

**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 WALKLEY 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 14/11/2018
Target Date 21/11/2018
Date Returned 14/11/2018
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

Further to the previous Highways consultation responses. The applicants have provided further information as follows:

1, An independent road safety for the proposed road layout including the junction with Horton Street.

This identified the need for pedestrian crossing points to be shown across the junction with Horton Street and vehicle restraint to the top of the existing embankments at the back of the proposed footways.

2, Swept paths to demonstrate that an 11.85m refuse vehicle can enter and exit the site from Horton Street

3 Junction assessment giving details of the existing queuing at the three worst identified affected junctions and the impact on queuing as a result of the proposed development.

Traffic queue surveys were undertaken on the Thursday 8th November 2018 on the minor arms of the 3 junctions previously identified as potentially worst affected by this development Walkley Lane / Church Street; Walkley Lane / Brunswick Street; and High Street / Church Lane.

The max queue lengths were as follows:

Walkley Lane / Church Street:	AM peak 6	PM peak 4
Walkley Lane / Brunswick Street:	AM peak 2	PM peak 3
High Street / Church Lane:	Am peak 5	PM peak 7

The maximum queue length was 7 vehicles with no queues (or one vehicle only) observed during the

majority of the survey periods.

The proposed development is anticipated to add a maximum of no more than 14 vehicles per hour to any of these junctions the AM peak, High Street / Church Lane junction predicted to be the worst affected.

The max queue lengths with the anticipated development traffic added is as follows:

Walkley Lane / Church Street:	AM peak 7	PM peak 5
Walkley Lane / Brunswick Street:	AM peak 3	PM peak 4
High Street / Church Lane:	Am peak 7	PM peak 8

The proposed development traffic is not therefore anticipated to increase queue lengths at these junctions significantly.

4, Deatils of how the figures for the proposed traffic impact to 2024 plus development are calculated are provided.

5 The traffic count information omitted from appendix E of the Transport Statement is provided.

6, A footway between the site access and Brunswick Street.

Given that an independent road safety audit is provided for the junction with Horton Street and that the proposed development traffic generation is not anticipated to increase queuing significantly at the 3 junctions identified as potentially worst affected by the proposed development these proposals are now considered acceptable to Highways Development Management.
