

**Consultation Response from KC,
Highways Development Management - Mark Berry**

2020/93954 Land at, Lingards Road, Slaithwaite, Huddersfield, HD7 5HY

Erection of 42 dwellings and associated works

Date Responded: 29-6-2022

Responding Officer: Mark Berry

Responding Ref: 1-32-20

The previous highways consultation responses dated 12th January and 5th February 2021 concluded that this application provided insufficient information and requested further information.

The applicants have now submitted a revised planning layout E19/7567/000C and a revised Transport Statement (TS) which addresses some of the points raised.

However, there are still outstanding matters:

1, Layout

There is a discrepancy between the plans produced by Coda showing carriageway widening along part of Lingards Road to 5.5m to the south of the access and the Planning Layout which shows 4.85m. Can the applicants clarify their proposal?

Sight lines from the 4 shared driveways with direct frontage access onto Lingards Road should be shown. These should be in accordance with the requirements of manual for streets 2.4 x 43m.

Bin collection points should be shown to all dwellings to enable bins to be presented on collection day without either obstructing the highway or proposed driveways.

2, Gradients

No longitudinal sections are provided to allow the proposed road gradients to be assessed.

3, Road Safety Audit

A stage 1 road safety audit covering all aspects of the design including the proposed access and internal road layout should be submitted.

4, Off - Site issues

The highways consultation response dated 5th February asked that the applicants consider the implication of the on-street parking that may occur at this location between the site access and Nields Road, along the site frontage and to the frontage of the Nields Junior and Infant School.

In the first instance peak time parking surveys (6am to 9am and 3pm to 6pm) should be undertaken to provide an understanding of the existing problems. Recommendations for appropriate mitigation works possibly in the form of strategically placed additional waiting restrictions should also be provided. A qualitative assessment of the existing pedestrian provisions between the site access and A62 Manchester Road should also be provided, again appropriate mitigation works possibly in the form of additional footway links should be provided.

The revised T S does not provide any assessment of the on-street parking or recommendation for mitigation works.

The TS includes a description of the existing pedestrian provisions. Section 2.2.12 of the TS refers to improvements being suggested along Lingards Road to mitigate against the increase in pedestrian traffic travelling between the site and the School/ Manchester Road junction, there are however no recommendations.

These matters are therefore still outstanding.

5, The Councils Highway Design Section has also made the following comment on these proposals:

- 1, The corner radius at the access should be increased to 8m from 6m as vehicle used just manages to negotiate the current arrangement. Ideally, a 0.5m offset from the kerb face is required from the wheel.
- 2, The swept paths using the Kirklees refuse vehicle be presented for our review. Vehicle profile for the swept paths is not provided and it seems undersized.
- 3, Turning head near plot nos. 1 & 24 needs to be increased in size as it seems too tight to allow necessary manoeuvrability for the refuse vehicle.
- 4, There is no allowance for visitor parking (minimum 5 no. required) and maintenance parking for the attenuation tank maybe required too.
- 5, Number of plots fronting onto the main road (Lingards Road). The road is assumed to be high speed and road safety implications of this will need to be considered accordingly,
- 6, Minimum internal road width should be 5.5m with footways and hard margins having a minimum width of 2m and 0.6m, respectively.