

Consultation Response from KC Highways
2019/91836 Land adjacent to Inkerman Court, Barnsley Road, Denby Dale, Huddersfield, HD8 8XA
Erection of 34 dwellings
Date Responded: 26/01/21 Responding Officer: J Turner Responding Ref: K17-20/3

This application seeks approval for the erection of 34 dwellings at land adjacent to Inkerman Court, Barnsley Road, Denby Dale.

The site location is on the outskirts of Denby Dale village, and the proposed new access would be served directly from Barnsley Road, an A-classified road with a 50mph speed limit where it passes the frontage of the site. The development will provide a mix of property sizes, from one- to five-bed dwellings.

Each property benefits from off-street parking in line with the recommendations set out in Kirklees' Highway Design Guide SPD. The exception to this is the terrace of affordable housing, with each one-bedroomed dwelling having only one off-street space. However, given this property type is a genuine one-bedroomed property, with shared lounge and kitchen space on the ground floor, the shortfall is acceptable on balance in this instance. Nine visitor spaces are provided, although some are on-street or in turning heads widened to accommodate the additional vehicle. This again is commensurate to the 1 visitor space per four dwellings requested by Highways DM.

Although the visitor parking is acceptable in terms of numbers, the council's Waste Strategy officer has raised concerns regarding the two spaces in front of plot 20. These appear to conflict with the swept-path to turn a refuse vehicle, allowing it to access and exit the site in a forward gear. Given access is taken directly from the A635, this turning facility is paramount to the highway safety of the site. Swept-path analysis of an 11.85m refuse vehicle should be provided with these spaces taken into consideration, or the visitor parking bays re-located.

In terms of bin storage, the enclosed facilities to the front of plots 1-8 are welcomed, but Highways DM would wish to see similarly high-quality facilities provided for plots 15 and 32 to avoid on-street storage.

For the benefit of street-sweeping, HDM would ask that the 90 degree angle in front of plot 34 is chamfered.

The highway consultant, Via Solutions, has undertaken two speed surveys to justify the visibility splays when exiting the site onto Barnsley Road. These splays are below those quoted in the Design Manual for Roads and Bridges (DMRB) for a road with a 50mph speed limit. On each occasion, the 85th-percentile speeds of vehicles were significantly below 50mph. Furthermore, a survey carried out by HDM officers produced similar results. The splays provided are commensurate with the measured 85th-percentile speeds. However, although the splays are deemed acceptable for the current nature of the road, the applicant has offered to provide a financial bond to allow for the investigation, public consultation, and potential installation of a reduction in speed limit from 50mph to 40mph for a length of road to be determined by the council's Highway Safety department. It would seem likely that this would constitute a length from the junction with Wakefield Road (A636) to a point to the east of the site beyond the visibility splay. The Highway Safety department has been consulted on this proposal, but have not yet given an indication of the suitability of the plan. As a Speed Limit Order is subject to its own consultation process, the proposal could not be secured by condition, but the offer on the table can be guaranteed.

To further improve safety of the proposed new access it is intended to provide a 2.5m right-turn pocket

to allow drivers to wait safely out of the 3.0m running lanes. Although the standard width for this facility would be 3.0m, the vast majority of vehicles using it will be narrower than the proposed pocket, and this is a more substantial provision than the two existing right-turn pockets in place at the crossroads outside the Dunkirk public house that each measure approximately 1.8m in width.

Given the above comments, the layout plan should be amended to address the issues raised in order to be acceptable from a highway safety perspective.