

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

2024/91316 Clough House, 236, Leeds Road, Birstall, Batley, WF17 0HW

Conversion of existing dwelling and outbuilding to create 6 apartments and erection of 17 dwellings

Date Responded: 21-8-2024.

Responding Officer: Mark Berry.

Responding Ref: 13-8NW-12.

This application is supported by a Transport Statement (TS) prepared by Paragon Highways. This is summarised as follows:

“The site serves as vacant land housing Clough House and its associated ancillary buildings and is bound by Pennine View to the north, residential properties served via Clough Drive to the east, the A643 Leeds Road to the south, and residential dwellings served via Moat Hill Farm Drive and Jason Terrace to the west.

The development proposals are comprised of the demolition of the existing corrugated outbuildings, the conversion of the existing residential and ancillary building into 6 apartments, and the construction a further 17 new residential dwellings. 11 of the residential dwellings will be served via a new access off Moat Hill Farm Drive, whilst the remaining dwellings and apartments will be served via an upgraded access arrangement off the A643 Leeds Road.

The proposals include the provision of 2 parking bays per 3-bedroom house (inclusive of integral garage) which make up the plots served from Moat Hill Farm Drive, and 1 parking bay per 1-bedroom bungalow and apartment which are to be served from the A643 Leeds Road. 4 visitor bays will also be available to the access off the A643 Leeds Road, whilst 3 visitor bays will be available from the access off Moat Hill Farm Drive.

The access which will be formed off Moat Hill Farm Drive consists of a traditional estate road layout with a 2-metre-wide footway to the lefthand side of the carriageway, and a 600mm margin to the righthand side. Swept path analysis, showing that a refuse vehicle can turn within the proposed turning head within the development is provided

The existing looped access off the A643 Leeds Road will be upgraded to provide 2 metre footway returns to each side of the access, with the footway continuing along the righthand side of the access only, which serves the dwellings and apartments, with a 600mm margin provided for the rest. Visibility splays of 2.4m x 43m, commensurate with Manual for Streets recommended guidelines for a 30-mph road are shown to the Leeds Road access. Swept path analysis of a Kirklees Highways specification refuse vehicle showing that a refuse vehicle can navigate the loop system to enter and egress the site in a forward gear are provided.

The proposed development is anticipated to generate approximately 14 trips during the network peak hours. Moat Hill Farm Drive access would generate around 8 movements during the network peak hours, whilst the A643 Leeds Road access would generate 6 vehicle movements.

The TS concludes that the development is considered acceptable, and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Highways Development Management would generally agree with the findings of the TS however there are several issues that need to be resolved as follows:

Moat Hill Farm Drive

1, Can the applicants clarify whether they consider this road to be a shared surface carriageway of traditional estate road. For a shared surface carriageway, the maximum gradient acceptable is 1 in 20,

for a traditional estate road footway should be provided to both sides.

2, The visitor parking shown is not adoptable and not well spaced through the site. This needs to be reconsidered. If on street visitor parking is proposed the refuse vehicle swept path vehicle tracking should show the parking will not obstruct the refuse vehicle at all feasible locations.

3, Plots 7 and 8 are 4 bedroomed dwellings and require 3 of-street parking spaces only 2 are shown.

4, Bin storage is shown but not collection points. These need to be shown to be provided for all dwellings (flats and houses).

5, A detail of the proposed tie in between the proposed access road and Moat Hill Farm Drive should be provided with the existing footway across the turning head shown to be removed.

6, Fully dimensioned drawings should be provided.

7, A longitudinal section should be provided showing the proposed highway gradients.

Leeds Road

1, For a shared surface carriageway, the maximum gradient acceptable is 1 in 20 or a traditional estate road should be provided with footways to both sides.

2, Bin storage is shown but not collection points. These need to be shown to be provided for all dwellings' flats and houses.

3, The junction radii are not properly drawn and is not dimensioned. This needs to tie into the Leeds Road carriageway.

4, Fully dimensioned drawings should be provided.

5, A longitudinal section should be provided showing the proposed highway gradients.

6, Access to the second visitor parking space for the apartments will be difficult with no splay onto the access road.

General comments

A stage 1 road safety audit covering all aspects of the design including the proposed access and internal road layout should be submitted.

Section 38 comments

The suite of application plans does not provide much detail regarding the carriageway and footway widths and therefore it is not clear if what is being proposed is feasible. Without this

information I would recommend that this application is opposed until these dimensions and information below are provided.



The application will need to comply with Kirklees Design Guide including some of the key issues below.

Table 1: Summary of Residential Street Types

Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 mph
Speed restraint feature separation (Maximum)	100m	60m	40m
Forward visibilities	33m	25m	23m
Centreline radius (Minimum)	35m	20m	Based on vehicle tracking
Typical Cross-section	2m footway - verge - carriageway - verge - 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin
Carriageway width	6.75 metres	5.5m	5.5m

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions (min 23 metres) must be in accordance with the Kirklees Design Guide (Table 1) and dedicated to Kirklees if they fall out of the existing highway boundary. The trees may have to be moved back once the forward visibility splay is identified.

A minimum carriageway width of 5.5m will be required.

Kirklees require a swept path analysis for an 11.85m in length refuse vehicle indicating how it can pass an on-coming or parked family car throughout the layout. The carriageway will require widening on the bends to enable this manoeuvre. The current proposal does not enable the refuse vehicle to pass an on-coming or parked car, please amend and resolve.



Footways will be required on both sides of the carriageway to a minimum width of 2.0m as per Table 1 above.

Cycling facilities must accord with LTN1/20.

Where there is not a footway adjacent to the carriageway a minimum 5.5 metre wide shared surface block paved carriageway with a minimum 600mm block paved margin on either side is required as per Table 1 and paragraph 3.14 of the Design Guide. Shared surface carriageway must not be steeper than 1:20 otherwise a typical carriageway with footways each side will be required.

3.14 Street Type C (Shared Surface Streets):

This street type has shared surfaces (for pedestrians and motor vehicles) and is designed to accommodate slower speeds, which should be self-enforcing through good design. Pedestrians can safely share the whole street with vehicles; however, designated pedestrian routes may still be required for more vulnerable users within the context and nature of the development, for example older people, people with disabilities and those with children. It is more appropriate if shared surfaces have different surfacing to Type A and B streets (e.g. block paving) and incorporate different surface materials to delineate the different functions of the highway at different points. Street tree planting can also be incorporated within shared surfaces to break up large swathes of hard surfacing. Care should be taken to coordinate street lighting and street tree planting locations to ensure

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010 where necessary. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. They will need to be Equalities Act 2010 (DDA) compliant i.e. maximum 1:21 or 5%. Shared surface carriageways are not permitted where gradients exceed 1:21.

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

GG 119 Revision 2

5. Undertaking the road safety audit

NOTE *The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.*

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE *The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.*

Only visitor parking bays parallel to the carriageway will be adopted. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption. Where parallel parking bays are adjacent Public Open Space or walls please ensure there is a minimum 1 metre wide hardstanding to enable safe entry and exit of the occupants.

No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.

No Highway materials, construction methods, and technical details have been approved at this stage. The detailed design and highway adoption approval will be subject to a full technical audit on application.