

Project	Cliffe Lane, Gomersal -Application Number 2023/92966	Document No	152130-006-001
Subject	Technical Note - Highway Response to comments received		

Introduction

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.

The purpose of this Technical Note is to review the highway comments and the concerns raised in relation to the proposed site access. This Technical Note will seek to address and clarify the highway concerns raised.

Highways Development Management comments and response.

Comments were received on the 28 November 2024 from Mark Berry at Kirklees Council - Highways Development Management.

It should also be noted that a meeting took place at Kirklees Council Offices on Friday 29 November 2024. The meeting included the application design team, Nick Hirst (Kirklees Planning Officer) and Chris Dows (Kirklees Group Engineer- Highway Development Management).

Highway Development Management Comment 1

The plans show a footway to one side of the shared surface carriageway between chainages 170 to 270 where the gradients are greater than 5 percent (1 in 20). Footways should be shown to both sides.

A 6.67 percent (1 in 15) gradient is shown to the shared surface between chainages 320 and 345m which is unacceptable.

Design Team Response

The site layout has been updated so this section of road achieves a maximum gradient of 1:20 gradient. This proposed gradient removes the need to include footways on both sides.

Highway Development Management Comment 2

No further information is provided regarding the footways that deviate away from the carriageway. Section 38 have previously stated that “the footways deviate away from the carriageway in several 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”.

Design Team Response

The site layout has been updated to show footways adjacent to the carriageway. No green verges separating the carriageway and footway are now proposed. The verges are now located to the rear of the footpath, between the footway and private curtilage of the plots. As agreed in the meeting on Friday 29 November 2024 a small 600mm high timber post and rail fence denoting what is proposed to be verge and what is proposed to form part of the adjacent private curtilages will be provided. Verges will not form part of the adopted highway. Widened areas around bends to allow for forward sight lines will be hard surfaced and offered for adoption.

Highway Development Management Comment 3

Loroc Refuse Management Plan 1694-122 rev F shows bin collection points on the footways, hard margins or on the proposed driveways which is not acceptable. Bin collection points should be provided to all dwellings to enable bins to be presented on collection day without either obstructing the highway or proposed driveways.

Design Team Response

The site layout has been updated to show bin collection locations. These locations were agreed in the meeting on Friday 29 November 2024. It can be confirmed that these locations remove the need for residents to leave refuse bins on shared surfaces and footways.

Highway Development Management Comment 4

The forward visibility splays shown on Sanderson’s drawing number 152130 -003 Rev A need to be included within the adopted highway.

Design Team Response

These areas will be offered for adoption and are now shown as such on the site layout plan.

Highway Development Management Comment 5

Road Safety Audit Designers Response Report.

The Section 38 Adoptions Team Engineers comments are “the RSA1 Designers Response has not accepted the RSA Recommendation which is not acceptable. The previous RSA was rejected because it was over five

years old and whilst the Developer has claims this was previously accepted our design standards have moved on since and hence the new RSA Recommendations will need to be resolved”.

Design Team Response

The RSA raised two points, the RSA response accepted one point and did not accept the other point. The RSA response to the point not accepted stated.

“The Audit Team's Recommendation is not accepted.

The access arrangement was previously proposed as part of previous application 2019/90902 and the access from Cliffe Lane was agreed by Kirklees Highways.

The access arrangements are provided in line with guidance contained within the Kirklees Highway Design Guide.

It should also be noted that Manual for Streets (paragraph 6.8.1) states:

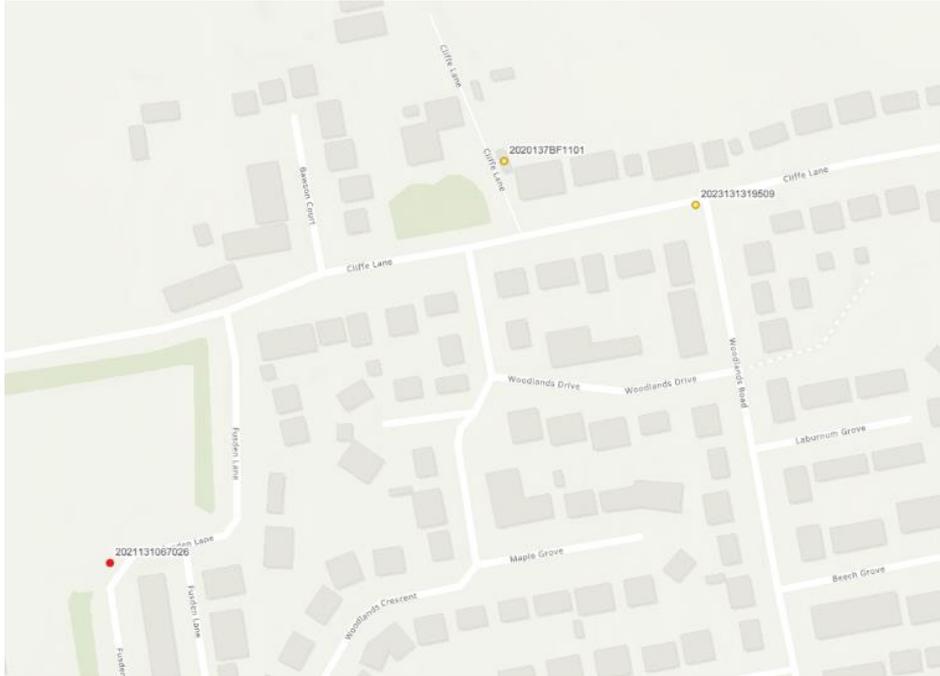
“The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated”

The design team have provided some further justification for not accepting this comment.

Kirklees Highway Design Guide was adopted in November 2019. The roads within the site are classed as Local Residential Street (Type B). **Table 5: Recommended guidelines for junction radii and visibility layouts**, identifies that the access should be provided with 6m radii. It can be confirmed that the site access junction onto Cliffe Lane is provided with 6m radii and is provided in accordance with recommended guidelines. Whilst it is noted that the Highway Design Guide was adopted in November 2019, 8 months after the original RSA was completed, it is understood that the geometry requirements were unchanged from the council’s previous guidance. Consequently the council comment in this respect is considered to be irrelevant.

Manual for Streets guidance was first issued in 2007 and therefore this guidance was appropriate at the time of the first application and its consideration by the council and remains appropriate today.

Other access points along Cliffe Lane are also provided with similar geometry. Woodlands Crescent, Woodlands Road and Fusden Lane are just three examples. A review of the Crashmap Pro collision analysis system for a period covering from 2014 to December 2023 (9 years of data) shows that no accidents involving goods/refuse vehicles have occurred at these three junctions. All three junctions detailed would require the refuse vehicle to turn in and out of these junction in a similar manor to the proposed access. The incident plot diagram within the vicinity of the site is shown overleaf:



Design Team Summary

Having reviewed the Council’s Highway Development Management Team comments in detail and met with representatives of the Council a number of amendments have been made to the layout which are considered to overcome the concerns raised in terms of the internal site layout.

With regards to the RSA problem identified the guidance on such matters, GG119, does not require the Design Team to accept every recommendation that is made by the Audit Team. It does, however, require the Design Team to consider carefully the potential implications of the problem identified and to provide an appropriate response if it does not feel that the recommendation is justified.

In this particular case the Design Team does not consider it necessary or appropriate for alterations to be made to the proposed access arrangements to enable a refuse vehicle to access and egress the site without utilising the full width of the carriageway.

This view is supported by guidance contained within Manual for Streets paragraph 6.8.1 on the basis that a refuse vehicle would visit the site on an infrequent basis, typically once per week. Similarly other larger servicing or delivery vehicles would also be expected to access the site on an infrequent basis. Such a situation exists at neighbouring junctions and has done for many years with no indication of any issues arising.

As such it is concluded that the infrequent presence of such vehicles on the site does not warrant any alteration to the proposed site access arrangements.

Acknowledgements

Issue Record

Issue Status	Prepared by	Checked by	Approved by	Date
01 Final	S Burkinshaw	K Smith	K Smith	16 December 2024

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Appendix A

Drawing X