

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

**2023/91405 Part of former St Luke's Hospital site, Blackmoorfoot Road, Crosland Moor,  
Huddersfield, HD4 5RA**

**Erection of foodstore (class E) with associated access, parking, servicing area and  
landscaping**

**Date Responded: 15/08/2024**

**Responding Officer: Ryan Kinder**

**Responding Ref: K6/3/SE-1**

2023/91405 Part of former St Luke's Hospital site, Blackmoorfoot Road, Crosland Moor.

**RECOMMENDATION:** No objections subject to conditions

Updated comments 15/08/2024

**Development Overview:**

The site takes access off Blackmoorfoot Road with the nearest Village being Crosland Moor. The site is located in between the junctions of Matlock Street and Chapel Terrace. The application seeks planning permission for erection of foodstore (class E) with associated access, parking, servicing area and landscaping Reference to Plans/Documents:

- Transport Assessment (TA) – Ref 21-209-004.05 dated Dec 2023.
- Travel Plan – Ref 21-209-003.05 dated Dec 2023.
- proposed site plan – ref 2783/P413rev H) dated Aug 2023.
- proposed access arrangement off Turnstone Way – ref 21/209/TR/005revC) dated 25/08/2022.
- vehicle swept path analysis – ref 21/209/ATR/003 dated 20/03/2024.
- Technical note – ref 21-209-007.001.
- Stage 1 safety audit – ref MAL/CMHRSA1REV0 dated 19 May 2024.
- Stage 1 safety audit designers response – ref 21-209-008.01 dated 22 May 2024.

**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.

**Accessibility:**

The site is allocated in the Local Plan for mixed use development (Site Ref.MXS1) the accessibility of the site was assessed as part of this process and the following comments were made:

- Pedestrian facilities required within access arrangements
- Improvements to local highway links may be required

**Public Transport - Buses:**

The existing bus stop facilities on Blackmoorfoot Road adjacent to the site access are to be upgraded as part of the residential development aspect of the site allocation..

**Vehicular Access:**

It is proposed to access the site via the residential access road known as Turnstone Way which is

currently under construction as part of the residential aspect of this site, this element is currently subject to an ongoing section 38 technical approval process and has not yet been adopted by the Council.

A priority giveway arrangement is proposed from the car park onto Turnstone way ref 2783/P413rev H, following ongoing discussions this proposal is now considered acceptable.

**Traffic Impact/Junction Assessment:**

The TRICS database has been used to estimate development related trips. Trip rates have been retrieved from the TRICS database for the 01/C 'Retail – Discount Food Stores' land use for a weekday and weekend period respectively, below is the total number of trips associated with the retail development as detailed in table 8.2 of the submitted TA.

| Traffic Generations |          |            |         |
|---------------------|----------|------------|---------|
|                     | Arrivals | Departures | Two-Way |
| Weekday PM peak     | 97       | 96         | 194     |
| Saturday peak       | 138      | 133        | 271     |

Following initial review this information has then been remodelled utilising 'junction 9' in terms of a priority giveway arrangement including development traffic from the residential element of the site allocation (MXS1) as a whole onto Blackmoorfoot Road. A growth factor for 2028 base flows has also been included in the scenario. A maximum RFC value of 0.67 as detailed in table 1. This has been demonstrated as being achievable with the revised approved layout incorporated into the parameters of 'junction 9 modelling programme and considered acceptable overall.

**Internal Layout/Service/Bins:**

The internal layout has been amended to achieve a better arrangement in terms of access for service vehicles as demonstrated in the submitted dwg ref 21/209/ATR/003.

A stage 1 safety audit and designers response has been submitted and approved with any amendments to be incorporated into the detailed design and construction.

**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.

**Details of junction of new estate road**

No development shall take place until details of the junction and associated highway works, between the proposed site access and Turnstone Way 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.

**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.

Footnote; - Adoption under Section 38 of the Highways Act:

It is brought to the Applicants' notice that the Highway Development, Investment & Regeneration, Civic Centre 3, Market Street, Huddersfield HD1 2JR (Kirklees Street Care: 0800 7318765 or 'Highways.Section38@kirklees.gov.uk') must be contacted to discuss road adoption arrangements under Section 38 of the Highways Act 1980.

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**Previous HDM comments dated 14/03/2024**

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.

Accessibility:

The site is allocated in the Local Plan for mixed use development (Site Ref.MXS1) the accessibility of the site was assessed as part of this process and the following comments were made:

- Pedestrian facilities required within access arrangements
- Improvements to local highway links may be required

Public Transport - Buses:

The existing bus stop facilities on Blackmoorfoot Road adjacent to the site access are to be upgraded as part of the residential development aspect of the site allocation..

Vehicular Access:

It is proposed to access the site via the residential access road known as Turnstone Way which is currently under construction as part of the residential aspect of this site, this element is currently subject to an ongoing section 38 technical approval process and has not yet been adopted by the Council.

A priority giveway arrangement is proposed from the car park onto Turnstone way, the point of access is subject to review, it is suggested that the submitted indicative plan (ref R/2682/1A), where the site access is further away from the junction with Blackmoorfoot Road is the preferred option from a highway perspective to negate conflict with vehicle movements to and from the site and deliveries etc.

Traffic Impact/Junction Assessment:

The TRICS database has been used to estimate development related trips. Trip rates have been retrieved from the TRICS database for the 01/C 'Retail – Discount Food Stores' land use for a weekday and weekend period respectively, below is the total number of trips associated with the retail development as detailed in table 8.2 of the submitted TA.

| Traffic Generations |          |            |         |
|---------------------|----------|------------|---------|
|                     | Arrivals | Departures | Two-Way |
| Weekday PM peak     | 97       | 96         | 194     |
| Saturday peak       | 138      | 133        | 271     |

This information has then been modelled utilising 'junction 9' in terms of a priority giveway arrangement including development traffic from the residential element of the site allocation (MXS1) as a whole. A growth factor for 2028 base flows has also been included in the scenario. A maximum RFC value of 0.51 as detailed in table 6.2 of TA. Whilst this figure is considered acceptable the current parameters in terms of the junction geometry currently build out on site have been utilised. The current junction as built on site is not in accordance with the approved plan ref (SLAS-BWB-GEN-01-DR-TR-100-S2-P10) and is subject to reconstruction in accordance with the Councils section 38 team.

Given the above it is requested that the correct junction parameters are input into the junction 9 assessment and figures reassessed to ascertain if an acceptable RFC value can be achieved.

#### Internal Layout/Serviceing/Bins:

It is suggested that the internal layout be reverted back to the previous arrangement (ref R/2682/1A), this is preferred given the detail of the internal tracking of delivery vehicles. It is considered that there is less conflict with customer parking and ease of access to the loading bay. In addition the site access onto Turnstone Way is further away from the junction of Blackmoorfoot Road and will minimise conflict in this respect.

Regarding waste collections this site will be serviced with the same arrangements as deliveries, the comments above regarding the layout are the same on this matter.

A stage 1 safety audit and designers response required on the proposal with a brief to be agreed prior to any undertaking.

Planning Conditions/Section 106: To be advised

#### Conclusion:

Further information required, see recommendation.