Consultation Response from Mark Berry KC, Highways Development Management
2023/91454 Helm Farm, Colnebridge, Bradley, Huddersfield, HD5 0PU
Conversion/demolition and restoration of former agricultural building to form 5 dwellings erection of new garages to serve plots 2-4 and extension to plot 5
Date Responded: 16-4-2024. Responding Officer: Mark Berry. Responding Ref: 10-2SW-3.

The previous highways consultation response concluded that this application provided insufficient information to allow a proper highway assessment.

1, No information was provided regarding the condition, width or available passing places of the existing access tracks from Bog Green Lane and Paul Lane.

2, No information was provided regarding proposals for the storage and collection of wastes from the site.

3, Both means of access from Bog Green Lane to Paul Lane are over 20m in length and emergency vehicle turning therefore needed to be shown to be provided.

The applicants have now provided an Access Statement prepared by Paragon Highways. This is summarised as follows:

Paul Lane/Helm Lane access

As existing there is a large barrier/gate preventing unauthorised access, this will be removed as part of the development.

The initial 10.0m of the access road will be widened up to the boundary wall within the applicant's control to enable two cars to pass at the access. The widths vary between 4.2-4.8m.

On the bend as you enter the site there is a passing place/widening proposed at a width of 4.8m to allow a car to pass a HGV, this point has good intervisibility between the widening at the junction. The track then narrows back down to 3.2m for approximately 39.0m before arriving at a crossroad in the track which works as an informal passing place and turning area.

As part of the proposals there is some localised widening at the crossroads been proposed to enable a refuse vehicle to enter, turn within and exit in a forward gear. Swept paths are provided to demonstrate that a refuse vehicle can turn this the site.

Unnamed Road access via Bog Green Lane

The unnamed road is hard surfaced throughout and is in a good state of repair for its day-to-day use. The road fluctuates in widths between 4.8m-3.0m along its length.

There are several informal passing places along the access road at widened junction areas and private access points. There is also good intervisibility between the passing places due to the straight alignment of the road.

There is a pinch point for a length of approximately 80.0m between two passing places as there are walls either side of the carriageway making us unable to offer any widening at that point. There is however good intervisibility between the two passing places at either end which should create a natural priority along that stretch.

A suitable turning head within the site enables a refuse vehicle to enter and exit the site in a forward

gear. Swept paths are provided to demonstrate that a refuse vehicle can turn this the site.

The Access Statement concludes *that the development is considered acceptable, and that there are no highway safety, capacity, or efficiency reasons why planning consent for the proposed development should not be granted.*

HDM comments

Unnamed Road access via Bog Green Lane.

The refuse vehicle swept paths run over run an existing parking area and an un-made grassed area. Can the applicants provide more detail of the layout and construction of this turning head.

Paul Lane/Helm Lane access

The first 10m of the access from Paul Lane/Helm Lane is hard paved but no information is provided to say what the construction of the track is beyond 10m up to the proposed housing. Are these tracks considered to be fit for purpose in their current state or are improvements proposed.