

**Consultation Response from Ryan Kinder KC,  
 Highways Development Management**

**2023/92490 Former Dowker Works, Dowker Street, Milnsbridge, Huddersfield, HD3 4JX**

**Erection of 35 dwellings with associated access and landscaping (within a Conservation Area)**

**Date Responded: 28/11/2024**

**Responding Officer: Ryan Kinder**

**Responding Ref: K2-18SE/38**

2023/92490 Former Dowker Works – Dowker Street, Milnsbridge.

RECOMMENDATION: No Objection subject to conditions and section 106 contributions.

**Development Overview:**

The site takes access off Dowker Street in the village of Milnsbridge, the site is located between the junctions of George Street and Armitage Road.

**Reference plans/documents:**

- Proposed Site Plan – ref DS-BTP-00-SP-DR-A-4016\_105.10 REV 10 dated 19.11.24
- Transport Statement – ref RHC-23-068-TS dated August 2023
- Access design and Visi Extents – ref RHC23-068-02 dated 19.11.2024
- Refuse Vehicle swept paths – ref RHC-23-068-05 dated 19.11.2024
- Highways Area Plan – ref DS-BTP-00-SP-DR-A-4016\_104.
- Stage 1 safety audit – ref 24-1535.01-RSA1 dated December 2024
- Safety audit designers response – ref 24-1535.01-RSA1

**Traffic Impact/Junction Assessment:**

The TRICS database has been used to estimate development related trips. The trip rates have been derived from the TRICS database for 'Residential- Houses and apartments land use for AM and PM peak periods these are detailed in the table below:

**Traffic Generations**

	Arrivals	Departures	Two-Way
Weekday AM peak	2	8	10
Weekday PM peak	8	5	13

The total forecast traffic generation of 10 and 13 two way vehicle movements in the AM and PM peak periods respectively is not expected to have any detrimental effect on the exiting network and therefore considered acceptable with a priority give way arrangement onto Marsh Lane as proposed.

**Adoption Issues:**

The access road 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. A plan detailing the extends of the internal layout to be adopted has been submitted and considered acceptable.

**Vehicular access:**

It is proposed to access the site via one existing singular point of access off Dowker Street which is adopted, Suitable visibility splays have been demonstrated of 2.4m x 43m and will be secured via condition. It is noted that the splay cuts across the back of the footway slightly however no boundary

wall is proposed in front of the dwellings and will be hard surfaced at the same level of the footway to keep visibility splays clear of obstructions.

Following revisions to the scheme the site access will be via a singular point onto Dowker Street instead of two, it is considered that the proposed TRO amendments will not gain any benefit in terms of on street parking as the existing marked bays are permit only parking, these are allocated to the existing residents on Dowker Street and the new development will not be eligible for parking permits. Given no existing permit parking spaces will be lost it is therefore considered that the TRO amendments are not required.

#### Internal Layout

The applicant has advised that the internal layout will be adopted, suitable access for a refuse collection vehicle has been demonstrated with both bin presentation points and communal points provided for each dwelling.

#### Parking

The total parking provision for the development of 35 dwellings will be 40 spaces, whilst it is acknowledged that this may be considered a shortfall for a development of this scale, the location being in the centre of Milnsbridge is considered to be a highly sustainable location with good links to amenities on foot and accessibility to local transport. Given this consideration, it is therefore on balance considered acceptable from a highways perspective.

#### Stage 1 safety audit.

A revised stage 1 safety audit has been carried out in accordance with GG119 for the revised site layout, the findings of this are to be agreed in more detail should a committee decision be made, it is suggested that this be dealt with via delegation back to officers.

A full list of suggested conditions and section 106 contributions will be advised following a decision made at planning committee once the outcome of the safety audit has been agreed.

