

**Consultation Response from KC,
Highways Development Management**
2022/91911 land at, Cliff Hill, Denby Dale, Huddersfield, HD8
Proposed residential development consisting of 47 new dwellings with associated highways and landscaping
Date Responded: 12th March 2023

Responding Officer: C Dows

Responding Ref: K17-12/24

Recommendation: Acceptable in principle, subject to the submission of further information satisfactorily addressing the following issues:

- Swept Path Analysis (SPA) demonstrating that an 11.85m long Waste Collection Vehicle can safely enter and exit the site.
- Confirm carriageway and footway widths, Residential Streets - 5.5m carriageway, 2m footways, Shared Surface Streets – 5.5m carriageway, 0.6m hard margins.
- Demonstrate using SPA that an 11.85m waste collection vehicle can pass an on-coming or parked family car throughout the layout.
- Carriageway long sections required to determine appropriate carriageway and footway gradients.
- All internal junctions to provide visibility splays of 2.4m x 23m.
- Horizontal alignment to provide forward visibility splays of 23m, all junction and forward visibility splays must fall within the adopted highway.
- Any retaining features and underground storage facilities/attenuation tanks to be adopted/affecting the adopted highway will require formal technical approval and details should be provided.
- Provision of continuous 2m wide footway along eastern edge of Cumberworth Lane from site access to Wakefield Road.

Development Overview:

The site is located in Denby Dale to the north of the village centre and to the east of Cumberworth Lane. The site is allocated for residential development in the Local Plan, forming part of site HS144 (Cliff Hill). Part of the allocated site has been developed for 6 detached dwellings accessed from Leak Hall Crecent. A parcel of HS144 to the north of the proposed development site is excluded from the current proposals.

Reference to Plans/Documents:

Transport Assessment, Project No. 21115, Dated 27/05/2022.

Dwg. No. 571/16(02)010 Rev. ZA – Proposed Site Plan

Dwg. No. TR-001, Dated 23/05/22 - Kirklees Refuse Vehicle Tracking Routes and Turning Manoeuvres,

General Plan – Swept Path Analysis, Tracks Around Bends, untitled and un-numbered.

General Plan – Swept Path Analysis, Site Access Tracks, untitled and un-numbered.

General Plan – Swept Path Analysis, Turning Head, untitled and un-numbered.

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD, Housebuilder Design SPD, NPPF

Site Access

The site access takes the form of a simple priority T junction, with a carriageway width of 5.5m and 2m wide footways to both sides. A 2m wide footway is also proposed along the site frontage. The posted

speed limit on Cumberworth Lane in the vicinity of the site is 30mph. On site observations suggest that southbound approach speeds may be in excess of 30mph and as requested at pre-app stage a speed survey has been undertaken to determine vehicle speeds and establish the required visibility splay. The speed survey was undertaken at a point approximately 100m north of the proposed site access, survey data identified 85 percentile southbound speeds of 34.8mph. Based on MfS2 SSD calculation and taking into account the gradient of Cumberworth Lane this equates to a required visibility splay of 59m, which the access drawing confirms is achieved. Given the accesses proximity to the Wakefield Road junction and the built-up nature and geometry of the Southern end of Cumberworth Lane, vehicles are observed to be travelling within the posted 30mph speed limit. Accordingly, a visibility splay of 43m commensurate with a 30mph speed limit is considered appropriate.

In the vicinity of the site access Cumberworth Lane is in the order of 5.5m wide, demonstrate using vehicle Swept Path Analysis (SPA) that an 11.85m long Waste Collection Vehicle can safely enter and exit the site. Widening of the site access carriageway may be required to accommodate this manoeuvre.

In summary, the proposed access arrangements are acceptable in principle, subject to providing vehicle SPA demonstrating that a Waste Collection Vehicle can enter and exit the site safely – revised plan required.

Pedestrian Access:

A new 2m wide footway is proposed along the Cumberworth Lane site frontage that connects to the track/PROW (Footpath No. DEN/61/10) located to the north of the site access, which is welcomed.

The new footway should also be improved to the south of the site frontage linking the site to the existing footway, providing a continuous footway along the eastern edge of Cumberworth Lane to Wakefield Road. The current proposals result in a short length of approximately 20m, between the proposed and existing footways, with no suitable pedestrian provision. The intention being that pedestrians walking south will cross Cumberworth Lane to use the footway on the western side.

The lack of a continuous footway on the eastern side of Cumberworth Lane was raised as an issue in the Stage 1 RSA, with the recommendation that a continuous footway be provided. HDM concur with the recommendation the RSA and are of the view that rather than crossing and potentially re-crossing Cumberworth Lane pedestrians walking south towards Wakefield Road are more likely keep to the east and walk in the carriageway for this relatively short length (approx. 20m) to reach the existing footway to the south. The carriageway at this point is relatively narrow and increases the potential risk of vehicular and pedestrian conflict, pedestrians walking south would have their back to oncoming traffic.

It is noted that the Applicant have investigated ownership of the strip of land required to construct the footway, which it is understood now belongs to the Crown, and that they are prepared to make a £20,000 contribution towards construction of the footway should the Council acquire the land. It appears that the Applicant are not prepared to enter into negotiations with the Crown and District Valuer to purchase the land required, which it is accepted could take some time, and want to place the onus for the purchase and cost of the land on the Council.

The Applicant seems to have acknowledged that the purchase of the required land is not insurmountable, although could take some time to negotiate, but suggest that this responsibility and cost should be borne by the Council. HDM are of the opinion that the land and footway are required to provide a safe pedestrian walking route to and from the development and the responsibility and cost for the purchase and provision of the footway lies with Applicant.

PROW:

As indicated above the proposed new footway along the Cumberworth Lane site frontage connects to

Public footpath DEN/61/10, which runs along the northwest boundary of the site from Cumberworth Lane to Leak Hall Lane. This connects to Public Footpath DEN/61/20, which continues in a north-easterly direction to Giltwaite Lane, where Denby Dale First School is located.

The existing public footpath network offers a dedicated and virtually traffic free route between the site and local first school providing the potential for future residents to undertake journeys on foot.

Highway Adoption Issues:

The internal road layout shall be built to adoptable standards, as set out in the Kirklees 'Highway Design Guide SPD' and 'Highways Guidance Note – Section 38 Agreements for Highway Adoptions' March 2019 (version 1) and associated documents.

Sufficient detail must be provided with the planning submission to check that the proposed highways are suitable for adoption, and should clearly show the extent of proposed adoption and any areas that are to remain private (e.g., landscaping areas and PoS). Colleagues in Section 38 have been consulted and have requested the following information:

- Confirm carriageway and footway widths, Residential Streets - 5.5m carriageway, 2m footways, Shared Surface Streets – 5.5m carriageway, 0.6m hard margins
- Demonstrate using SPA that an 11.85m waste collection vehicle can pass an on-coming or parked family car throughout the layout. The carriageway will require widening on bends to enable this manoeuvre – revised plan required. The plans submitted show vehicular conflict and the body of the waste collection vehicle overhanging the footway.
- Carriageway long sections required to determine appropriate carriageway and footway gradients. Desirable maximum gradient 1:20.
- All internal junctions to provide visibility splays of 2.4m x 23m – revised plan required
- Horizontal alignment to provide forward visibility splays of 23m, all junction and forward visibility splays must fall within the adopted highway – revised plan required
- Any retaining features and underground storage facilities/attenuation tanks to be adopted/affecting the adopted highway will require formal technical approval and details should be provided.

Site Layout/Servicing/Waste Collection:

The site layout comprises of a combination of traditional estate roads with footways to both sides, shared surface streets with hard margins and private drives. The overall layout takes the form of a series of cul-de-sacs terminating in service vehicle turning heads. In principle the layout is acceptable, although, as indicated in the adoption section of the report above, amendments are required to address specific issues of, junction visibility, forward visibility, waste collection vehicle SPA and gradients.

It is noted that some additional plans, untitled and un-numbered, have been submitted to address these issues. These have been reviewed and whilst partially addressing some points further information is required to fully address the issues raised, such that the layout would be acceptable for adoption.

Parking:

As a Planning Authority Kirklees Council have not set prescriptive parking standards for residential development. A review of parking provision shows that the majority of plots meet suggested reference levels of parking and overall parking provision is considered to be acceptable. All plots include an EV charging point.

Road Safety:

A review of personal injury collisions for the preceding 5-year period, January 2016 - June 2021, has been undertaken, the findings of which show that there have been no collisions resulting in injury in the vicinity of the site frontage on Cumberworth Lane or at the Cumberworth Lane / A636

Wakefield Road junction. Accident records suggest that there are no undue safety concerns or any problematic safety trends on this section of the local highway network. It is considered that the level of traffic generated by the proposed development is unlikely exacerbate this situation.

Accessibility:

The site is allocated in the Local Plan for residential development (Site Ref.HS144) the accessibility of the site was assessed as part of this process and is considered to be acceptable.

Public Transport:**Buses:**

There are bus stops located on Cumberworth Lane and A636 Wakefield Road within convenient walking distance of the site. These are served by a number of services, providing a combined service frequency of at least 3 buses per hour to Huddersfield, an hourly service to Holmfirth and Wakefield, with limited services to Barnsley and Penistone.

Trains:

The site is around 700m walking distance from Denby Dale railway station, which would provide future residents with the opportunity to walk or cycle to the railway station as part of an onward journey. The station has an hourly service to Huddersfield and Sheffield, which includes destinations including, Penistone, Shepley, and Barnsley.

The site is considered to be in a sustainable location, accessible by bus and train.

To encourage the use of sustainable transport it is recommended that the developer provides a sustainable travel fund, which can be used to fund a range of sustainable travel measures, EG. discounted travel cards. The sustainable travel fund, to be secured by S106 agreement, is based on the cost of a Zone 2-5 MCard, which for a development of this scale is £36,410.88.

Traffic Impact/Network Assessment:

The scope of the Transport Assessment (TA) was agreed during pre-application discussions and is based on current guidance and industry standard methodology.

The TRICS database has been used to determine trip rates, for the AM and PM peak hours of 08:00 – 09:00hrs and 17:00 – 18:00hrs respectively. Traffic growth has been based on TEMPro growth rates with a future design year of 2027. In terms of traffic generation this equates to 30 and 29 two-way trips respectively in the AM and PM peak periods.

Traffic has been distributed on the highway network using origin and destination data from the 2011 Census, method of travel to work data set for the middle super output area (MSOA) in which the site is located. This shows that beyond the site access junction, traffic generated by the site is well within the normal daily fluctuations in traffic flows that could be expected on Cumberworth Lane. The impact of traffic generated by the site on the local highway network is therefore considered to be negligible and as such, junction modelling has only been undertaken for the proposed site access junction. The junction has been modelled using the PICADY function within the Junctions 9 software. Assessment demonstrates that the proposed site access junction operates comfortably within practical capacity in the future design of 2027 and is therefore considered suitable to serve the proposed development.

It is considered that the impact of the traffic generated by the development will have no material or severe impact on the operation or safety of the local highway network.

Travel Plan:

The development falls below the indicative threshold of 50 dwellings where a Travel Plan is required. Notwithstanding, it is noted that a Framework Travel Plan has been submitted which is welcomed.

Conclusion:

Acceptable in principle subject to the submission of further information satisfactorily addressing issues raised in the above report.