

**Consultation Response from Mark Berry 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: 15-8-2024.

Responding Officer: Mark Berry.

Responding Ref: 8-9SW-10.

Further to the highways consultation response dated 25th January the applicants have now provided additional information and a Highways Response Note prepared by Sandersons Associates.

The additional information and Highways Response Note addresses many of the issues previously raised by Highways Development Management and the Section 38 team.

There are however still outstanding issues as follows:

1, Visitor parking should be provided at a rate of 1 space per 4 dwellings or 21 spaces for the 87-dwelling proposed. Visitor parking is still not well spread across the site and the spaces shown within the potential access to the adjacent site next to plot 83 are not considered acceptable. If on-street parking is envisaged, swept path analysis is required to demonstrate if the Kirklees Refuse Vehicle can manoeuvre through.

2, The applicants have provided a Waste Management plan which shows bin collection points on footways, hard margins or on driveways which is unacceptable. I have asked Waste Strategy for their views on this plan and will forward their comments when they are available.

The Section 38 Team have reviewed the revised proposals, and their comments are as follows:

1, The applicant should be advised that these visibility areas will need to be dedicated to the Highway Authority and should not be sold to adjacent property owners.

2, The following sections of carriageway are too steep (maximum gradient 5%) for shared surface and will require a typical carriageway estate road with 2m wide footways on both sides of the carriageway as per Table 1 of the Design Guide. This does mean some areas of shared surface will have to be changed to a typical carriageway estate road with footways adjacent the carriageway on both sides or the vertical alignment will have to be amended to a maximum of 5%.

Road 1 – 6.4% Chainage 170.000 – 270.000

Road 1 - 5.2% Chainage 320.000 – 367.714

3. The footways deviate away from the carriageway in a number of locations and therefore additional footway will need to be added adjacent the carriageway where this occurs in accordance with Table 1 of the Design Guide.

4, The Stage 1 Road Safety Audit is older than five years old and will have to be completed again in accordance with GG119 Paragraph 4.22. The revised RSA1 will need to list all the current drawings provided for this planning application in the RSA1 brief for the RSA Team to review.