Consultation Response from Mark Berry KC,
Highways Development Management

2023/90116 rear of, 135, Heckmondwike Road, Dewsbury Moor, Dewsbury, WF13 3NT

Outline application for erection of residential development

Date Responded: 9-1-2024.
Responding Officer: Mark Berry
Responding Ref:14-6SE-4

The highways consultation response dated 27th June 2023 assessed revised plan number 2695 (100)02 rev B showing a revised layout with 6.0m kerb radii, footways, a traffic calming ramp at the site access, a turning head, the minibus parking area no longer shown to be provided and parking shown to be provided to the existing dwellings house numbers 135 to 141.

The consultation response considered that whilst the applicants had addressed some of the concerns raised there were still outstanding issues regarding servicing and the access from Heckmondwike Road as follows:

1, Sight lines from the proposed access onto Heckmondwike Road are sub-standard.
2, The safety of staff and pupils entering the exiting the pedestrian access to the day nursery given the proximity, increase in turning movements into and out of the site and that the existing barrier rail may need to be removed.
3, The safety of people stood at the bus stop.
4, A waiting bus will obstruct the access and visibility for vehicles entering and exiting the site.
5, Safety implication associated with the on-street parking that currently occurs to both sides of the access. e.g., Poor visibility and the width of Heckmondwike Road being effectively reduced obstructing two-way flows.
6, No swept paths were provided to demonstrate that an 11.85m refuse vehicle can enter, exit, and turn within the site. Refuse vehicle swept paths should allow for the existing on-street parking that occurs to either side of the proposed access.

The applicants have now provided Paragon Highways plan number 2272 001 showing a proposed TRO to restrict parking within the access bell mouth and visibility splays, refuse vehicle swept paths and potential on-street visitor parking space locations.

A Paragon Highways Technical Note is also provided to provide information to the Local Highway Authority on the highway impact for the proposed development. This includes a site description, details regarding the local highway network, development proposals, speed surveys and conclusions.

Section 3 of the technical note development proposals refers to traffic generation, visibility, a proposed TRO, confirms discussions are ongoing with the West Yorkshire Combined Authority (WYCA) to facilitate the relocation of the existing bus stop, footway provisions, parking standards and servicing.

The Highway Safety Section have been consulted regarding the proposed TRO and they have commented as follows:

Highway Safety would have grave concerns about the introduction of waiting restrictions to improve visibility for this development at the detriment of a pre-school and immediately outside the pharmacy both of which will strongly object as they would then not have any on-street parking outside their premises.
Highway Safety also note they are proposing visitor parking in the turning area which should be kept

free from any parking and one space along the entrance when it's highly likely that parking displaced by the parking restrictions will merely park on both sides of the access road.

Highway Safety have complaints that parents from the school on Church Lane constantly double park at this location making access difficult at school opening and closing times.

It's also clear from the swept paths that waiting restrictions would have to run along both sides of Heckmondwike Road to allow refuse vehicle access, which would be even less palatable.

Highways Development Managements (HDM) comments and conclusions

1, The proposed TRO is unlikely to be successful at this location. HDM concerns regarding sub-standard sight lines from the proposed access onto Heckmondwike Road and Safety implication associated with the on-street parking that currently occurs to both sides of the access. e.g., poor visibility and the width of Heckmondwike Road being effectively reduced obstructing two-way flows are therefore still considered relevant.

2, Whilst the Technical note refers to discussions are ongoing with the West Yorkshire Combined Authority (WYCA) to facilitate the relocation of the existing bus stop no proposals are provided. HDM concerns regarding the safety of people stood at the bus stop and that a waiting bus will obstruct the access and visibility for vehicles entering and exiting the site are therefore also still considered relevant.

3, The refuse swept paths provided are shown tight to kerb lines and the proposed on-street visitor parking shown is likely to obstruct refuse vehicle access which is unacceptable.

4, The Highways Technical Note refers to traffic generation as follows:

The site is currently approved for the operation of 7 commercial minibuses. These vehicles are engaged in both ad-hoc trips and scheduled school pick-up and dropoff services. Under the current usage, the site generates approximately 14 vehicle trips during the morning peak hours, and a further 14 vehicle trips at school closing time between 15:00 – 16:00, totalling around 38 - 40 trips daily including ad-hoc trips. In contrast, the proposed development of 7 residential dwellings is expected to result in 3 to 4 movements per peak hour, amounting to about 42 trips per day. While the overall daily trip generation may slightly increase, the new proposals aim to significantly reduce the volume of minibus traffic during peak hours. This change is expected to positively impact the traffic flow and network efficiency in the area.

The traffic generation from the proposed 7 dwellings can be verified using the TRICs data base and is considered reasonable. No evidence or surveys are provided to justify the traffic generation by the 7 mini-buses and the comment that this change is expected to positively impact the traffic flow and network efficiency in the area cannot therefore be accepted.

It should be noted that the planning permission 2021/90635 refers to engineering works to level the site and change the use to park commercial vehicles (minibuses) only.

Given the outstanding concerns Highways Development Managements view that this application as currently proposed should be refused on highway safety grounds.

Kirklees COUNCIL