

Land at, Serpentine Road, Cleckheaton, BD19 3NA

2017/91677 - Erection of 43 retirement living apartments, 83 bed care home with provision of communal facilities, landscaping and car parking and erection of 7 affordable dwellings

Highways Development Management (HDM)'s comments on the above application are as follows:

The application is supported by a Transport Assessment (Transport Planning (York) Limited May 2017).

The proposal comprises three elements, being a retirement housing development consisting of 43 apartments with 30 associated parking spaces, an 83 bedroom care home with 25 associated parking spaces and 7 affordable houses with no associated parking spaces.

The scheme is split into two separate adjoining sites, both being served by simple priority junctions off Serpentine Road.

Serpentine Road forms part of a bus route. It also has a Spen Valley Civic Society Fame Trail plaque within the area affected by the development.

A full PIA assessment has been undertaken for the most recent 5-year period and Highways Development Management is satisfied that there are no existing accident trends that this development would likely exacerbate. The proposal is considered acceptable in this regard.

With regards to the site's sustainability credentials, WYCA have been consulted and they make the following comments:

The site is located within the recommended 400m from the nearest bus routes that operate on Horncastle Street. 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 Horncastle Street include the 255 which operates between Halifax and Scholes at a 30 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 or frequency.

The closest bus stops on this corridor are 23512 and 23513. As part of this scheme, Real Time Passenger Information displays could be provided at these stops at a cost to the developer of £20,000 to improve the public transport offer. In order to access these stops, safe and direct pedestrian links are required.

With regards to traffic generation and its resultant impact upon the local highway network, the submitted Transport Assessment contains an assessment of the traffic generation for the proposed use against that of the extant planning permission for the site being a food superstore. This approach is considered acceptable.

The proposed development is considered to be a low traffic generator even when assessed upon its own merits. Highways Development Management is satisfied that the proposal is acceptable in terms of its immaterial level of impact upon the efficiency of the local highway network. As such, the application is considered acceptable in this regard.

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Highways Development Management (HDM)'s comments on the above application are as follows:

Vehicular visibility splays of 2.4m x 43m are achievable from the access serving the retirement home complex and this is considered acceptable.

Vehicular visibility splays of 2.4m x 33m are shown as achievable from the access serving the care home element of the scheme. This is considered acceptable to the east towards the junction of Serpentine Road and Northgate; however the achievable visibility splay to the west gives cause for concern. The submitted Transport Assessment identifies that vehicles travelling along Serpentine Road at this point will be travelling at speeds lower than 30mph. Although this may be the case and the provision of a lower visibility standard may be acceptable, the submitted Transport Assessment does not provide any empirical evidence in the form of a speed survey in order to identify this as being the case.

As such, the access is considered to be at a potential detrimental impact to the safety of the local highway network in this location and an objection is raised in this regard.

The submitted Transport Assessment states that both accesses have been designed in order to accommodate the turning of large refuse and service vehicles; however the layouts have not been supported by any swept path analysis vehicle tracking in this regard. In order to demonstrate that the internal site layouts are suitable for refuse and servicing, they must be supported by swept path analysis vehicle tracking that demonstrates that an 11.85 refuse vehicle as utilised by Kirklees can access, turn within the site and egress the site in a forward gear in a safe and efficient manner.

There is a pedestrian link across Serpentine Road but this is not well positioned. There are no pedestrian links between the apartments and the care home. The pedestrian access within the site should be wider near the "mscr" building.

It is not clear how pedestrians would negotiate their route once beyond the development access radii. There are no pedestrian facilities shown to access the wider network and facilities available locally. An area of existing footway may be affected by the care home boundary.

The level of parking provision proposed for the development is considered acceptable.

In line with the concerns detailed above, Highways Development Management currently raises an objection to the application in these regards.

Updated Obs – 21/09/2017

Following on from the above comments, discussions between the applicant and Highways Development Management have taken place and additional work has been undertaken.

Additional swept path analysis vehicle tracking has been provided for an 11.85m refuse vehicle. This has been assessed and the development is considered acceptable in that regard.

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Highways Development Management (HDM)'s comments on the above application are as follows:

Following the concerns initially raised regarding vehicular visibility splays, the applicant has commissioned a speed survey to be undertaken at the request of HDM and the parameters of that survey were agreed with Highways Development Management in advance.

The results of the survey demonstrate an 85th %ile wet weather speed of 14.5mph for vehicles approaching from the west. In line with this, the vehicular visibility splays provided of 2.4m x 33m are in line with the guidance as prescribed within Manual for Streets and the proposal is considered acceptable in this regard.

With regards to the concerns regarding pedestrian linkages, an additional length of 2.0m footway is to be provided on the eastern side of Serpentine Road between the Retirement Living Access and the existing footway on Serpentine Road. This additional pedestrian linkage is welcomed in that regard.

In line with the above, the additional information and assessment submitted is considered to satisfy the initial concerns. As such, Highways Development Management raises no objections to this proposal.