KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT

PLANNING REF 2018/62/91661/E0/GW
CATEGORY Small Major

PROPOSAL OUTLINE PERMISSION FOR RESIDENTIAL DEVELOPMENT AND FACILITATING ENGINEERING OPERATIONS AND FULL PLANNING PERMISSION FOR ACCESS AND SPINE ROAD

LOCATION LAND AT WALKEY TERRACE AND BRUNSWICK STREET, HECKMONDWIKE

APPLICANT VIDA ARCHITECTS LTD

HDC Ref. No.	K9-10SE/64
Highway Officer	Mark Berry
O. S. Ref.	219 231
Date Received	26/09/2018
Target Date	03/10/2018
Date Returned	26/09/2018
Decision	
Route No.	B6117
Road Name	WALKLEY LANE
Adopted	Yes
Road Name	WALKLEY TERR
Adopted	Yes
Footpath	HEC/22/30, HEC/22/20
Footpath	HEC/22/10
Footpath	Prow emailed 30/7/18
Highway scheme	No

Potential Committee Yes
Local Plan Allocatio H2571
Checked by / date Anita Thomas 30/07/2018

This application seeks outline permission for the construction of 74 dwellings and facilitating engineering operations and full planning permission for access and spine road at land at Walkley Terrace and Brunswick Street, Heckmondwike.

An application in 2017 (2017/93488) for 96 dwellings was refused on this site with the reasons for refusal being that the landfilling element of the proposal would have a significant detrimental impact on highway safety in the vicinity of the site. The landfilling is omitted from this application.

The application site an old railway cutting is located approximately 600m to the south east of Heckmondwike town centre.

The application is supported by a Transport Statement prepared by VIA solutions.
The access for the proposed development will be from Horton Street. The proposed access will have a carriageway width of 5.5m and radii of 6m. All proposed roads within the site will be shared surface use.

Visibility splays of 2.4m x 43m are achievable at the site access

There are several bus stops within 400m of the application site. 4 stops are located along the A638. These are accessed via Church Lane. Two stops are located to the west and there are also two stops to the east of the Church Lane/A638 junction.

There are further bus services provided along the B6117, these can be accessed from the application site via Church Street.

The proposed development is considered to be reasonably well served by public transport.

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To establish the traffic generation associated with the proposed dwellings the TRICS database has been used.

The proposed 74-unit residential development is predicted to generate 18 arrivals and 34 departures in the morning peak hour and 35 arrivals and 22 departures in the evening peak hour.

Turning count surveys have been undertaken at 3 junctions in the immediate highway Network:

Walkley Lane / Church Street / Station Lane;
Walkley Lane / Brunswick Street; and
High Street / Church Lane.

Traffic counts surveys were undertaken on the above junctions on 18th April 2018. All traffic count surveys were undertaken during the morning and evening peak periods. The survey times were 07:30-09:30 and 16:00-18:00.

Traffic arriving and departing to and from the proposed Horton Street junction is distributed to various junctions to access the strategic highway network. To estimate how this traffic will be distributed, Nomis data (for the Yorkshire and Humber Region) has been used.

No junction assessment has been undertaken. VIA solutions consider that existing traffic on both Walkley Lane and High Street is currently congested at peak hours which results in queueing on both roads. In these busy peak period's queueing traffic would allow vehicles to turn in and out of junctions. This would likely make any PICADY assessments of the surveyed junctions inaccurate as the flow of traffic on the major arms is currently exceeding capacity and modelling software does not take account of queueing traffic allowing vehicles to turn.

From the site access on Horton Street the highest peak hour flows for the three possible routes for development traffic onto the strategic highway network are as follows

Brunswick Street to B6117 Walkley Lane - 17 AM Peak and 19 PM Peak

Church Street to B6117 Walkley Lane - 12 AM Peak and 14 PM Peak

Church Lane to A638 High street - 21 AM Peak and 24 PM Peak

This results in the worst effected junction being the Church Lane /High Street junction with 24 additional two way vehicle movements in the PM peak or 1 every 2.5 minutes.

This application provides insufficient information to allow proper highway assessment:

No junction assessment has been undertaken. Whilst the reasons for not undertaking junction assessment are accepted the information provided does not give details of the existing queuing at the three identified affected junctions or the impact on queuing as a result of the proposed development.

Figures are provided for the proposed traffic impact to 2024 plus development flow with no information regarding how these are calculated.

Not all the traffic count information is provided in appendix E

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The proposed shared surface carriageway serving the proposed housing is relatively long and straight for a road of this type and with a carriageway width of 5.5m this road layout is unlikely to result in a design speed of 15mph. This type of road layout should be angular with alignment shifts. Consideration should be given to the provision of a footway to one side and redesign to include a restriction points. Footways should be 2.0m in width.

An independent road safety audit should be provided for the proposed road layout including the junction with Horton Street.

No chainages or gradients are shown on the longitudinal sections. The maximum acceptable gradient to a shared surface carriageway is 1 in 20. Scaling from the plans a 1 in 21 gradient is proposed. This should be confirmed and shown on the longitudinal sections.

The gradients need to be confirmed before we can make any comments regarding the greenway.

Swept paths should be provided to demonstrate that an 11.85m refuse vehicle can enter and exit the site from Horton Street and turn within the site. The reversing maneuver shown on the swept paths provided is too tight with the vehicle positioned hard against the kerb line. The proposed carriageway will require widening at this point.

The proposed visitor parking spaces are not well spaced along the length of the proposed road. They are also insufficient in size and the splays are insufficient. Visitor parking bays should be 6.0m at the rear with 30 degree splays.

It is proposed to provide 2 off-street parking spaces per dwelling which is only acceptable if the proposed dwellings have 3 or less bedrooms. Larger dwellings will require 3 off-street parking spaces.

If integral garages are to be considered as contributing towards parking provision they must provide internal dimensions of 3m x 6m.

No house types are provided and the parking strategy needs to be clarified.

Bin presentation points should be shown to be provided to each dwelling. These should be sited to allow bins to be presented without obstructing the highway or the access to driveways.

The footway shown between the site access and Brunswick Street to be dependent upon future planning consent should be included as part of the proposals for this site.

There is no pedestrian link to Wesley Terrace

Additional section 38 comment as follows:

The steep slope immediately adjacent to the visitor parking is unacceptable.

Similarly the retaining wall proposal is unacceptable.

There are no pedestrian crossing facilities shown on the site plan drawing. There should be a pedestrian transition facility shown between traditional estate road and the shared surface areas. Where ramps are placed to demarcate different surfaces, the footways should continue beyond the ramp to provide for level pedestrian crossing of the carriageway. Where ramps or other traffic calming features are proposed, they should be positioned to avoid creating or exacerbating captive low points.

Any retaining features affecting the highway will require formal technical approval by the Council as

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the Highway Authority. I would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to my colleague Farhad Khatibi (Team Leader) in the structures section at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.