

Consultation Response from KC, Highways Development Management
2024/92281 Land adj, 17, Whitehall Road West, Birkenshaw, BD11 2LS
Erection of 23 dwellings
Date Responded: 28-11-2024. Responding Officer: Mark Berry Responding Ref: 8-10NW-10.
This application seeks approval to the erection of 23 dwellings at land adjacent 17, Whitehall Road West, Birkenshaw. The site access has previously been approved by application number 2020/92802 for 11 residential units (10 new plus one existing). The proposals are for a total of 24 units from the same point of access as previously approved by the 2020/92802 permission. The application is supported by a Transport Assessment (TA) prepared by Development Planning Ltd. This includes an assessment of the anticipated traffic generation as follows The TRICS database has been used to assess the anticipated traffic generation for the proposed 24 units (23 new plus one existing). The forecast two-way peak hour AM and PM traffic flows are 16 and 22 trips, an increase of 8 and 12 trips compared to the previously approved application. The TA concludes that there are no reasonable highway reasons for refusal of the application. Highways Development Management have however now assessed these proposals and have several issues as follows: Highway Layout 1, The shared driveway serving plots 20 to 23. Swept path analysis should be provided to demonstrate that a vehicle can enter and exit these plots in a forward gear. - The driveway serving plots 5 to 8 should be a minimum of 6.0m in width to allow suitable turning and manoeuvre into and out of the proposed driveways. 2, Acceptable sight lines from both the existing dwelling and plot 1 onto the proposed access road should be demonstrated. 3, The visitor parking space to the side of plot 12 is not laid out in a manner that would be suitable for adoption. Visitor parking should be laid out parallel to the highway. 4, Swept paths are shown within the TA prepared by Development Planning Ltd. The swept paths are tight to kerb lines and can't be considered acceptable. Swept paths should be provided which demonstrate that an 11.85m refuse vehicle can enter and exit the site from Whitehall Road West 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.

Can the applicants also confirm the vehicle speeds when manoeuvring RCVs, shall be able to travel at a minimum speed of 5 km/h forward and 2.5 km/hr reverse. In other words, drivers shall not need to stop to adjust the steering while stationary before setting off again.

5, No details of the proposed gradients are provided.

The gradient of a non-priority route on the approach to a junction should be a gradient of 1 in 40 (2.5%) for the initial 10 metre length with an absolute maximum of 1 in 25 (4%).

The desirable maximum carriageway longitudinal section gradient on all adoptable shared surface carriageways are 1 in 20 (5%). If this is not achievable then the specific circumstances should be discussed with the Council to address potential mobility and safety implications. A gradient no steeper than 1 in 10 (10%) is preferred.

6, Sight lines of 2.4m x 46 m were required by condition 3 of the previous application. These were based on speed surveys that were undertaken in June 2020 which are now considered to be out of date. Further up to date speed surveys are therefore required. (Note also that wet weather speeds are no longer accepted).

Off-Site Works

7, The comments of the Highway Design section are attached outlining the standards that are appropriate for the access and the re-siting of the island in Whitehall Road West. Kirklees have recently tightened the standards required for works within the public highway and these standards will need to be complied with, or it may not be possible to implement the works to re-site the existing island.

Whilst several of the points can be dealt with as part of the detailed design and can be conditioned there are issues which will need to be agreed before planning can be granted.

A detailed plan should be provided showing the design of the proposed right turn lanes for the site and the fire station access, together with the site access. The proposals should include the stagger distance between the junctions, road and lane widths, junction radii, refuse vehicle swept paths, junction gradients and visibility splays from the junction.

Road Safety Audit

8, Kirklees have also revised the requirements regarding Road Safety Audits. In the first instance a Road Safety Audit Brief should be submitted which will need to be agreed with our Highway Safety Section.

Section 38

9, Section 38 comments are also attached which are considered relevant to this application.