

**Consultation Response from KC,
Highways Development Management**
2021/91871 Land adj, High Street and Challenge Way, Hanging Heaton, Batley
Erection of residential development including access and associated infrastructure
Date Responded: 02-06-2021
Responding Officer: Mark Berry
Responding Ref: 15-12-26

This application seeks approval to the erection of a residential development (55 dwellings) including access and associated infrastructure at land adjacent to High Street and Challenge Way, Hanging Heaton, Batley.

A Transport Statement has been prepared by SCP Transportation Planners to appraise the site in terms of the likely transport implications of the development on the local highway network. This includes an appraisal of the existing conditions, the development proposals transport provisions, trip generation and anticipated highway impacts.

Traffic flow data for the AM and PM peak periods has been obtained for Challenge Way from application 2019/92787 with surveys undertaken in June 2017. This is because current traffic patterns are still affected by Covid-19. As such to use older traffic data and growth this to 2021 is considered more robust than commissioning a new count.

Based on these counts the 2021 base flows are as follows

AM Peak

Northbound 525
Southbound 473

PM Peak

Northbound 370
Southbound 503

A site layout has been developed which comprises 55 dwellings of varying styles and sizes including 4 one bed units, 22 two bed units, 35 three bed units and 4 four bed units.

The option of taking access from High Street was considered and discounted and access is now proposed to be taken directly from Challenge Way via the construction of a new priority T-junction.

The proposed simple priority junction will be 5.5m wide with 2m wide footways provided on both sides of the carriageway. visibility splays of 2.4 x 43m are shown on the proposed site layout drawing which is based on the existing 30mph speed limit along the site frontage. The junction radii onto the Challenge Way are 10m.

Parking standards are as follows:

2 to 3 bed dwelling: 2 parking spaces

4+ bed dwelling: 2 parking spaces with the Goodridge units offering and extra space within the integral

garage.

To estimate the trip generating potential of the development, the TRICS Database has been interrogated for surveys of residential developments similar to that proposed.

The forecast trip generations are as follows:

AM Peak - 38 two-way movements 30 out and 8 in

PM Peak - 33 two-way movements 10 out and 23 in

Assessments of the site access junction has been undertaken using Junctions 9 (PICADY) software, for the weekday morning and evening peak hour periods. Growth factors have been applied to the traffic flows and the resultant 2026 future year base flows and 2026 future year plus development flows are used in the assessment.

The results demonstrate that all arms of the proposed site access are expected to operate well within capacity during the future year scenarios.

Highways Development Management (HDM) have no objection to these proposals in principle. However, HDM do have concerns as follows:

- 1, No right turn lane is shown to be provided along Challenge Way into the site.
- 2, The refuse vehicle swept paths are unclear and not all turning movements are shown. All turning movements should be shown clearly on separate plans. The swept path that are provided are shown close to kerb lines and appear to require stationary steering.
- 3, No sight lines are shown to any of the internal junctions.
- 4, No forward visibility splays are shown across any of the proposed bends.
- 5, No longitudinal sections are provided showing the gradients of the proposed roads.
- 6, The cul-de-sac serving plots 38 to 53 meets the main spine road at an angle, this should be turned to be perpendicular to the main spine road.
- 7, Shared private driveways should provide independent visitor turning spaces.
- 8, Visitor parking should be shown to be provided at a rate of 1 per 4 dwellings. This can be on-street along the traditional estate roads, but it shouldn't obstruct the refuse vehicle swept paths.
- 9, No sight lines are shown to the driveways to the first plots into the site plots 36 and 38.
- 10, Access to the parking spaces to plot 52 is across the junction radii.
- 11, There is very limited pedestrian access to plots 46 to 53.

12, Visitor parking shouldn't be provided perpendicular to the carriageway. These can't be adopted.

13, Access to the parking to plot 44 will be difficult and should be re-considered.

14, The comments of the Councils Waste Strategy section are needed regarding the proposals for waste collection of the proposed communal collection points.

15, The shared driveways should be at least 4.5m in width at the access and 6.0m adjacent parking spaces to allow comfortable turning and manoeuvre.

16, No speed surveys have been undertaken along Challenge Way to confirm the 85-percentile speed of traffic and the suitability of the proposed visibility splays.

17, All the proposed 4 bedroomed plots should have 3 off-street parking spaces.

18, 2.0m footways should be provided to all parts of the traditional estate roads and 600mm margins should be provided to all sections of the shared surface carriageways.

19, When the layout is agreed a stage 1 road safety audit and designer's response will need to be provided covering all aspects of the works including the site access from Challenge Way.

Contributions

A contribution towards to Leeds Road A653/Challenge Way/John Ormsby VC Way junction improvement works will be needed in the region of £40307.00 to mitigate the anticipated impact on the junction of the proposed development.