

2020/93308 Former Spotted Cow New Hey Road, Salendine Nook.

Highway Development Management's (HDM) comments for the above application as follows:

Planning application for erection of A1 foodstore with associated parking provision. Access to the site is via the former spotted cow public house entrance taken directly onto the A640 New Hey Road. The site is designated within the Council's Local Plan for housing.

The proposal is to provide a commercial development for A1 use with a retail floor area of 1377m² and 2016m² Gross internal area. A total of 113 car parking spaces is associated with the development.

As of the adoption of the Local Plan Kirklees Council no longer has car parking standards. Policy LP22 sets out the criteria for establishing parking requirements for new developments, which should be evidence based within the planning application submission. It is considered the level of parking provided with this application is sufficient to accommodate a store of this size. Overall the proposed car parking would be considered acceptable, with the sustainable travel measures provided on site in the form of Cycle stands and also the good link to public transport and accessibility for pedestrians. It is considered by implementing a travel plan with a full commitment to creating a modal shift to sustainable travel modes, the need to rely on the car will be significantly reduced.

A Transport Assessment and framework Travel Plan have been prepared and submitted by EJSA consulting engineers dated September 2020.

The trip generation has been assessed using the TRICS data base, the submitted TA assesses the traffic impact of 'retail-discount food stores' in trip generation terms. Tables 8.3 and 8.4 indicate the peak periods with the following traffic generation.

16.00 – 17.00 Friday generating 213 two way vehicle movements.

12.00 – 13.00 Saturday generating 246 two way vehicle movements.

The site access is to incorporate a right turn lane and existing traffic island relocated to accommodate the proposal, a stage 1 safety audit and designers response has been completed with the amendments identified included in the proposal (appendix C).

Travel Plan monitoring

Kirklees Council requires developers to contribute to the cost of monitoring Travel Plan progress. The Council charges an annual fee for five years for this service, with two rates based on the size of the development.

- Large Scale Major Development defined as 200 or more residential units or 10,000 m² GFA or more for other types of development:

Cost: £3000 per annum for the first five years after opening

- Small Scale Major Development defined as between 50-199 residential units or at or above the thresholds defined in the table at Appendix A up to 9,999 m² GFA for other types of development

Cost: £2000 per annum for the first five years after opening

It should be noted that, as per the criteria set out above, the New Hey Road proposal would require £2,000 per annum for the first five years from the development being brought into use.

This fee will cover assistance with the development of the Framework Travel Plan into a Full Travel Plan in discharging the Travel Plan condition directly with the developer. Thereafter, the fee which equates into approximately £50/hr x 40hrs = £2,000 for the officer time, will be used to assist the Proposed Lidl foodstore Travel Plan Co-Ordinator in implementing, maintaining, and monitoring the Full Travel Plan.

The site is located within the recommended 400m from the nearest bus routes that operate on New Hey Road. We generally take a pragmatic approach to walk distances to take the size and location of development sites into account. When doing so, we also have to consider the development type and the level and quality of service (frequency and destinations served) at the destination bus stop.

Bus services which operate on New Hey Road include the 371 which operates between Kirkheaton and Lindley, at a 20 minute frequency, along with the 537 which operates between Huddersfield and Halifax at a 60 minute frequency. The bus availability for the site is therefore considered to be acceptable. The size of the development is unlikely to change the bus route of frequency.

The closest bus stops on this corridor 22485 and 22498 do not have a shelter. As part of this scheme, a bus shelter could be provided at the above named stops at a cost of £13,000 each to the developer to improve the public transport offer.

Overall the proposal is considered acceptable from a highway prospective subject to the inclusion of the following conditions.

Areas to be surfaced and drained

The buildings shall not be occupied until the proposed car park hereby approved shall be laid out surfaced, marked out into bays 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.

Access Sightlines to be provided

The buildings shall not be occupied until sightlines of 2.4m x 43m on the site frontage have been cleared of all obstructions to visibility exceeding 1 m in height and these shall be retained free of any such obstruction.

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

Closure of existing access

No part of the development shall be brought into use until the existing access from New Hey Road has been permanently closed [and any redundant footway crossings removed and the footway reinstated] and the new access has been constructed and brought into use in accordance with details that have previously been approved in writing by the Local Planning Authority.

To avoid danger and inconvenience to highway users.

Right turn lane

Unless otherwise agreed in writing, prior to development commencing, a detailed scheme for the provision of a right turn lane from New Hey Road into the site with associated signing and white lining and relocation of the existing traffic island 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: In the interests of highway safety and to achieve a satisfactory layout.

Retaining walls.

Before the development commences a scheme detailing the location and cross sectional information together with the proposed design and construction for all new retaining walls/ building walls adjacent to the existing/ proposed adoptable highways including any modifications to the existing retaining wall supporting the A640 New Hey Road and or PROW 367 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.

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.

FOOTNOTE Public footpath Huddersfield 367 is adjacent to the development site and must not be interfered with or obstructed, prior to, during or after development works.