

**KIRKLEES METROPOLITAN COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT CONTROL KP20H**

PLANNING REF 2016/62/92811/E0/LB
CATEGORY Small Major

PROPOSAL ERECTION OF 46 DWELLINGS AND ASSOCIATED WORKS INCLUDING ACCESS, PUBLIC OPEN SPACE, LANDSCAPING, PARKING AND ANCILLARY WORKS

LOCATION FLOCKTON HALL FARM,
BARNLEY ROAD,
FLOCKTON,
HUDDERSFIELD,
WF4 4DW

APPLICANT CHARLES CHURCH (WEST YORKSHIRE)

HDC Ref. No. K17-26/25

Highway Officer Mark Berry

O. S. Ref. 234 149

Date Received 26/08/2016

Target Date 16/09/2016

Date Returned 24/11/2016

Decision

Route No. A637

Road Name BARNLEY ROAD

Adopted Yes

Footpath KIR/106/10

Footpath Prow emailed 30/8/16

Highway scheme Yes

SHLAA 246

Checked by / date Anita Thomas 30/08/2016

This application seeks approval to the erection of 46 dwellings and associated works including access, public open space, landscaping, parking and ancillary works at Flockton Hall Farm, Barnley Road, Flockton, Huddersfield

The site lies adjacent to the A637 Barnley Road, which runs from east to west through the middle of the Flockton village, and forms part of the key road link between Huddersfield and Barnley. The road is a single carriageway, with a 30 mph speed limit in operation through the village.

Priority measures are in place to allow vehicles to pass at a narrow point in the carriageway situated west of the site access, at which westbound vehicles have priority over eastbound vehicles. This has the beneficial effect of slowing traffic down through the village.

A previous application for 47 dwellings (2014/94027) was refused with the reasons being that the proposed design of the layout which includes the provision of vehicular access for farm vehicles through the proposed housing development to access the retained farmland to the north would result in conflict between agricultural vehicles and future residents. This would result in a detrimental impact on highway and pedestrian safety and to approve the application.

This application provides a separate farm access directly onto Barnley Road.

Farm access

This is proposed to be 7.0m in width with 6.0 metre radii. 2.4 x 45 metre sight lines onto Barnley Road are shown on the plans with keep clear marking to ensure the access is not obstructed by standing traffic on Barnley Road.

Residential Access

Access geometry and visibility accord with current guidance to be considered acceptable to serve a development of the scale proposed.

The proposed road within the development should be a shared surface designed to achieve a maximum speed of 15mph. In general parking should be provided in accordance with Appendix 2 of

the UDP, including visitor (1 space per 4 dwellings) and cycle parking. If integral garages are to be considered as contributing towards parking provision they must provide internal dimensions of 3m x 6m. Turning heads should be designed to accommodate an 11.6m long waste collection vehicle which should be demonstrated using swept path analysis. The access road should be 5.5m in width and 600mm hard margins are needed to all sections of any shared surface carriageways.

This proposal is generally in accordance with this guidance. However Highways do have concerns regarding the parking provisions and the size of the turning heads.

Plots 2, 14, 16,27,29,44 and 41 are four bedroom houses with only two off street parking spaces. These plots all need 3 off-street parking spaces.
Plots 5 to 7 have only one parking space. These plots all require 2 spaces.

Both turning heads are considered insufficient in size to comfortably turn an 11.6 metre refuse vehicle.

The applicants have proposed improvement works to Barnsley Road.

Option 1

The applicants propose to widen the footway to the full site frontage such that it would potentially allow sufficient space to allow Highways to widen Barnsley Road and return this section of road to two way flows should the need arise. In order to widen Barnsley Road to two way flows a total width of 8.60m is needed (0.6m clearance margin, 6.0m carriageway and 2.0m footway). These proposals provide approximately 8.1m. Revised plans are therefore needed which include sufficient space to widen Barnsley Road to 6.0m.

These proposals include the provision of new vehicle activated variable message signs and keep clear marking to the frontage of the proposed farm access.

Option 2

This option includes widening Barnsley Road to 6 metres in order to return his section of Barnsley Road to two way flows with the provision of visual traffic calming features and new vehicle activated variable message signs.

Neither improvement options are considered acceptable:

Option 1

Right turners from the farm access may not be able to see traffic approaching from their left, due to eastbound vehicles queueing at the chicane.

A combined harvester and trailer cannot turn into the farm access without using the full width of Barnsley Road which will not be possible with vehicles standing on Barnsley Road at the stop line to the chicane.

Option 2

Painted cushions or visual traffic calming features (as opposed to physical ones) are known to be very ineffective. The existing chicane is the most effective measure we have for slowing vehicle speeds into the village. The proposed keep clear marking would be redundant as there would be no stationary vehicles.

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Highways conclusion is that neither of the proposed options are acceptable.

Option 1 doesn't provide an acceptable access into the farm and option 2 removes the chicane which is considered unacceptable on highway safety grounds.

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On behalf of
S. Sampson - Group Engineer
Highways Development Control

HDC REF
