

**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 97 dwellings including formation of a new access from Cliffe Lane, landscaping, public open space and all associated infrastructure and engineering works**

**Date Responded: 5-2-2025.**

**Responding Officer: Mark Berry.**

**Responding Ref: 8-9SW-10.**

The highways consultation response dated 26<sup>th</sup> November regarding the applicant's revised plans considered that there were outstanding issues as follows.

*"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.*

*2, No further information is provided regarding the footways that deviate away from the carriageway. Section 38 have previously state 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.*

*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.*

*4, The forward visibility splays shown on Sandersons drawing number 152130 -003 rev A need to be included within the adopted highway*

*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"*

The applicants have provided further revised plans and a Highways Response prepared by Sanderson Associates.

The revised plans now show acceptable gradients (1 in 20) to all section of the proposed shared surface carriageway such that footways are not needed to both sides. Footways are also now shown adjacent to the carriageways.

The comments within the Sanderson Associates Highways Response regarding the RSA Designers Response and the site access are accepted.

The revised Loroc Refuse Management Plan 1694-122 rev H shows bin collection points 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 obstructing the proposed driveways. It is however considered that the provision of acceptable bin presentation points can be conditioned.

The revised plans and Highways Response therefore satisfy points 1,2,3 and 5 above.

There is however still an outstanding issue regarding point 4 above junction visibility and forward visibility.

Visibility and forward visibility splays on Loroc plan number 1694-101 rev N don't correspond with Sandersons drawing number 152130 -003 rev A as follows:

Cul de sac serving plots 80 to 88 (Note plot numbering on the Loroc plan differs from the Sanderson plan)

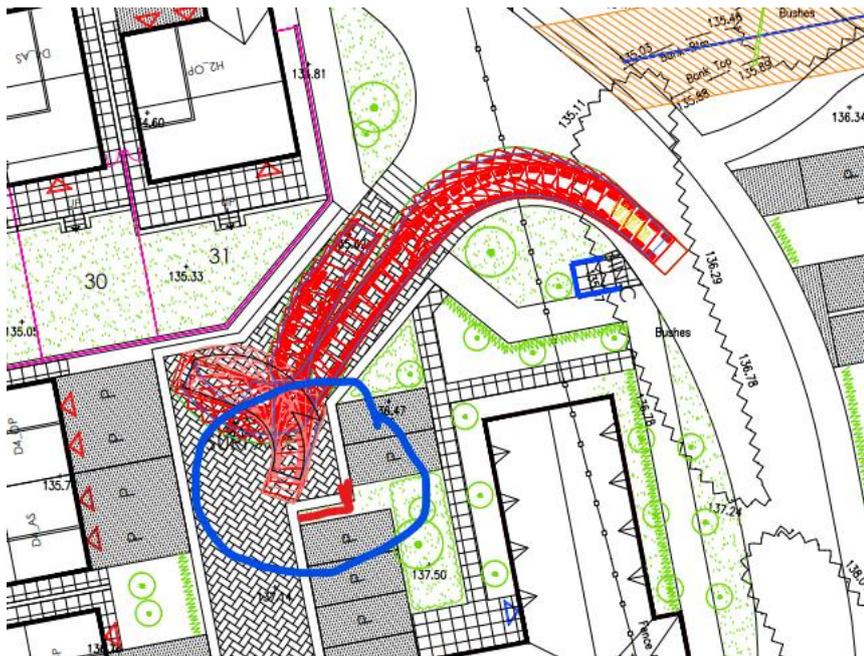
The visibility splay at the junction with the spine road and the forward visibility splay across the frontage of plot 84 is not correctly shown.

Cul de sac serving plots 23 to 26 and 32 to 38

The visibility splay at the junction with spine road is not correctly shown.

Further comments from the Section 38 Adoptions Team relevant to this application are as follows.

*The swept path for the shared surface will require amendment widening the carriageway in the area highlighted red in a blue circle below.*



*Only visitor parking bays parallel to the carriageway will be adopted. These must be a minimum of 2.5m x 6m. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption. Please dimension the parking bays. Where parallel parking bays are adjacent Public Open Space or walls please ensure if there is no footway i.e. shared surface carriageway then there is a minimum 1-metre-wide hardstanding to enable safe entry and exit of the occupants.*

*No property including balconies should be within 500mm to the proposed highway. No doors, gates, windows, garage doors or gas/electric cupboards must open over the proposed highway.*

