

**Consultation Response from KC,
Highways Development Management**

2020/94203 Clough House, 236, Leeds Road, Birstall, Batley, WF17 0HW

Outline application for demolition of dwelling and associated outbuildings and the erection of 30 dwellings

**Date
Responded:26/01/2020**

**Responding Officer: Mark
Berry**

Responding Ref: 13-8SW-12

This is an outline application for demolition of a dwelling and associated outbuildings and the erection of 30 dwellings at Clough House, 236, Leeds Road, Birstall, Batley.

The site currently comprises of a single residential dwelling and associated grounds bounded by an industrial estate to the north and residential properties to the east and west. The A643 Leeds Road lies to the south.

The site currently gains access from the A643 Leeds Road, which is a principal road that provides a direct link to Leeds in the east, and Bradford, Huddersfield and Dewsbury in the west.

On the site frontage Leeds Road is a two-way single carriageway and is subject to a 30mph speed limit with traffic calming measures including speed cameras.

The site is also accessed from Moat Hill Farm Drive, which is a traditional estate road that serves Jason Terrace and individually served residential properties.

Moat Hill Farm Drive is a two-way single carriageway with footways provided on both sides.

The development will comprise of a mix of house types with detached and semidetached houses. The internal layout will be split into two cul-de-sacs, with 23 of the dwellings accessing the properties via the new access point on Moat Hill Farm Drive. The remaining 7 properties will be accessed via an improved junction arrangement off A643 Leeds Road.

The site will be accessed via a continuation of Moat Hill Farm Drive for 23 of the dwellings and will consist of a mix of traditional estate road with 2m wide footways on both sides and a shared surface courtyard arrangement complete with hard margin. A shared drive will also be provided branching off from the shared surface to the south and to the southwest.

This application is supported by a Transport Statement prepared by Paragon Highways. This is summarised as follows:

The level of parking provision accords with the Council's Highways Design Guide with 2 parking spaces provided for 2 to 3-bedroom dwellings, and 3 spaces provided for 4-bedroom dwellings. Visitor spaces are also proposed with 1 space per 4 dwellings generally provided.

Secure cycle parking provision will be provided within the site.

Each property will benefit from an electric vehicle charging point.

The proposed layout will provide internal turning facilities to allow a Kirklees Council specification refuse vehicle or fire appliance to enter and exit the site in a forward gear as necessary.

The development proposals are for the construction of 30 residential dwellings. The TRICS database has been used to derive the peak hour generation rates for this level of residential development

The development is anticipated to generate some 21 trips during each of the network peak hours

(morning peak between 8am and 9am, evening peak between 5pm and 6pm).

The Moat Hill Farm Drive access would generate around 16 trips during the network peak hours, and the Leeds Road access would generate 5 trips during the network peak hours.

The Highway Safety section have been consulted and their comments are as follows:

There are 2 recorded (but unrelated) collisions at the A643 / Moat Hill Farm Drive junction in the last 5 years, but as visibility splays are good, it is difficult to know what can be done to improve the site, and the nature of the collisions suggests driver error rather than any inherent faults with the junction.

In the interests of minimising access points onto the A643, Safety consider that all properties should take access via Moat Hill Farm Drive, rather than creating a second access to the north east, to serve The Gables.

Highways Development Management comments as follows:

1, A single point of access into the site from Moat Hill Farm Drive should be considered. In any case a dropped vehicular crossing off a classified road such as Leeds Road serving an adoptable access road to 7 dwellings is unacceptable.

2, No Levels are provided. These are needed to determine whether a shared surface carriageway is appropriate on this site. The desirable maximum carriageway longitudinal section gradient on all adoptable shared surface carriageways is 1 in 20 (5%). If this is not achievable then the specific circumstances should be discussed with the Council to address potential mobility and safety implications. A gradient no steeper than 1 in 10 (10%) is preferred.

The gradient of a non-priority route on the approach to a junction should be a gradient of 1 in 40 (2.5%) for the initial 10 metre length with an absolute maximum of 1 in 25 (4%).

3, Swept paths should be provided which demonstrate that an 11.85m refuse vehicle can enter and exit the site and turn within the site. All schemes must incorporate reasonable tolerances and safety margins. A good starting point is to allow 0.5m clearance to kerbing or vertical obstructions on each side of the swept path. Designs should therefore, where possible, aim to cater for vehicles larger than the above minimum standards

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

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

6, The ramped access from Moat Hill Farm Drive is not needed given that it is proposed to extend into a traditional estate road.

