Consultation Response from KC, Highways Development Management
2023/92966 Land to the rear of, 271, Cliffe Lane, Gomersal, Cleckheaton, BD19 4SB
Demolition of existing dwelling and erection of 87 dwellings including formation of a new access from Cliffe Lane, landscaping, public open space and all associated infrastructure and engineering works
Date Responded: 25-1-2024. Responding Officer: Mark Berry. Responding Ref: 8-9SW-10.

This application seeks approval to the demolition of an existing dwelling and the erection of 87 dwellings including formation of a new access from Cliffe Lane, landscaping, public open space and all associated infrastructure and engineering works at land to the rear of, 271, Cliffe Lane, Gomersal, Cleckheaton.

The application is supported by a Transport Assessment (TA) prepared by Sanderson Associates. This is summarised as follows:

The TA seeks to demonstrate that the residual cumulative impacts of the proposed development on the local road network are not severe, and therefore, should not be prevented on highways grounds.

A Residential Travel Plan (RTP) has also been prepared under separate cover which sets out measures to encourage the uptake of sustainable travel amongst future residents and to reduce the number of car-borne trips generated by the site.

Site Location

The application site is currently managed agricultural land bounded by Ferrand Lane to the north, residential developments to the east, Cliffe Lane to the south and Holmfield, agricultural land, Fanwood Campsite and Archer Construction to the west.

At this location Cliffe Lane is approximately 6.5m in width and is subject to a 30mph speed limit across the site access. Footways are present on both sides of the carriageway and there is street lighting present.

Planning History

The current application follows a previous outline application reference 2019/90902 for the erection of 98 dwellings which was refused, and subsequently dismissed at appeal. It should be noted that the Council supported the proposal, subject to a planning obligation to secure affordable housing and contributions towards various facilities and services. However, in the absence of the required signatures to the S106 Agreement, the outline planning application was refused.

The 2019 application was supported by a Transport Assessment (TA) prepared by Bryan G Hall. Highways Development Management (HDM)accepted the findings of the Brail G Hall Transport Assessment and considered the proposals acceptable.

Access Proposals

The proposed development is for 87 dwellings with vehicular access to be provided from Cliffe Lane. A secondary pedestrian access will be provided from Ferrand Lane.

Vehicle access to the site is proposed via a new priority junction onto Cliffe Lane, as per the approved junction design put forward as part of the 2019 application. The access road will feature a 6.0m wide carriageway with 6m junction radii and 2.0m wide footways on both sides tying in with the existing

footway provisions on the north side of Cliffe Lane.
The proposed new access will replace the existing vehicular dropped crossing access to Holmfield, with a new access to Holmfield to be provided from within the site via an existing gate.

Junction Visibility

The proposed access achieves visibility splays of 2.4m x 53m to the east and 2.4m x 52m to the west. The visibility provisions exceed the recommended minimum stopping sight distances (SSD) based on the recorded 85th percentile speed off approaching vehicles (32mph) which require an SSD of 47m.

To achieve the above visibility splays it is necessary to construct a minor build-out of the northern edge of carriageway to allow the advancement of the access give-way line.

Pedestrian Access

Access to the site for pedestrians will be provided via 2m wide footways to both sides of the proposed vehicular access junction, which will link to the existing footway provision on the northern side of Cliffe Lane.

A secondary pedestrian access is to be provided via a link to Ferrand Lane at the north-eastern corner of the site.

Parking

Parking within the development is to be provided in line with the Council's Highway Design Guide.

Internal Layout

The internal layout has been designed to accommodate the swept path of an 11.85m large refuse vehicle (the largest vehicle expected to regularly turn within the site).

Accident Analysis

A review of the personal injury data within the five-year assessment period, found there were no discernible accident trends identified.

Traffic Impact Assessment

Nationwide Data Collection were commissioned to undertake manual, fully classified counts at the following six junctions on 27th March 2023.

1, Site Access/Cliffe Lane (priority junction)
2, Woodlands Road/Cliffe Lane (priority junction)
3, West Lane/A651 Oxford Road/Cambridge Chase (staggered crossroads junction)
4, A643 Spen Lane/A651 Oxford Road/A643 Church Lane (signal-controlled junction)
5, Woodlands Road/A643 Spen Lane (priority junction)

6, Balme Road/A638 Bradford Road/High Street (staggered crossroads junction).

The traffic count data has been analysed and the network peak hours have been established as 07:30-08:30 in the AM and 16:30-17:30 in the PM.

To quantify the impacts of the proposed development traffic upon the operation of the local highway network, detailed junction capacity assessments have been undertaken at the 6 junctions listed above.

The priority-controlled junctions have been assessed using the traffic modelling program 'JUNCTIONS 9'.

The signal-controlled junction has been assessed using 'LinSig v3'.

A review of Kirklees Council's Planning Register concluded that there are no significant committed development sites in the local area that are likely to be delivered within the next 3 years, that would have a material cumulative impact on the operation of the local road network.

To account for the potential growth in background traffic flows, a future year assessment for the year 2028 (5 years post application) has been undertaken by applying growth factors for the local area.

The junction capacity assessments have demonstrated that the impacts of the proposed development upon the operation of the local highway network are likely to be negligible and that all junctions would continue to operate with reserve capacity except for the A643 Spen Lane/A651 Oxford Road/A643 Church Lane signal-controlled junction which already operates over the threshold of practical capacity and close to absolute capacity.

H D M comments

Highways Development Management would agree with the findings of the Transport Assessment that the impacts upon the operation of the local road network will not be severe and should not be prevented on highways grounds.

HDM comments on layout

1, Visitor parking will need to be better spaced across the site at a rate of 1 per 4 dwellings, Adoptable visitor parking should be laid out parallel to the adoptable carriageway.

2, The applicants should be asked to confirm the internal dimensions of the integral garages. 6m x 3 m is required as a minimum to be counted as a parking space.

3, Bin collection points to the two shared private driveways should be closer to the main carriageways (within 8m).

4, The handwritten annotations of some the house types are difficult to read particularly M3(3 bed with garage) and N3(4 bed with garage). Can the applicants confirm the M3 house types have 2 off-

street parking spaces and N3 have 3.

5, Details of proposed road gradients should be provided.

6, The width of the potential access to the development site to the east of the site needs to be specified. An adoptable shared surface carriageway is typically 6.7m in width to include a 5.5m wide carriageway and 0.6m hard margins.

Section 38 comments as follows:

Further to the review of drawing no. 1694-101 rev F and not discounting pre-application comments previously made there are still outstanding concerns with the current proposals that still need to be addressed.

The following must be addressed to ensure the proposed layout is adoptable from a Section 38 perspective: -

1. Site access from Woodlands Cresent has an inadequate stagger. Although, we comprehend the restrictive nature caused by existing features the various mitigations should be proposed to counteract the safety concerned posed due to the lack of stagger such as signage and additional road markings.
2. There are a number of speed bends proposed near plot no. 35, 44, 60 & 74. These speed bends should ideally have a centreline radius of 20m minimum, along with a road width through them of 6.1m. This would ensure a forward visibility envelope of 23m and allow contraflow vehicular visibility too.
3. The private drive to serve plot nos. 23 to 28 should be kept private.
4. The driveways onto the highway for plot no. 41 and 42 pose a risk due to the proximity to the junction. This needs to be reviewed.
5. There are a number of 90-degree bends proposed near plot no. 10 & 83 these are not suitable for adoption as they are restrictive on available visibility.
6. The arrangement of the p drive near plot no. 53 is not suitable for adoption. However, given that over 4 no. plots are being served from it needs to be adoptable and a suitable turning head should be provided at this location instead.
7. A plan showing swept paths and visibility needs to be provided for our review. This plan must also be annotated with dimensions of the proposed road widths.
8. I am unable to comment on longitudinal levels on this occasion as that information is not available, but all share spaces should not be steeper than 1:20 as per my previous comments.