

Consultation Response from KC, Highways Development Management
2022/91139 land south of Oddfellows Street, Scholes, Cleckheaton, BD19 6NX
Erection of 34 dwellings along with all associated infrastructure, parking, open space and landscaping
Date Responded: 24-10-2022 Responding Officer: Mark Berry Responding Ref: 7-4NE-17

This application seeks approval to the erection of 34 dwellings along with all associated infrastructure, parking, open space, and landscaping at land to the south of Oddfellows Street, Scholes, Cleckheaton.

Paragon Highways Plan number 1979-303A Proposed Highways Improvement shows works to Oddfellow Street from the site boundary through to the junction with Industrial Street including works to improve the footways and carriageway and pedestrian crossing points.

Drawing number OS-100 -02, shows an indicative layout of 34 units, comprising of 2 No detached 5 bed properties, 4 detached 4 bed properties and 20 semi-detached 3 bed properties, along with 8 no 1 or 2 bed flat starter units. PROW --- and --- are shown to be retained along the eastern and western boundaries of the site.

The Design and Access Statement states that the applicants would welcome input from the council's Highways Department around road layouts, parking, and servicing requirements.

Highways Development Management comments as follows:

Oddfellow Street

- 1, These proposed works exclude two lengths of footway to the northern side of Oddfellow Street and the works do not extend through to the adopted section of Oddfellows Street which is at the opposite side of the Industrial Street junction. The area of works needs to be extended to include these additional areas.
- 2, No information is provided to confirm the proposed construction standards which should be to an adoptable standard including surface water drainage and street lighting. The applicants should confirm that Oddfellow Street is to be made up to adopted standards with a view to the road being offered to the Council as highway maintainable at public expense.
- 3, The proposed carriageway width varies from between 5.1m and 6.0m. The carriageway width should be shown to be a constant width of between 4.8m and 5.5m with where practical 2.0m footways to either side.
- 4, 2.4 x 43m visibility plays should be shown from Salisbury Street onto Oddfellow Street.

Site Layout, parking, and servicing requirements

- 1, Driveways to plots 8,9 and 22 too close to junctions
- 2, A footway should be shown to return around the junction radii from the eastern side of the site.
- 3, Footways should be provided to both sides of the road to link to plots 33 and 34 and to the public open spaces and around the proposed turning heads.
- 4, 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

5, Swept paths should be provided which demonstrate that an 11.85m refuse vehicle can enter and exit the site from Oddfellow Street 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. The junction radii shown are unlikely to be sufficient to accommodate these turning manoeuvres.

6, No details of gradient's are provided. 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%).

7, 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.

8, A stage 1 road safety audit covering all aspects of the design including the proposed access, making up of Oddfellow Street and internal road layout should be submitted.

Further Comments

1, The local plan refers to the need for a Transport Statement to be provided and that improvement to local highway links may be required. A Transport Statement is required to be submitted with any application, with a scoping brief to be agreed prior to submission.

2, The safety implications because of the visibility at the junctions of Oddfellows Street and Scholes Lane and Salisbury Road and Towngate need to be considered.

3, The comments of the Councils Design Engineer are also attached which are relevant to both this planning application and road adoption.