

From: [Cllr Tim Bamford](#)
To: [RichardA Gilbert](#)
Subject: Strata homes, Barnsley road, Denby Dale
Date: 24 April 2022 11:39:05
Attachments: [161 A201 53H Strata Highway Design Issues.pdf](#)

Good morning, Richard

I am concerned about the highway issues at the access to this site from Barnsley Road.

I have sat by the proposed entrance with residents for some length of time and I am convinced that the sight lines and ghost junctions as proposed will pose a significant safety issue on this road especially when looked at in conjunction with the entrance to the permitted development next to it.

I am a transport manager, our vehicles use this road to access the quarries and tip at Bromley Farm and Sovereign, delivering to Naylor's pipes at Cawthorne so I am acutely aware of the problems that will arise from these junctions.

There is also significant heavy traffic from Buckleys dairy using the road 24hrs a day.

Residents have employed a very good engineer who has produced the attached drawing and comments that I fully agree with. It is imperative that we follow proper procedure and that the design complies fully with Kirklees highways design protocols.

Some of the sight lines go through front gardens, which are unlikely to be maintained as shrubs and trees could be grown.

Could you please ensure that Highways and the planning committee are made aware of my concerns?

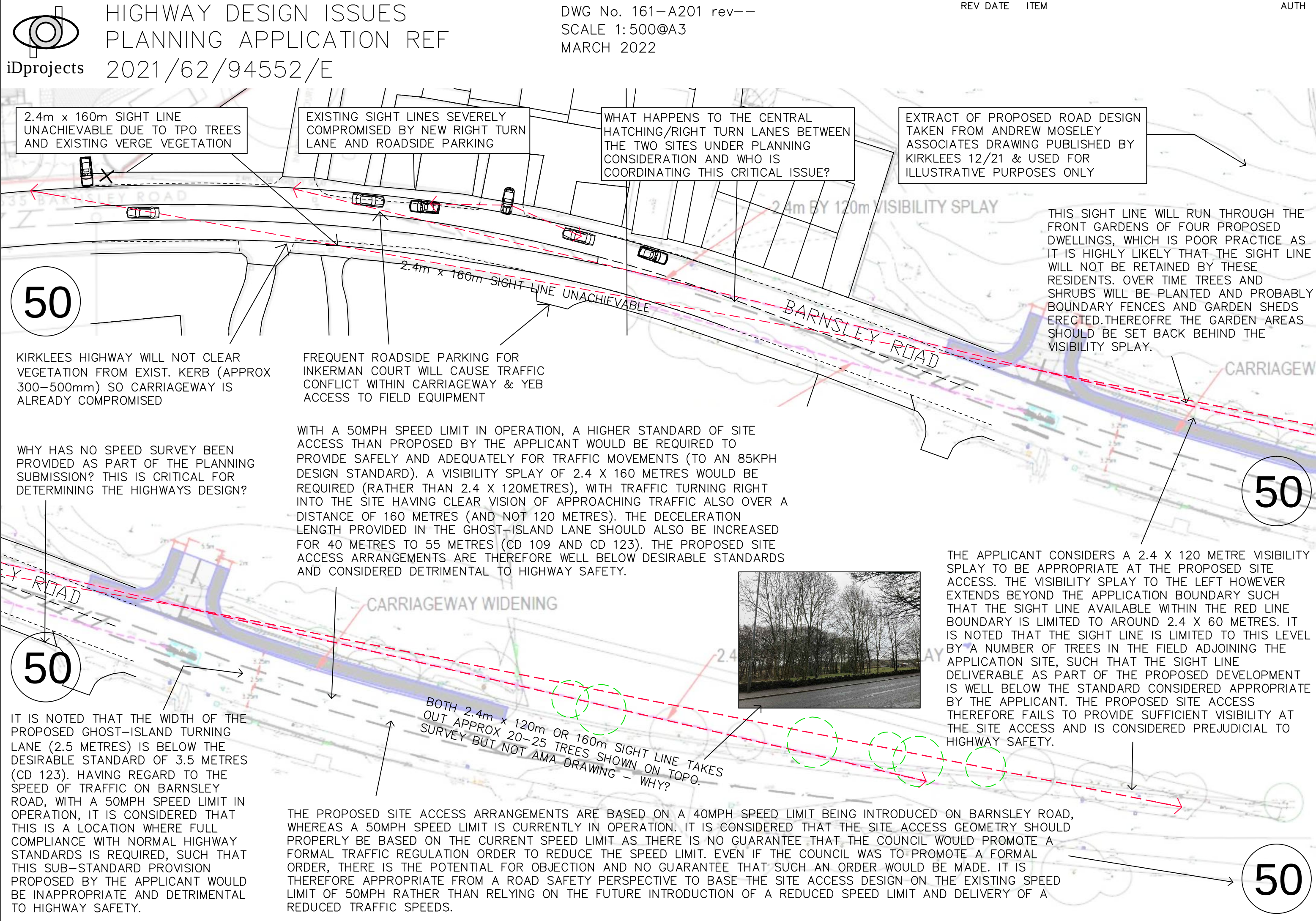
Best regards

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2.4m x 160m SIGHT LINE
UNACHIEVABLE DUE TO TPO TREES
AND EXISTING VERGE VEGETATION

EXISTING SIGHT LINES SEVERELY
COMPROMISED BY NEW RIGHT TURN
LANE AND ROADSIDE PARKING

WHAT HAPPENS TO THE CENTRAL
HATCHING/RIGHT TURN LANES BETWEEN
THE TWO SITES UNDER PLANNING
CONSIDERATION AND WHO IS
COORDINATING THIS CRITICAL ISSUE?

EXTRACT OF PROPOSED ROAD DESIGN
TAKEN FROM ANDREW MOSELEY
ASSOCIATES DRAWING PUBLISHED BY
KIRKLEES 12/21 & USED FOR
ILLUSTRATIVE PURPOSES ONLY

THIS SIGHT LINE WILL RUN THROUGH THE
FRONT GARDENS OF FOUR PROPOSED
DWELLINGS, WHICH IS POOR PRACTICE AS
IT IS HIGHLY LIKELY THAT THE SIGHT LINE
WILL NOT BE RETAINED BY THESE
RESIDENTS. OVER TIME TREES AND
SHRUBS WILL BE PLANTED AND PROBABLY
BOUNDARY FENCES AND GARDEN SHEDS
ERECTED.THEREOFRE THE GARDEN AREAS
SHOULD BE SET BACK BEHIND THE
VISIBILITY SPLAY.

KIRKLEES HIGHWAY WILL NOT CLEAR
VEGETATION FROM EXIST. KERB (APPROX
300-500mm) SO CARRIAGEWAY IS
ALREADY COMPROMISED

FREQUENT ROADSIDE PARKING FOR
INKERMAN COURT WILL CAUSE TRAFFIC
CONFLICT WITHIN CARRIAGEWAY & YEB
ACCESS TO FIELD EQUIPMENT

WHY HAS NO SPEED SURVEY BEEN
PROVIDED AS PART OF THE PLANNING
SUBMISSION? THIS IS CRITICAL FOR
DETERMINING THE HIGHWAYS DESIGN?

WITH A 50MPH SPEED LIMIT IN OPERATION, A HIGHER STANDARD OF SITE
ACCESS THAN PROPOSED BY THE APPLICANT WOULD BE REQUIRED TO
PROVIDE SAFELY AND ADEQUATELY FOR TRAFFIC MOVEMENTS (TO AN 85KPH
DESIGN STANDARD). A VISIBILITY SPLAY OF 2.4 X 160 METRES WOULD BE
REQUIRED (RATHER THAN 2.4 X 120METRES), WITH TRAFFIC TURNING RIGHT
INTO THE SITE HAVING CLEAR VISION OF APPROACHING TRAFFIC ALSO OVER A
DISTANCE OF 160 METRES (AND NOT 120 METRES). THE DECELERATION
LENGTH PROVIDED IN THE GHOST-ISLAND LANE SHOULD ALSO BE INCREASED
FOR 40 METRES TO 55 METRES (CD 109 AND CD 123). THE PROPOSED SITE
ACCESS ARRANGEMENTS ARE THEREFORE WELL BELOW DESIRABLE STANDARDS
AND CONSIDERED DETRIMENTAL TO HIGHWAY SAFETY.

THE APPLICANT CONSIDERS A 2.4 X 120 METRE VISIBILITY
SPLAY TO BE APPROPRIATE AT THE PROPOSED SITE
ACCESS. THE VISIBILITY SPLAY TO THE LEFT HOWEVER
EXTENDS BEYOND THE APPLICATION BOUNDARY SUCH
THAT THE SIGHT LINE AVAILABLE WITHIN THE RED LINE
BOUNDARY IS LIMITED TO AROUND 2.4 X 60 METRES. IT
IS NOTED THAT THE SIGHT LINE IS LIMITED TO THIS LEVEL
BY A NUMBER OF TREES IN THE FIELD ADJOINING THE
APPLICATION SITE, SUCH THAT THE SIGHT LINE
DELIVERABLE AS PART OF THE PROPOSED DEVELOPMENT
IS WELL BELOW THE STANDARD CONSIDERED APPROPRIATE
BY THE APPLICANT. THE PROPOSED SITE ACCESS
THEREFORE FAILS TO PROVIDE SUFFICIENT VISIBILITY AT
THE SITE ACCESS AND IS CONSIDERED PREJUDICIAL TO
HIGHWAY SAFETY.

IT IS NOTED THAT THE WIDTH OF THE
PROPOSED GHOST-ISLAND TURNING
LANE (2.5 METRES) IS BELOW THE
DESIRABLE STANDARD OF 3.5 METRES
(CD 123). HAVING REGARD TO THE
SPEED OF TRAFFIC ON BARNSELEY
ROAD, WITH A 50MPH SPEED LIMIT IN
OPERATION, IT IS CONSIDERED THAT
THIS IS A LOCATION WHERE FULL
COMPLIANCE WITH NORMAL HIGHWAY
STANDARDS IS REQUIRED, SUCH THAT
THIS SUB-STANDARD PROVISION
PROPOSED BY THE APPLICANT WOULD
BE INAPPROPRIATE AND DETRIMENTAL
TO HIGHWAY SAFETY.

THE PROPOSED SITE ACCESS ARRANGEMENTS ARE BASED ON A 40MPH SPEED LIMIT BEING INTRODUCED ON BARNSELEY ROAD,
WHEREAS A 50MPH SPEED LIMIT IS CURRENTLY IN OPERATION. IT IS CONSIDERED THAT THE SITE ACCESS GEOMETRY SHOULD
PROPERLY BE BASED ON THE CURRENT SPEED LIMIT AS THERE IS NO GUARANTEE THAT THE COUNCIL WOULD PROMOTE A
FORMAL TRAFFIC REGULATION ORDER TO REDUCE THE SPEED LIMIT. EVEN IF THE COUNCIL WAS TO PROMOTE A FORMAL
ORDER, THERE IS THE POTENTIAL FOR OBJECTION AND NO GUARANTEE THAT SUCH AN ORDER WOULD BE MADE. IT IS
THEREFORE APPROPRIATE FROM A ROAD SAFETY PERSPECTIVE TO BASE THE SITE ACCESS DESIGN ON THE EXISTING SPEED
LIMIT OF 50MPH RATHER THAN RELYING ON THE FUTURE INTRODUCTION OF A REDUCED SPEED LIMIT AND DELIVERY OF A
REDUCED TRAFFIC SPEEDS.

BOTH 2.4m x 120m OR 160m SIGHT LINE TAKES
OUT APPROX 20-25 TREES SHOWN ON TOPO.
SURVEY BUT NOT AMA DRAWING - WHY?

