Consultation Response from KC, Highways Development Management
2021/94719 Land Off, Burn Road, Birchencliffe, Huddersfield, HD3 3BT
Reserved Matters application pursuant to outline permission 2018/91838 for erection of residential development
Date Responded: 15-03-2022 Responding Officer: Mark Berry Responding Ref: 4-1-50

This is a Reserved Matters application pursuant to outline permission 2018/91838 for erection of a residential development of 22 dwellinghouses at land Off, Burn Road, Birchencliffe, Huddersfield.

Outline planning permission was granted in October 2019 with access the only matter considered – application 2018/91838. This permission included conditions that required a 2-metre-wide footway to the site frontage.

The 106 Agreement required a sustainable travel contribution of £495 per dwelling and an off-site highway contribution (Halifax Road/East Street cavalry Arm junction) of £790 per dwelling.

The applicants have provided plan number 1354/P/002 rev H showing 22 detached and semi-detached houses served by a hybrid shared surface carriageway with access from Burn Road.

Highways Development Management comments

1, House types A to F are all 4 or 5 bedroomed houses: In general Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments it is considered that new:

- 2-to-3-bedroom dwellings provide a minimum of two off-street car parking spaces
- 4+ bedroom dwellings provide three off-street spaces.
- 1–2-bedroom apartments provide one space (3+ bed two spaces)

In most circumstances, one visitor space per 4 dwellings is considered appropriate. One cycle space per unit is recommended. If on street visitor parking is proposed the swept path vehicle tracking should show the parking will not obstruct the refuse vehicle at all feasible locations.

Except for plots 1 and 22 all the proposed plots have just 2 spaces (including garage spaces) and no visitor parking is proposed. The parking provision is therefore considered unacceptable.

2, The proposed visibility splays should be shown at the site access onto Burn Road.

3, Swept paths should be provided which demonstrate that an 11.85m refuse vehicle can enter and exit the site from Burn Road 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, No turning area is provided to the driveway serving plots 8 to 11.

5, Junction visibility tangents (2.4m by 25m) need to be shown for all junctions.

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

7, Its not clear whether the proposed layout is a hybrid shared surface carriageway with footways to allow the steeper gradients or a traditional estate road. If a shared surface is proposed a ramp should be provided at the entrance. A traditional estate road will need to have a 2.0m footway to all sections.

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

Highways Section 38 comments

1, Forward visibility to the site access on Burn Road from the northbound direction could be obscured due to its bend. Forward visibility of 45m (assuming Burn Road is 30mph) needs to be represented for our review.

2, Burn Road is 5.5m wide, which is narrow. Therefore, the corner radius of the access junction will need to be 10m to ensure the Kirklees refuse vehicle can easily access the development site;

3, The proposed retaining wall in front of plot nos. 8 to 11 needs to be offset 2m west to accommodate a footway, ensuring continuity or alternately an allowance for 0.6m margin along the carriageway must be made.

4, Alignment of the road in front of plot no. 5 indicates a speed bend. Proposed speed beings must have a centreline radius of 20m with a minimum carriageway width of 6.1m. This speed bend should be reformatted as a junction with 6m corner radii instead.

5, The road ends in front of plot no. 10, this must continue to plot no. 11 and a turning head should be allowed for to Kirklees refuse vehicle turn around too. Furthermore, the alignment in front of plot nos. 10 & 11 should be straighter and not kinked to accommodate the changes needed.

6, The turning head area in front of plot no. 22 should have a footway going continually around it and not an intermediate margin.

7, In front of plot nos. 20 to 22, road gradient of 1:10 is proposed, which is significantly steep- This should be modified to 1:15 from plot no. 18 to 22 throughout.

8, The road fronting plot nos. 14 to 16 should have a maximum gradient of 1:15, not 1:10.

9, Tactile paving at defined crossing points needs to be illustrated.

10, Swept paths for the Kirklees refuse vehicle are necessary to assess if the proposed alignment of turning head are suitable;

11, Junction visibility tangents (2.4m by 25m) need to be shown for all junctions.

12, No allowance for visitor parking is made. Lay-bys accommodating 6 no. spaces need to be incorporated into these development proposals.