

Cliffe Lane, Gomersal

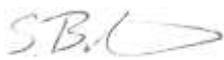
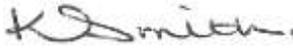
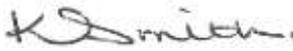
Highway Response Report



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PROJECT TITLE: Cliffe Lane, Gomersal
REPORT TITLE: Highway Response Report
PROJECT REFERENCE: 152130
DOCUMENT NUMBER: 003
ISSUE NUMBER: 01
DATE: March 2024

Issue & Approval Schedule	Issue 01 Draft		Name	Signature	Date	
	Prepared by		Simon Burkinshaw		28/03/2024	
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Issue Record	Issue	Date	Status	Description	Signature	
	02				Prepared	
					Checked	
					Approved	
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					Checked	
Approved						

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- Drawing 152130-004
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1. Introduction

- 1.1 Sanderson Associates Consulting Engineers (SACE) has been appointed to provide Highway Consultancy Services in relation to proposals for the residential development of 87 dwellings on land to the west of Cliffe Mount, Ferrand Lane, Gomersal.
- 1.2 A Transport Assessment (ref: 152130-001-02) has been submitted in support of the application and Highway Comments have been received from Kirklees Council on the layout.
- 1.3 The purpose of this report is to review the highway comments and the concerns raised in relation to the proposed site plan layout. This report will seek to address and clarify the highway concerns raised.

2. Response to Highways Development Management Comments

2.1 Highway Development Management Comment 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.

Sanderson Associates Response

21 visitor bays are to be provided throughout the site and the location and layout of these are shown on LOROC Architects site plan attached at **Appendix A** for ease of reference.

2.2 Highway Development Management Comment 2

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

Sanderson Associates Response

All internal garages are a minimum of 6m x 3m.

2.3 Highway Development Management Comment 3

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

Sanderson Associates Response

The collection points are located approximately 12m from the edge of the proposed adoption highway. These locations are considered to be optimal for bin collection operatives to access and the distance residents would need to wheel their bin. Kirklees Highway Design Guide also states in its section on Private 'Non-Adopted' Streets or Drives the following. *"It should be noted that a refuse vehicle needs to be able to get within 25 metres of all drive-ends or communal storage locations"* The distance of 25m as stated in the Kirklees Design Guide corresponds with the distance stated in Building Regulations.

2.4 Highway Development Management Comment 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.

Sanderson Associates Response

Please refer to LOROC Architects site plans and housing schedule.

2.5 Highway Development Management Comment 5

Details of proposed road gradients should be provided.

Sanderson Associates Response

Please refer to LOROC Architects site plans and design response.

2.6 Highway Development Management Comment 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.

Sanderson Associates Response

Details and dimension of this access are shown on LOROC Architects site plan. 5.5m carriageway and with 0.6m hard margins can be achieved.

3. Response to Section 38 Teams Comments

3.1 Section 38 Comment 1

Site access from Woodlands Crescent 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.

Sanderson Associates Response

A 30m stagger distance (centre line to centre line) is provided from Woodlands Crescent, Table 4 of Kirklees Highway Design guides provides recommendations for junction spacing, for a 'Type A' (residential connector) 22.5m is recommended and for a 'Type B' (Local Residential) 16.5m is recommended. Therefore, the location of the proposed junction is considered acceptable. The access design is as per the approved junction design put forward as part of the 2019 application (ref: 2019/90902).

Any requirements for additional signage would usually be identified as part of the Road Safety Audit process and if this is the case further information will be provided at S278/detailed design stage.

3.2 Section 38 Comment 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.

Sanderson Associates Response

The centre line radii on the access road are above the minimum 20m radius specified in the Kirklees Design Guide and the required forward visibility envelopes can be achieved, these are demonstrated on Sanderson Associates drawing 152130-003A and 152130-004 attached at **Appendix B**.

3.3 Section 38 Comment 3

The private drive to serve plot nos. 23 to 28 should be kept private.

Sanderson Associates Response

Noted and agreed.

3.4 Section 38 Comment 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.

Sanderson Associates Response

It is acknowledged that these two private drives are in close proximity to the junction, however the forward vision and access /junction visibility exceeds the requirement based on the 20mph design speed, therefore drives will be able to observe vehicles existing both locations accordingly.

3.5 Section 38 Comment 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.

Sanderson Associates Response

Sanderson Associates drawing 152130-003A demonstrates that forward visibility can be achieved at these locations. The inside of these have also now been amended to radii.

3.6 Section 38 Comment 6

The arrangement of the private 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.

Sanderson Associates Response

The layout has been amended so that private drive only serves 5 dwellings and this is considered appropriate. Kirklees Highway Design Guide also states in its section on Private 'Non-Adopted' Streets or Drives the following;

New development serving more than 5 dwellings (or any existing private road which will serve more than 5 dwellings after completion of new development) should be laid out to an adoptable standard and be able to be offered for adoption. The Council does not normally adopt developments of 5 dwellings or less.

3.7 Section 38 Comment 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.

Sanderson Associates Response

This information was included within the Transport Assessment submitted with the planning application. These drawings have, however, been updated to reflect the layout changes. Drawings 152130-002A, 152130-003A, 152130-004 and 152130-005 prepared by Sanderson Associates provide this information and are attached at **Appendix B**.

3.8 Section 38 Comment 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.

Sanderson Associates Response

Please refer to LOROC Architects site plans and design response



Appendix A

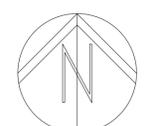
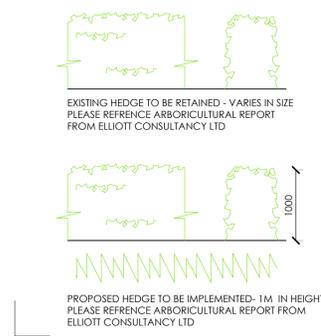
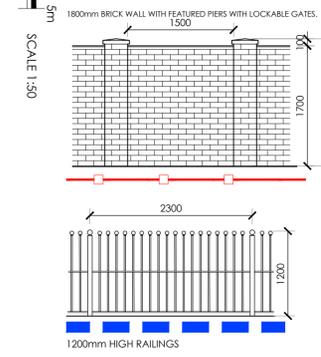
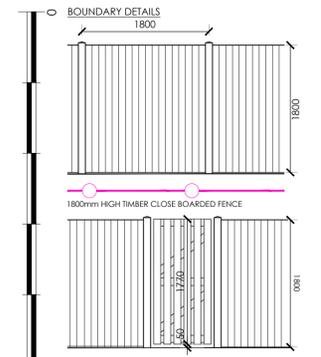
Site Layout Plan

CLIFFE LANE, GOMERSAL

THIS DRAWING IS BASED ON SURVEY DRAWING NO. EH1000-001, PREPARED BY LATITUDE SURVEYS AND ORDNANCE SURVEY INFORMATION. IT IS SUBJECT TO CONFIRMATION OF BOUNDARIES / RIGHTS OF WAY / EASEMENTS AND CONSULTATION WITH THE LOCAL AUTHORITY, DESIGN TEAM AND PUBLIC UTILITIES, ETC.

GENERAL KEY

- PEDESTRIAN & VEHICULAR ENTRANCE/S
 - GATE
 - SIDE WINDOWS OVERLOOKING POS PLOTS 10, 69, 70, 78, 79 & 87
 - BOUNDARY
 - PROPOSED TREES TO INCLUDE SPECIES SUCH AS SILVER BIRCH, MOUNTAIN ASH & NATIVE CHERRY - REFERENCE LANDSCAPE ARCHITECTS DRAWINGS FOR SPECS.
 - EXISTING TREES / SHRUBS / HEDGES TO BE REMOVED - REFERENCE ARBORICULTURISTS DRAWINGS.
 - EXISTING TREES / SHRUBS / HEDGES TO BE RETAINED - REFERENCE ARBORICULTURISTS DRAWINGS.
 - ROOT PROTECTION ZONES - REFERENCE ARBORICULTURISTS DRAWINGS.
 - INDICATIVE ESTIMATED CANOPY SIZE
 - EXISTING BUILDINGS TO BE DEMOLISHED
 - EASEMENTS
 - EASEMENTS FOR POTENTIAL ROAD ACCESS
- ### BOUNDARY TREATMENTS
- 1800mm HIGH STONE WALL WITH FEATURE PIERS AND CLOSE BOARDED TIMBER INFILL PANELS
 - 1800mm HIGH TIMBER CLOSE BOARDED FENCE
 - 1200mm HIGH METAL RAILINGS
 - SMALL GARDEN RETAINING WALLS - REFERENCE S.E DRAWINGS.
 - LARGE RETAINING WALL - REFERENCE S.E DRAWINGS.
- ### GROUND TREATMENTS
- TARMAC TO ESTATE ROADS, PAVEMENTS / FOOTPATH, PRIVATE DRIVES AND DRIVE
 - BRINDLE SETS TO MEWS COURTS / ACCESSWAYS AND DRIVES - UNLESS OTHERWISE STATED
 - TURFED AREAS - ALL REAR GARDENS TO BE TURF
 - PAVING SLABS TO PATHS & PATIOS
 - LOW LEVEL SHRUBS
 - LANDSCAPED AREA



0 10 20 30 40 50m
SCALE 1:500

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NOTES
ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.

REV	DESCRIPTION	BY	CHKD	DATE
J	UPDATED TO ADDRESS PLANNERS COMMENTS	BC	JC	26.03.24
I	UPDATED TO SUIT PLANNERS COMMENTS - PARKING TO PLOT 59	BC	JC	20.02.24
H	UPDATED TO SUIT PLANNERS COMMENTS	MA	JC	28.11.23
G	UPDATED TO SUIT WASTE MANAGEMENT & PLANNING CONSULTANTS COMMENTS	MA	JC	28.11.23
F	UPDATED TO SUIT S.E. & ARBORICULTURAL COMMENTS RE. RETAINING WALL / SPAS	BC	JC	21.06.23
E	SITE PLAN UPDATED TO SUIT HOUSE TYPE FFL AND RETAINING WALLS AS PER S.E DETAILS.	BC	JC	21.06.23
D	ADDED FOOTPATH LINK TO NORTHERN BOUNDARY FROM SITE TO FERRAND LANE	BC	JC	12.06.23
C	UPDATED SITE LAYOUT TO HIGHWAYS AND PARKING PROVISIONS	BC	JC	10.05.23
B	UPDATED SITE LAYOUT TO SUIT PLANNERS COMMENTS FROM SITE MEETING	BC	JC	28.04.23
A	UPDATED SITE LAYOUT TO ACCOMMODATE T34	BC	JC	20.04.23

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3RD FLOOR, 86 - 90 PAUL STREET, LONDON, EC2A 4NE. T: 0203 875 5333

CUSTOMER: **QUARTERS GOMERSAL**

PROJECT: **CLIFFE LANE, GOMERSAL**

TITLE: **SITE PLAN LAYOUT**

DRAWING NO.	1694-101	REVISION	J
SCALE	1:500 @ A1	DATE	01.23
DRAWN BY	BC	CHECKED BY	-

PURPOSE OF ISSUE

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<input type="radio"/> COMMENT	<input type="radio"/> INFORMATION	<input type="radio"/> CONSTRUCTION

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Appendix B

Drawing 152130-002A

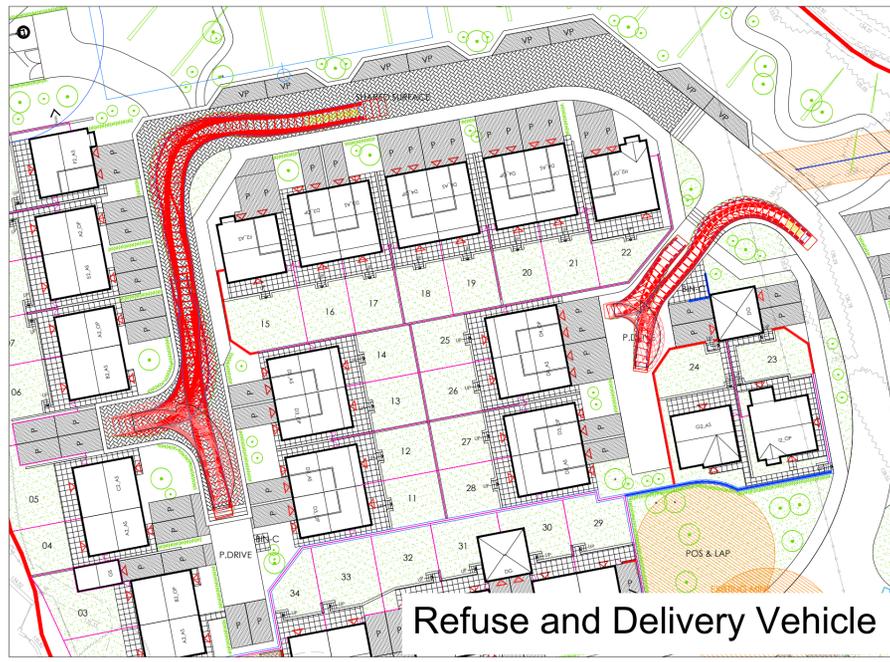
Drawing 152130-003A

Drawing 152130-004

Drawing 152130-005



Car and Refuse Vehicle



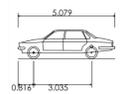
Refuse and Delivery Vehicle



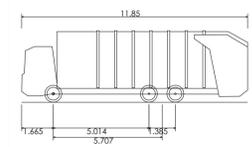
Refuse and Delivery Vehicle

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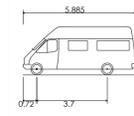
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- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
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Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



Copy Of Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
 Overall Length 11.850m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.035m



4.6t Light Van
 Overall Length 5.885m
 Overall Width 2.000m
 Overall Body Height 2.526m
 Min Body Ground Clearance 0.299m
 Track Width 1.755m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.000m

A	Layout updated	AA	28.03.24	SB
Rev	Amendment	Drawn	Date	Checked

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Project Title	Cliffe Lane Gomersal			
Drawing Title	Swept Path Analysis			
Scale	1:500	Drawn By	SB	
Drawing Size	A1	Checked By	KS	
Date	July 2023	Approved By	KS	
Drawing Number	152130-002	Rev	A	



Forward Visibility measured at 25m stopping sight distance for a design speed of 20mph. (Magenta Lines) based on Street type B (Local residential street) of Kirklees Highway Design Guide

Forward Visibility measured at 23m stopping sight distance for a design speed of 15mph. (Cyan Lines) based on Street type C (Share surface street) of Kirklees Highway Design Guide

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A	Layout updated	AA	28.03.24	SB
Rev	Amendment	Drawn	Date	Checked



Project Title	Cliffe Lane Gomersal			
Drawing Title	Visibility Plan			
Scale	1:500	Drawn By	SB	
Drawing Size	A1	Checked By	KS	
Date	July 2023	Approved By	KS	
	Drawing Number		Rev	
	152130-003		A	



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Rev	Amendment	Drawn	Date	Checked

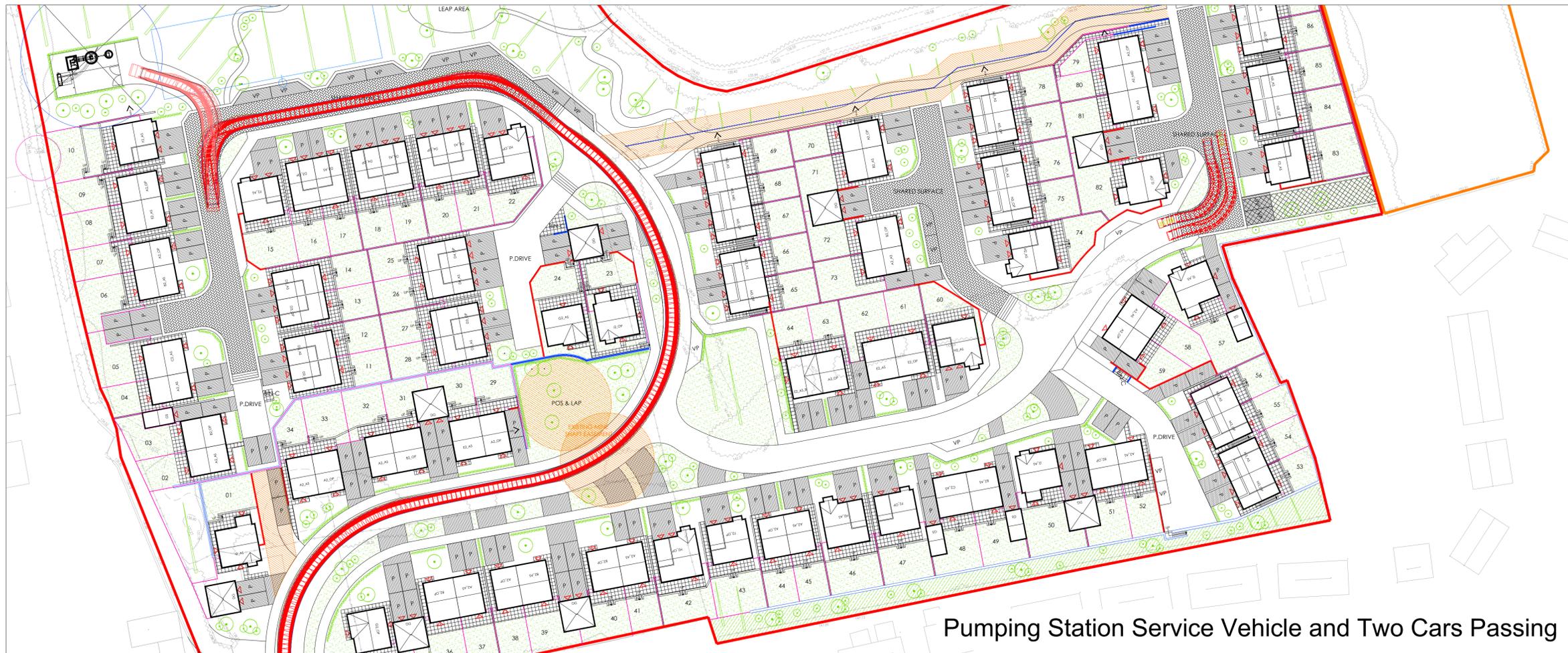


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Project Title
Cliffe Lane Gomersal

Drawing Title
Carriageway Dimensions

Scale	1:500	Drawn By	AA
Drawing Size	A1	Checked By	SB
Date	July 2023	Approved By	SB
Drawing Number		Rev	
152130-004			

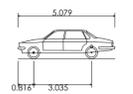


Pumping Station Service Vehicle and Two Cars Passing

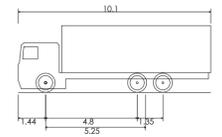


Two Cars Passing

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Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



Mercedes Actros Rigid 6x2 2536L
 Overall Length 10.100m
 Overall Width 2.494m
 Overall Body Height 3.495m
 Min Body Ground Clearance 0.200m
 Max Track Width 2.494m
 Lock to lock time 5.00s
 Wall to Wall Turning Radius 10.100m

Rev	Amendment	Drawn	Date	Checked

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Project Title
 Cliffe Lane
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Drawing Title
 Swept Path Analysis
 Shared Surfaces

Scale	1:500	Drawn By	AA
Drawing Size	A1	Checked By	SB
Date	July 2023	Approved By	SB

Drawing Number	152130-005	Rev	
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