffic free route between the site and local first school providing the potential for future residents to undertake journeys on foot.

The internal site layout provides two new pedestrian links to DEN/61/10, which are welcomed. However, the link between 36 & 37 is indirect and passes behind the private parking spaces for No. 37/38. Therefore, it is recommended that this route is amended to make it more direct and not behind the rear of the parking spaces.

Highway Adoption Issues:

The internal road 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.

Based on a review of the site layout, there are a number of elements that are not to adoptable standard or where further information is required, as follows:

- Visitor parking should be provided at a ratio of 1 space per 4 dwellings, ideally in dedicated parking laybys. However, only 11 visitor parking bays have been identified, which is a shortfall of 4-5 visitor spaces for the 62 dwellings that are now proposed. Therefore, additional visitor parking spaces must be identified that are evenly spread across the site, and should ideally be provided in laybys (min. 2.4x6m or 2.0x6m when adjacent to a footway).
- At the transition points to shared surface streets, the footways should terminate beyond the proposed ramps, which is not currently the case.
- All highway geometry should be confirmed on plan. This should demonstrate minimum carriageway widths of 5.5m (with widening on bends as necessary), 2m footways, 0.6m wide margins on shared surface streets (or 2.0m where there is a dedicated pedestrian route). Min. centreline radii of 20m must also be confirmed.

- Swept path analysis (SPA) has been provided that shows the Council Design Refuse Vehicle can pass a car on two of the bends. However, there are other bends that also need to be tested. Therefore, further SPA is required for the entire street layout (including at Cumberworth Lane access, as previously stated). It is also noted that the clearance between passing vehicles and kerbs is less than the recommended minimum clearance of 0.5m.
- Bin presentation points have been shown on private car parking spaces/drives. These need to be relocated (or the drives widened) to ensure that vehicles can access the drives when the bins have been presented.
- All internal junctions and forward visibility splays need to be shown on plan (only 1 currently shown). These needs to have an SSD of 25m on the traditional estate roads and 23m of shared surface streets. The envelope of visibility must be contained within the adopted highway, which will need some additional widening of the footways and hard margins (e.g. the POS opposite Plot 29).
- The plans should clearly show the proposed highway boundary and the extent of shared private drives and parking areas.
- A Stage 1 Road Safety Audit (RSA) is required once the preliminary site layout has been agreed (RSA Brief to be agreed in advance with HDM).

It is noted that detailed comments relating to the site layout are still awaited from the Councils S38 Team. Therefore, should they raise any additional issues, these will be brought to the applicants attention for further action as necessary.

Site Layout/Servicing/Waste Collection:

The site layout comprises of a combination of traditional estate roads with footways to both sides, shared surface streets with hard margins and private drives. The overall layout takes the form of a series of cul-de-sacs terminating in service vehicle turning heads. In principle the layout is acceptable, although, as indicated in the adoption section of the report above, amendments are required to address specific issues of visibility, street geometry, waste collection vehicle SPA and bin presentation points.

Parking:

As a Planning Authority Kirklees Council have not set prescriptive parking standards for residential development. However, it is expected that development will provide parking in line with the recommended levels set in the highway design SPD, which requires 2 spaces for 2-3 bedroom dwellings and 3 spaces for 4+ bedroom dwellings. Should garages be proposed, they must have been an internal dimension of 3x6m to be taken into account as available off-street parking.

As confirmed in the supporting Transport Assessment, some of the 4 bedroom dwellings only have 2 parking spaces, which is below recommended levels. This is of concern, as this could result in on-street parking that cannot be readily accommodated on-site, and additional off-street parking spaces should be identified. It is also noted that some of proposed parking spaces also appear to be too short (e.g. Plot 25) or narrow (e.g. where there is no adjacent path). As previously stated, the proposed bin presentation points also appear to restrict access to/from some of the parking spaces.

Therefore, further information and amendments are required, to ensure that adequate off-street parking is provided for all dwellings. To confirm this, a schedule of plots and there available parking is required, with confirmation that the spaces (including garages) are of adequate size.

A Proposed EV Plan has been provided. However, there are no details of the exact location of the EV charging facilities or their specification. Therefore, these matters will need to be secured by condition.

No details of the proposed cycle parking have been provided, other than the Travel Plan suggesting that garages may be used by some. Therefore, the cycle parking provision for all dwellings should be confirmed, which should be in accordance with LTN 1/20 that recommends that this should ideally be provided at 1 space per bedroom. Should cycle parking be proposed in garages, the internal dimension of the garage may need to be increased or wall mounted bike hangers may be provided (provision to be confirmed). For units without a garage, a secure lockable external store is required, which must be accessible via an external route.

Road Safety:

A review of personal injury collisions for the preceding 5-year period, January 2017 - December 2021, has been undertaken in the Transport Assessment, the findings of which indicate that there have been no collisions resulting in injury in the vicinity of the site access on Cumberworth Lane. The TA concludes that:

'This shows that in the study period, there have been no collisions resulting in injury in the vicinity of the site frontage on Cumberworth Lane or at the. It is therefore considered there are no safety concerns nor any problematic safety trends on this section of the local highway network in the vicinity of the proposed development.'

HDM generally agrees with the above finding.

Accessibility and Travel Plan:

The site is allocated in the Local Plan for residential development (Site Ref.HS144) and the accessibility of the site was assessed as part of this process and is considered acceptable.

Public Transport:

There are bus stops located on Cumberworth Lane and A636 Wakefield Road within convenient walking distance of the site. These are served by a number of services, providing a combined service frequency of at least 3 buses per hour to Huddersfield, an hourly service to Holmfirth and Wakefield, with limited services to Barnsley and Penistone.

The site is around 700m walking distance from Denby Dale railway station, which would provide future residents with the opportunity to walk or cycle to the railway station as part of an onward journey. The station has an hourly service to Huddersfield and Sheffield, which includes destinations including, Penistone, Shepley and Barnsley.

The site is considered to be in a sustainable location, accessible by bus and train.

To encourage the use of sustainable transport it is recommended that the developer provides a Sustainable Travel Fund, which can be used to fund a range of sustainable travel measures (e.g. discounted travel cards etc.). The Sustainable Travel Fund, to be secured by S106 agreement, is based on the cost of a Zone 2-5 Bus-Rail MCard, which for a development of this scale is **£47,030.72 (£758.56 per dwelling)**.

Travel Plan

As the development includes over 50 dwellings, a Travel Plan is required. A Framework Travel Plan has been submitted with the planning application, which will need to be developed further prior to occupation, and include the above Sustainable Travel Fund and associated measures that have been agreed. As such, the details of the final Travel Plan should be secured by condition, and the Travel Plan implemented upon first occupation. It is noted that the baseline Travel Plan Target should be to reduce single occupancy car trips by 10%, rather than 5% as suggested in the current Framework Travel Plan.

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

Traffic Impact/Network Assessment:

The scope of the Transport Assessment (TA) was agreed during pre-application discussions and is based on current guidance and industry standard methodology.

The TRICS database has been used to determine trip rates, for the AM and PM peak hours of 08:00 - 09:00hrs and 17:00 - 18:00hrs respectively. Traffic growth has been based on TEMPro growth rates with a future design

year of 2028. In terms of traffic generation this equates to 37 and 36 two-way vehicle trips respectively in the AM and PM peak periods.

Traffic has been distributed on the highway network using origin and destination data from the 2011 Census, method of travel to work data set for the middle super output area (MSOA) in which the site is located. This shows that beyond the site access junction, traffic generated by the development is less than 30 two-way peak hour vehicle trips in either direction, and the TA concludes that:

'Beyond the site access junction the traffic generated by the site is well within the normal daily fluctuations in traffic flows that could be expected on Cumberworth Lane. The impact of the traffic generated by the site is therefore considered to be negligible at the Cumberworth Lane / A636 Wakefield Road junction. This is further supported by the MCC results for the junction (Appendix D) which show that this is not a busy junction. As such, junction modelling has only been undertaken for the proposed site access junction.'

HDM generally agrees with the above conclusions, and agrees that the development is not anticipated to have any significant effect beyond the site access junction.

The site access junction has been modelled using the PICADY function within the Junctions 9 software. This assessment demonstrates that the proposed site access junction operates comfortably within practical capacity in the future design of 2028 and is therefore considered suitable to serve the proposed development.

It is considered that the impact of the traffic generated by the development will have no material or severe impact on the operation or safety of the local highway network (subject to the aforementioned changes to the site access design that have previously been mentioned, and the findings of the Stage 1 Road Safety Audit).

Construction Access Strategy

A Construction Management Plan (CMP) is required for the development and should be secured by planning condition. Additionally, specific planning condition(s) should be secured relating to:

- Wheel washing facilities; and
- Highway condition surveys (pre and post construction) and remediation.

Planning Conditions/Section 106:

Conditions;

- To be advised

Section 106 Contributions/Requirements - to be advised in due course, but including:

- Sustainable Travel Fund / Residential MCard (Rail/Bus Zone 2-5) - £47,030.72 (£758.56 per dwelling).
- Travel Plan monitoring fee - £10,000 (£2,000 x 5yrs).

Conclusion:

Acceptable in principle subject to the submission of further information satisfactorily addressing issues raised in the above report - see recommendation.