

**NORTH YORKSHIRE COUNTY COUNCIL**  
**BUSINESS and ENVIRONMENTAL SERVICES**  
**LOCAL HIGHWAY AUTHORITY**  
**CONSIDERATIONS and RECOMMENDATION**



<b>Application No:</b>	<b>13/00976/EIAMAJ</b>		
<b>Proposed Development:</b>	Outline Application for erection of 600 dwellings, primary school, community retail facilities and open space with access considered.		
<b>Location:</b>	Land at Penny Pot Lane, Killinghall		
<b>Applicant:</b>	Woodard Corporation, Hallam management Ltd & Persimmon Homes		
<b>CH Ref:</b>	TD/D6/514	<b>Case Officer:</b>	Tim Coyne
<b>Area Ref:</b>		<b>Tel:</b>	01609 532685
<b>County Road No:</b>		<b>E-mail:</b>	Tim.coyne@northyorks.gov.uk


**Note to the Planning Officer:**

In assessing the submitted proposals and reaching its recommendation the Local Highway Authority (LHA) has taken into account the following matters:

**Traffic Impact**

A Transport Assessment (TA) and Travel Plan (TP) were submitted in support of the Application. The TA assessed the impact of traffic likely to be generated by the development in the PM peak period at the following junctions:

- B6161 Oaker Bank/Penny Pot Lane roundabout
- A59 Skipton Road/B6161 Otley Road roundabout
- Ripon Road/Otley Road in Killinghall priority junction
- Cornwall Road/Harlow Moor Road roundabout

<b>Date:</b>	5 <sup>th</sup> December 2013	<b>Approved</b>	P. Johnson
<b>To:</b>	Harrogate Borough Council Planning Department Knapping Mount Harrogate HG1 2AE	<b>Signed:</b>	
<b>FAO:</b>	Mr G. Brookfield		
<b>Copies to:</b>	Area 6	<b>For Corporate Director for Business and Environmental Services</b>	
<b>Issued by:</b>	Transport and Development, County Hall, Northallerton, North Yorkshire DL7 8AH development.control@northyorks.gov.uk		

Application Category

E

# LOCAL HIGHWAY AUTHORITY CONSIDERATIONS and RECOMMENDATION



Continuation sheet:

Page 2 of 9

Application No:

13/00976/EIAMAJ

The LHA requested that additional assessments were undertaken for the AM peak traffic period and that the additional junctions listed below were also included in the assessment. It should be noted the modelling work including 600 dwellings and not the 500 dwellings quoted in Harrogate Borough Councils (HBC) Sites and Policies DPD.

A59/A61 roundabout

Parliament Street/Ripon Road/Kings Road/Crescent Road traffic signals

Otley Road/Cold Bath Avenue/Arthurs Avenue traffic signals

Otley Road/Pot Bank roundabout

The impact assessment work undertaken for this planning application shows that there will be a material impact on the operation of the A59 Skipton Road/B6161 Otley Road roundabout. The Ripon Road/Otley Road junction and the Parliament Street/Ripon Road/Kings Road/Crescent Road traffic signals. Therefore the applicant will be required to deliver the following:

- Improve the capacity of Skipton Road/Otley Road roundabout by widening the approach legs on both Skipton Road arms and the Oaker Bank arm to provide two traffic lanes.
- Improve safety and capacity of at the Ripon Road/Otley Road junction through the provision of traffic signals.
- Provide a contribution towards the cost of improvements at the Parliament Street/Ripon Road/Kings Road/Crescent Road traffic signals.

It should be noted that separately to the traffic impact assessment being undertaken as part of the application, the LHA in conjunction with HBC has carried out an assessment of the cumulative impacts of HBC's preferred site allocations for housing and employment in the Harrogate area. This work has identified that the Skipton Road/Otley Road roundabout and the Parliament Street/Ripon Road/Kings Road/Crescent Road traffic signals are two of the junctions which require improvement to accommodate the traffic the preferred site allocations are likely to generate. Therefore the improvement works and contribution will assist in the delivery of the highway improvements necessary to deliver HBC's preferred development sites.

The LHA also requested that an assessment of the Proposed site access onto Penny Pot Lane was undertaken. Although a single point of access is proposed it will be designed with two exit lanes and a right turn lane will be provided on Penny Pot Lane. The TA has demonstrated that the junction will operate without significant queuing. However the access will need to be designed as a "Transition Road." This means it should be a minimum of 6.5m wide, there should be no direct access to properties and as soon as practically possible it should divide into an internal loop road arrangement within the site. This will need to be a Condition of any planning permission.

The LHA also requested that the capacity of Penny Pot Lane was assessed against the likely increase in traffic, including the impact on the traffic signals at Oak Beck Bridge. The LHA are satisfied that there is sufficient capacity within Penny Pot Lane to accommodate the increase in traffic. Modelling of the Oak Beck Bridge signals also demonstrate that the signals will not exceed their theoretical capacity.

## Sustainability

The application includes the provision of a bus link from the northern end of the site into the Jenny Fields Estate. This will provide connectivity from the site to the town centre. In order to restrict the

# LOCAL HIGHWAY AUTHORITY CONSIDERATIONS and RECOMMENDATION



Continuation sheet:

Page 3 of 9

Application No:

13/00976/EIAMAJ

use of the access to buses, cyclists and pedestrians a bus gate will be provided. The applicant will provide a financial contribution to support the bus service from the occupation of the first dwelling until the site is fully built out and the service will be commercially viable. Through the Travel Plan the applicant will endeavour to provide free bus passes for residents. The applicant will also endeavour to provide cycle and pedestrian linkages into the Killinghall Moor Country Park. However this will require the approval of HBC's Department of Community Services. Again, through the Travel Plan the Applicant will endeavour to acquire discounts to residents for the purchase of new cycles and equipment. It should be noted that any likely reduction in car trips as a result of the bus service has not been accounted for in the traffic impact assessment.

## Road Safety

Consideration of the personal injury accidents that have occurred over the last five years in the vicinity of the development has not identified any accident black spot or particular pattern of accident that raises cause for concern. It is not anticipated that the proposed development will have a material effect on the number, type or severity of personal injury accidents which have occurred.

The Local Highway Authority recommends that the following matters are addressed through inclusion in a Section 106 Agreement or by the imposition of conditions in any planning permission the Planning Authority is minded to grant.

Matters to be included in a **Section 106 Agreement** to which the Local Highway Authority would wish to be a party:

1. Contribution towards the provision of a bus service.
2. Contribution towards the making of any Traffic Regulation Orders associated with the re-location of speed limit on Penny Pot Lane
3. Commuted Sum towards the maintenance of Traffic signals at Ripon Rd/Otley Rod, Killinghall
4. £66,249 contribution towards improvements to the Parliament Street/Ripon Road/Kings Road/Crescent Road junction.
5. Proposals for providing pedestrian/cycle links to the existing routes within Killinghall Country Park (should permission not be granted by HBC's Department of Community Services an equivalent sum shall be provided for improving pedestrian/cycle linkages in the area of the site).
6. Provision of a Travel Plan

Matters to be covered by the imposition of **Conditions**:

## **MATTERS RELATING TO ESTATE ROADS AND DWELLINGS**

### **1. HC-01 Detailed Plans of Road and Footway Layout (Outline All Types)**

*Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works or the depositing of material on the site, until the following drawings and details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:*

- (1) Detailed engineering drawings to a scale of not less than 1:500 and based upon an accurate survey showing:
  - (a) the proposed highway layout including the highway boundary
  - (b) dimensions of any carriageway, cycleway, footway, and verges

**LOCAL HIGHWAY AUTHORITY  
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Page 4 of 9

Application No:

13/00976/EIAMAJ

- (c) visibility splays
  - (d) the proposed buildings and site layout, including levels
  - (e) accesses and driveways
  - (f) drainage and sewerage system
  - (g) lining and signing
  - (h) traffic calming measures
  - (i) all types of surfacing (including tactiles), kerbing and edging.
- (2) Longitudinal sections to a scale of not less than 1:500 horizontal and not less than 1:50 vertical along the centre line of each proposed road showing:
- (a) the existing ground level
  - (b) the proposed road channel and centre line levels
  - (c) full details of surface water drainage proposals.
- (3) Full highway construction details including:
- (a) typical highway cross-sections to scale of not less than 1:50 showing a specification for all the types of construction proposed for carriageways, cycleways and footways/footpaths
  - (b) when requested cross sections at regular intervals along the proposed roads showing the existing and proposed ground levels
  - (c) kerb and edging construction details
  - (d) typical drainage construction details.
- (4) Details of the method and means of surface water disposal.
- (5) Details of all proposed street lighting.
- (6) Drawings for the proposed new roads and footways/footpaths giving all relevant dimensions for their setting out including reference dimensions to existing features.
- (7) Full working drawings for any structures which affect or form part of the highway network.
- (8) A programme for completing the works.

The development shall only be carried out in full compliance with the approved drawings and details unless agreed otherwise in writing by the Local Planning Authority with the Local Planning Authority *in consultation with the Highway Authority*.

**HI-01 INFORMATIVE – Condition HC-01**

In imposing condition number above it is recommended that before a detailed planning submission is made a draft layout is produced for discussion between the applicant, the Local Planning Authority and the Highway Authority in order to avoid abortive work. The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.

**Reason**

In accordance with policy number and to secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of highway users.

**2. HC-08 Permanent Site Construction Access**

There shall be no movement by construction or other vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until that part of the access(es) extending 20 metres into the site from the carriageway of the existing highway has been

**LOCAL HIGHWAY AUTHORITY  
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Page 5 of 9

Application No:

13/00976/EIAMAJ

made up and surfaced in accordance with the approved details *and the published Specification of the Highway Authority*. All works shall accord with the approved details unless otherwise approved in writing by the Local Planning Authority *in consultation with the Highway Authority*. Any damage during use of the access until the completion of all the permanent works shall be repaired immediately.

**Reason**

In accordance with policy number and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

**3. Site Access Road**

No part of the development to which this permission relates shall be brought into use until the site access road has been set out and constructed in accordance with the published Specification of the Highway Authority and the following requirements:

- (i) The access road shall be a minimum of 6.5m wide and laid out in the form of a Transition Road in accordance with Figure 3.2 of the published Residential Highway Design Guide of the Highway Authority.
- (ii) There shall be no direct access to properties from the Transition Road.

**Reason**

In accordance with policy number and to ensure a satisfactory means of access to the site from the public highway in the interests of vehicle and pedestrian safety and convenience.

**4. HC-10 Visibility Splays**

There shall be no access or egress by any vehicles between the highway and the application site (except for the purposes of constructing the initial site access) until splays are provided giving clear visibility to the eastbound arm at Jubilee Roundabout in an westerly direction and 160 metres in an easterly direction, measured along both channel lines of the major road (Penny Pot Lane) from a point measured 2.4 metres down the centre line of the access road. The eye height will be 1.05 metres and the object height shall be 0.6 metres. Once created, these visibility areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

**Reason**

In accordance with policy number and in the interests of road safety.

**5. HC-02 / 03 Construction of Roads and Footways Prior to Occupation (Amended)**

No part of the development to which this permission relates shall be occupied until the carriageway and any footway/footpath from which it gains access and those required to provide safe and convenient access to the wider highway network are constructed to binder course macadam level and/or block paved and kerbed and connected to the existing highway network with street lighting installed and in operation.

The completion of all road works, including any phasing, shall be in accordance with a programme approved in writing with the Local Planning Authority *in consultation with the Highway Authority* before the first dwelling of the development is occupied.

**Reason**

In accordance with policy number and to ensure safe and appropriate access and egress to the dwellings, in the interests of highway safety and the convenience of prospective residents.

# LOCAL HIGHWAY AUTHORITY CONSIDERATIONS and RECOMMENDATION



Continuation sheet:

Page 6 of 9

Application No:

13/00976/EIAMAJ

## 6. Link Road to Jenny Fields Estate

There shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site or other works in connection with the construction of the link road into the Jenny Fields estate until the details of the bus gate have been submitted to and approved in writing by the Local Planning Authority *in consultation with the Highway Authority* and arrangements for its future maintenance secured.

### Reason

In accordance with policy number and to ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

## 7. Parking for Dwellings (Amended)

No dwelling shall be occupied until the related parking facilities have been constructed in accordance with the approved drawing for that dwelling. Once created these parking areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

### Reason

In accordance with policy **number ##** and to provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.

## 8. HC-17 Garage Conversion to Habitable Room

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 or any subsequent Order, the garage(s) shall not be converted into domestic accommodation without the granting of an appropriate planning permission.

### Reason

In accordance with policy number and to ensure the retention of adequate and satisfactory provision of off-street accommodation for vehicles generated by occupiers of the dwelling and visitors to it, in the interest of safety and the general amenity the development.

## 9. HC-22 Doors and Windows Opening over the Highway

All doors and windows on elevations of the building(s) adjacent to the existing and/or proposed highway shall be constructed and installed such that from the level of the adjacent highway for a height of 2.4 metres they do not open over the public highway and above 2.4 metres no part of an open door or window shall come within 0.5 metres of the carriageway. Any future replacement doors and windows shall also comply with this requirement.

### Reason

In accordance with policy number and to protect pedestrians and other highway users.

## MATTERS RELATING TO NEW SCHOOL

### 1. Safe Routes to School

There shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works in relation to the school until details of "safe routes to school" have been submitted to and approved in writing by the Local Planning Authority.

### Reason

# LOCAL HIGHWAY AUTHORITY CONSIDERATIONS and RECOMMENDATION



Continuation sheet:

Page 7 of 9

Application No:

13/00976/EIAMAJ

In accordance with policy **number ##** and to ensure safe and appropriate access and egress between the dwellings and the school to encourage sustainable modes of travel.

## 2. Design of School Access etc

There shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site or other works in connection with the construction of the school development until full details of the following have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority:

- (i) vehicular, cycle, and pedestrian accesses to the school
- (ii) vehicular and cycle parking for the school for staff pupils and visitors
- (iii) vehicular turning arrangements for the school
- (iv) manoeuvring arrangements for vehicles in the vicinity of the school
- (v) loading and unloading arrangements including parents' drop off pick up areas.

## 3. Delivery of School Access etc

No part of the school development shall be brought into use until the approved vehicle access, parking (including cycle parking), manoeuvring and turning areas approved under condition **number ##** are available for use.

Once created these areas shall be maintained clear of any obstruction and retained for their intended purpose at all times.

### Reason

In accordance with policy **number ##** and to provide for appropriate on-site vehicle facilities in the interests of highway safety and the general amenity of the development.

## 4. School Travel Plan

No development relating to the school shall take place until a School Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. This shall build on the agreed Site Travel Plan and include:-

- (i) the appointment of a school travel co-ordinator
- (ii) a partnership approach to influence travel behaviour with other developments on the site
- (iii) measurable time related targets linked to targets within the approved Travel Plan
- (iv) continual appraisal of travel patterns at the school and measures provided through the travel plan
- (vi) improved safety for vulnerable road users
- (vii) a reduction in all vehicle trips and mileage
- (viii) a programme for the implementation of such measures
- (ix) procedures for monitoring the uptake of such modes of transport.

The approved School Travel Plan shall then be implemented in full and all actions undertaken within the timescales contained within the approved document.

### Reason

In accordance with **policy number ##** and to establish measures to encourage more sustainable non-car modes of transport.

# LOCAL HIGHWAY AUTHORITY CONSIDERATIONS and RECOMMENDATION



Continuation sheet:

Page 8 of 9

Application No:

13/00976/EIAMAJ

## MATTERS RELATING TO COMMUNITY/RETAIL FACILITIES

### 1. HC-14a Details of Access, Turning and Parking

*Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works hereby permitted until full details of the following have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority:*

- (i) *vehicular, cycle, and pedestrian accesses*
- (ii) *vehicular and cycle parking*
- (iii) *vehicular turning arrangements*
- (iv) *manoeuvring arrangements*
- (v) *loading and unloading arrangements*

### HI-10 INFORMATIVE – Condition HC-14a

The proposals shall cater for all types of vehicles that will use the site. The parking standards are set out in the North Yorkshire County Council publication 'Transport Issues and Development – A Guide' available at [www.northyorks.gov.uk](http://www.northyorks.gov.uk)

### Reason

In accordance with policy number and to ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.

## OFF-SITE HIGHWAY WORKS

### 1. HC-12a Approval of Details for Works in the Highway

*Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works until:*

- (i) The details of the required highway improvement works, listed below, have been submitted to and approved in writing by the Local Planning Authority *in consultation with the Highway Authority*.
- (ii) An independent Stage 2 Safety Audit has been carried out in accordance with HD19/03 - Road Safety Audit or any superseding regulations.
- (iii) A programme for the completion of the proposed works has been submitted.

The required highway improvements shall include:

- a. Proposed right turn lane on Penny Pot Lane and extension to the existing system of road lighting.
- b. Proposed improvements to the Skipton Road/Ripon Road roundabout.
- c. Proposed traffic signals at Ripon Road/Otley Road junction in Killinghall.

### Reason

In accordance with policy number and to ensure that the details are satisfactory in the interests of the safety and convenience of highway users.

### 2. HC-12c Completion of Works in the Highway (before occupation)

*Unless otherwise approved in writing by the Local Planning Authority in consultation with the*



**LOCAL HIGHWAY AUTHORITY  
CONSIDERATIONS and RECOMMENDATION**



Continuation sheet:

Page 9 of 9

Application No:

13/00976/EIAMAJ

*Highway Authority*, the development shall not be brought into use until the following highway works have been constructed and arrangements for their future maintenance secured in accordance with the details approved in writing by the Local Planning Authority under condition number:

- a. Proposed right turn lane on Penny Pot Lane and extension to the present system of road lighting.
- b. Proposed improvements to the Skipton Road/Ripon Road roundabout.
- c. Proposed traffic signals at Ripon Road/Otley Road junction in Killinghall.

**Reason**

In accordance with policy number and in the interests of the safety and convenience of highway users.

**CONSTRUCTION**

**1. Construction Method Statement**

No development for any phase of the development shall take place until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. erection and maintenance of security hoarding
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- viii. advisory HGV routing

Reason

In accordance with policy number and to provide for appropriate on-site facilities during construction, in the interests of highway safety and the general amenity of the area.

**2. Site Phasing**

Unless otherwise approved in writing by the Local Planning Authority, there shall be no excavation or other groundworks, except for investigative works, or the depositing of material on the site in connection with the construction of the access road or building(s) or other works for any phase of the development until details of how the highway network for the phase relates to the highway network in adjacent constructed and planned phases of the development has been submitted to and approved in writing by the Planning Authority..

Reason

In accordance with policy number ## and in the interests of the safety and convenience of highway users