

Consultation Response from KC, Highways Development Management
2024/91476 Clough Farm, Long Lane, Earlsheaton, Dewsbury, WF12 8LQ
Erection of 20 dwellings and 6 quarter houses
Date Responded: 12-8-2024. Responding Officer: Mark Berry. Responding Ref: 15-5SE-3.
This application seeks approval to the erection of 24 dwellings at Clough Farm, Long Lane, Earlsheaton, Dewsbury. This application includes a similar shared surface carriageway layout and turning head to the 2021 permission on this site with the same point of access onto Long Lane. A 2.0m wide footway is shown to the Long Lane site frontage. A 2.0m wide footway is also shown to run from Long Lane and along the southern side of the proposed estate road. The proposed dwellings include 20 type C and E three bedroomed dwellings in blocks of two and three two pairs of semi-detached one bedroomed bungalows. The three bedroomed units are all shown to have 2 off-street parking spaces and the one bedroomed units are all shown to have one off-street parking space plus two private visitor parking spaces. A further 4 visitor parking spaces are shown at the end of the propose shared surface carriageway adjacent to plot 12. The site has a previous approval for 16 units, planning reference 2021/94364. This application increases the number of dwellings by just 8 to 24. An increase of 8 additional dwelling could result in an estimated 6 additional two-way vehicle movements in the AM and PM at peak periods for traffic or 2 in and 4 out in the AM peak and 2 out and 4 in in the PM. A 106 off-site highways financial contribution towards footway improvements to Long Lane was required by the 2021 permission. A similar contribution should be sought for this application. Given the previous permission and that this proposal increases the number of dwellings by just 8 Highways Development Management have no objection to these proposals in principle. This application however provides insufficient information to allow a proper highways assessment to be completed and further information is needed as follows. 1, Swept paths should be provided which demonstrate that an 11.85m refuse vehicle can enter and exit the site from Long Lane and turn within the site. All schemes must incorporate reasonable tolerances and safety margins. A good starting point is to allow 0.5m clearance to kerbing or vertical obstructions on each side of the swept path. Designs should therefore, where possible, aim to cater for vehicles larger than the above minimum standards. 2, Bin collection points should be shown to be provided to all dwellings to enable bins to be presented

on collection day without either obstructing the highway or proposed driveways.

3, The extent of the proposed adoptable highway is not clear. The applicants need to clarify the extent of adoptable highway noting that the maximum number of dwellings that can be served by a private drive is 5.

4, Visitor parking should be provided at a rate of 1 space per 4 dwellings or 6 spaces for the 24-dwelling proposed. Where on-street parking is envisaged, swept path analysis is required to demonstrate if the Kirklees Refuse Vehicle can manoeuvre through. The visitor parking shown is within private areas and is not spread evening across the site.

5, Sight lines are not shown at the site access onto Long Lane.

6, Forward visibility splays should be shown across the bend in the proposed road and sight lines at the junction of the two internal roads.

7, The footway across the access to plot 21 needs to continue through has a dropped crossing and not retuned into the proposed driveway as shown.

8, When the layout is agreed, a stage 1 road safety audit covering all aspects of the design including the proposed access and internal road layout should be submitted.