

**KIRKLEES COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990
HIGHWAYS DEVELOPMENT MANAGEMENT**

PLANNING REF 2018/60/92686/E0/GW
CATEGORY Large Major

PROPOSAL OUTLINE APPLICATION FOR
ERECTION OF RETAIL(A1) AND
DRIVE THRU RESTAURANT(A3)
DEVELOPMENT AND ASSOCIATED
CAR PARKING, LANDSCAPING AND
INFRASTRUCTURE

LOCATION LAND ADJ 127 WESTGATE
HECKMONDWIKE
WF16 0EW

APPLICANT ROBERT HALSTEAD CHARTERED
SURVEYOR

HDC Ref. No. K9-10SW/5

Highway Officer Mark Berry

O. S. Ref. 211 235

Date Received 22/01/2019

Target Date 29/01/2019

Date Returned 22/01/2019

Decision

Route No. A638

Road Name WESTGATE

Adopted Yes

Footpath No

Highway scheme No

Potential Committee Yes

Local Plan Allocation H1772 & E1772

Checked by / date Sam Lewis 05/09/2018

Further to the highways consultation response dated 16th January

We have now received consultation responses regarding the design of the revised
Access junction with Westgate:

These are as follows:

HIGHWAY DESIGN

The bus layby shown to be re-positioned on Westgate would require passing traffic to be partially on the opposing lane on a bend.

A bus stationed in the Westgate carriageway will block visibility for vehicles existing the adjacent industrial access.

The bus stop shown on the plan will impact on the safety of large volume of traffic moving at higher speeds then if it was left in its current location against the volume/speed of traffic exiting (right out only) the new access.

Adequate forward SSD may not be achieved.

Please ensure SSD on the junction areas are based on actual speeds.

The proposed tactile paving shown on the new bell mouth is not shown to be laid correctly.

HIGHWAY SAFETY

The A638 is narrow to have a bus stop at the location proposed, Highway safety would prefer it where it is unless there is a good reason why it should to be moved. The new proposed location may also impact on visibility to the left when exiting the yard opposite Boundary Street.

HIGHWAY DEVELOPMENT MANAGEMENT (additional comments):

Consideration should be given to pulling the kerb line back into the site or re-aligning the Westgate kerb lines/white lining to enable the provision of a new central island on Westgate.

The first car park, which is close to the junction will have a high demand. If it is to remain, sight lines and forward visibility needs to be checked and the access should be a 'dropped crossing' and not have radii?

Where is the secure and sheltered motorcycle parking? This should be located where there is natural surveillance.

The cycle parking should be sheltered and located where there is natural surveillance.

Forward visibility around the bell mouth radii should be checked.

Are 85thile wet weather speeds commensurate with the 43m 'Y' distance?

Is there 5% disabled parking provision on site?

Are electric charging bays to be provided

In summary

On balance it is considered that the existing layby should remain in its existing location

The proposed visibility splays onto Westgate should be based on actual speeds

Consideration should be given to the possibility of pulling the kerb line back into the site or re-aligning the Westgate kerb lines/white lining to enable the provision of a central island on Westgate.

The first car park, which is close to the junction with Westgate will have a high demand. If it is to remain, sight lines and forward visibility needs to be checked and the access should be a 'dropped crossing' and not have radii? In order to reduce the demand or use of this car park consideration could be given to re-siting/providing secure and sheltered motorcycle and cycle parking and the 5% disabled parking provision at this location.

Forward visibility around the bell mouth radii should be checked and confirmed.

The electric charging bays to be provided should be shown on the plans.
