Highways Development Management Comments in addition to the comments from the section 38 team below.

Parcel 1 based on Plan number 23.5666.10A - Site Layout

Plot A51 only has 2 off-street parking spaces - 3 are needed.

Plot A59 has an access opposite to the Cold Royd Lane junction which will result in conflict with vehicles using the junction which is not in the best interests of highway safety – Access to the rear should be possible.

Turning heads are needed to private driveways serving the plots listed below or swept paths to demonstrate that a large delivery van can turn within the exiting arrangements.
A13 TO A7
A21 TO A18
A5 TO A9
A32 TO A36

No footway to proposed to the eastern side of the road adjacent to plots A9 and 10. A traditional estate road must have 2.0m footways to both sides.

Parcel 3 based on Plan number 23.5666.11A – Site Layout

Parking to plots C30 TO C33 and C26 to C29 - Swept paths are needed to demonstrate that a vehicle can enter and exit the parking spaces in a forward gear.

Swept paths should be provided to demonstrate that a vehicle can enter and exit the central spaces of all the tandem parking spaces in blocks of 3 without over-running adjacent spaces.

Plots C9 TO C16 are 4 bedroomed houses with just 2 off-street parking spaces. 3 parking spaces per dwelling is required

Parking space C3 appears difficult to access. Swept paths are needed to demonstrate that a vehicle can access this space.

General comment regarding both parcels given that no drainage details are provided.

All new storm water attenuation tanks/pipes/culverts with internal diameter/ spans exceeding 0.9m must be located off the adoptable highway

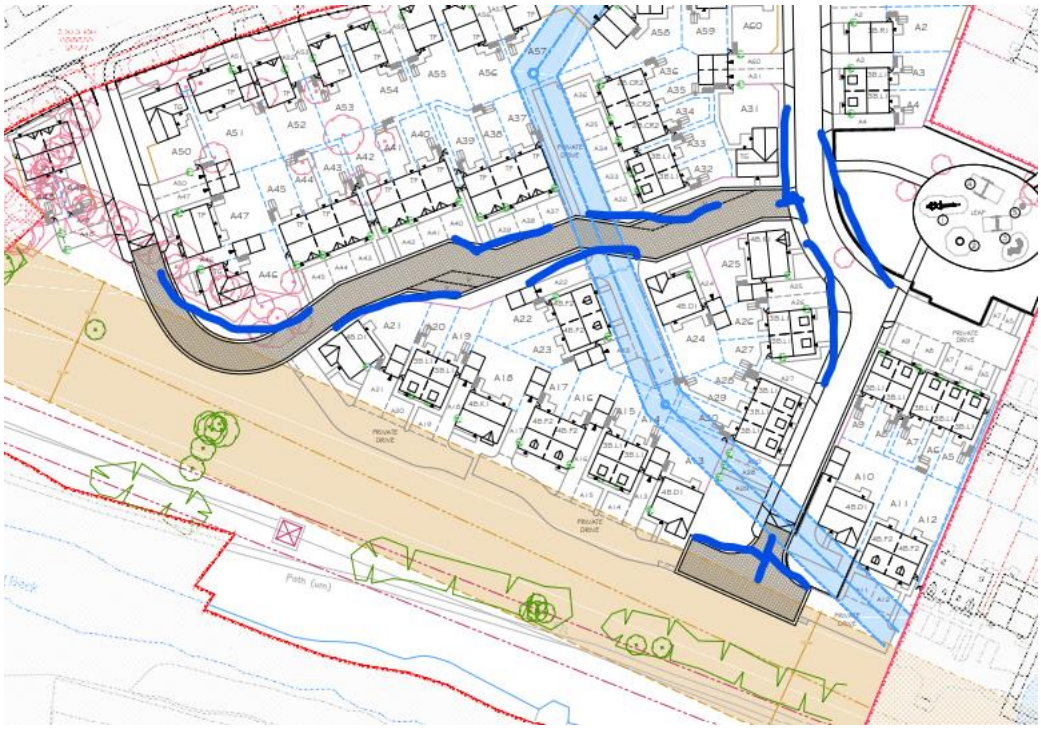
Section 38 comments

The application will need to comply with Kirklees Design Guide including some of the key issues below:

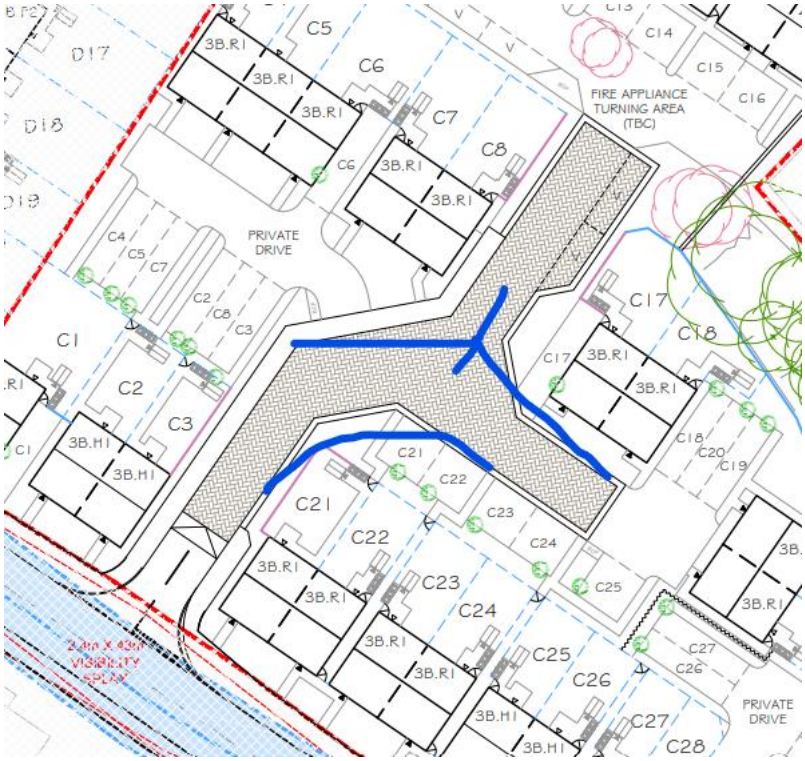
Table 1: Summary of Residential Street Types

Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 mph
Speed restraint feature separation (Maximum)	100m	60m	40m
Forward visibilities	33m	25m	23m
Centreline radius (Minimum)	35m	20m	Based on vehicle tracking
Typical Cross -section	2m footway – verge – carriageway – verge – 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin
Carriageway width	6.75 metres	5.5m	5.5m

There are no visibility splays indicated. Junction and Forward Visibility Splays and dimensions must be in accordance with the Kirklees Design Guide (Table 1) and dedicated to Kirklees if they fall out of the existing highway boundary. These visibility splays must be clear of all obstructions i.e. trees, parking bays etc which will need to be relocated.



Please provide the forward and junction visibility splays for Parcel 3.



A minimum carriageway width of 5.5m will be required.

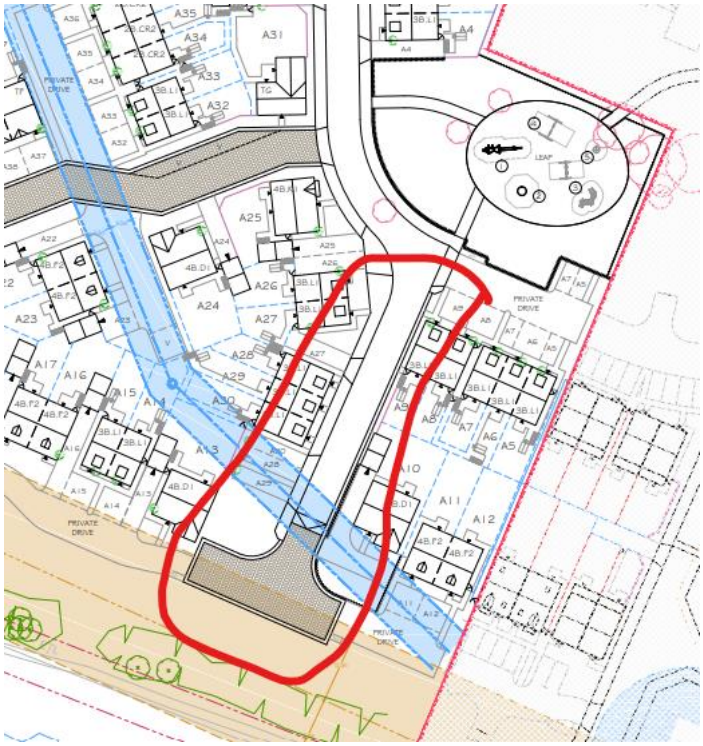
The carriageways that have a straight alignment will require vertical or horizontal deflection traffic calming at regular intervals in accordance with Table 1 above. Where horizontal traffic calming is proposed please ensure build outs are provided on either side of the carriageway to create a chicane as due to low traffic volumes single build outs or ones spaced some distance apart are not effective in slowing vehicles. Where vertical traffic calming is provided please use a flat top road hump 4m wide at the top using our ramp from the standard details to ensure the vehicles do not ground out. Please note rumble strips are not accepted as they generate noise complaints from residents. We will require a ramp between the Residential Street (Type B) and the Shared Surface Carriageway (Type C) roads.

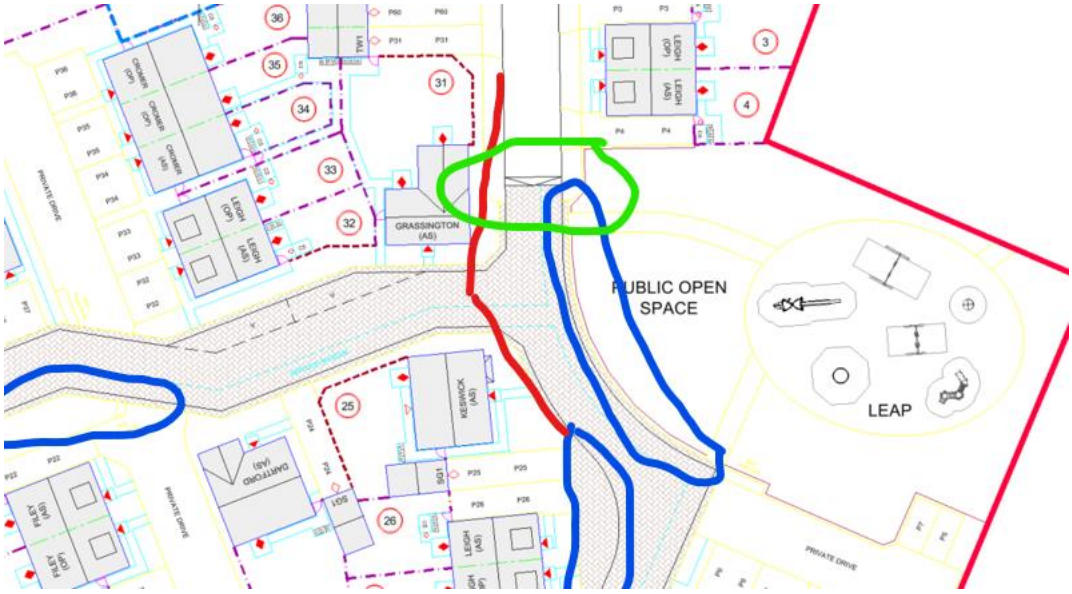
Footways will be required on both sides of the Local Residential Street (Type B) carriageway to a minimum width of 2.0m as per Table 1.

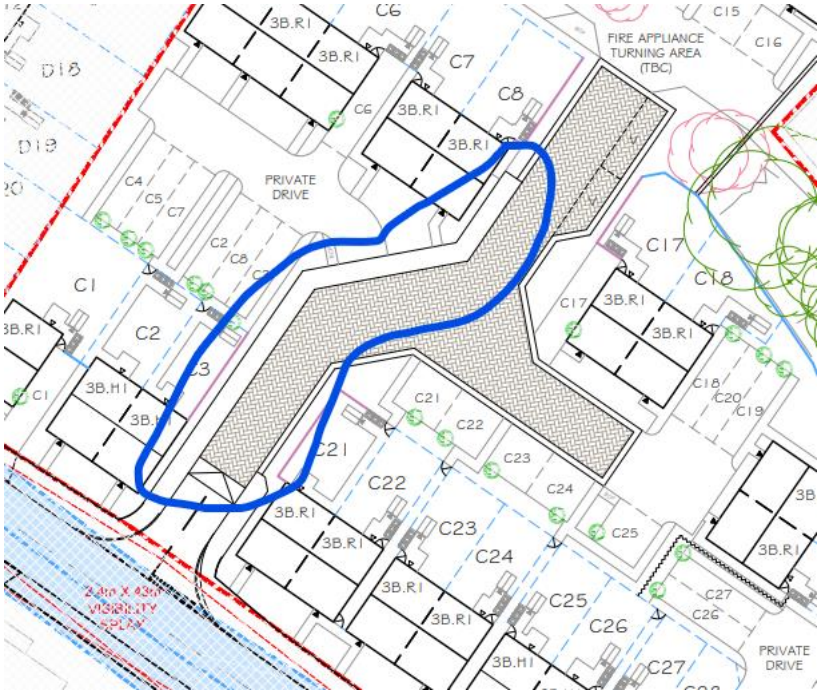
Table 1: Summary of Residential Street Types

Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 mph
Speed restraint feature separation (Maximum)	100m	60m	40m
Forward visibilities	33m	25m	23m
Centreline radius (Minimum)	35m	20m	Based on vehicle tracking
Typical Cross -section	2m footway – verge – carriageway – verge – 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin
Carriageway width	6.75 metres	5.5m	5.5m

Please amend the carriageway to meet either a residential street (Type B) with footways on both sides or meet the criteria of a Shared Surface with a block paved carriageway no steeper than 1:21 with 600mm margins on both sides. I have noted in previous discussions with the applicant the typical junction transition ramp standard detail as attached between residential streets and shared surfaces has been moved to the green circle as below to overcome this point. Parcel 3 also indicates a lack of consistency and will require either footways or margins both sides of the carriageway.


A31
A4
A35
A34
A33
A32
A25
A24
A23
A27
A26
A29
A28
A30
A17
A16
A15
A14
A13
A10
A11
A12
A8
A7
A6
A5
LEAP
PRIVATE DRIVE


PUBLIC OPEN SPACE
LEAP
GRASSINGTON (AS)
KESWICK (AS)
LEIGH (OP)
LEIGH (AS)
CHAMER (OP)
CHAMER (AS)
DARTFORD (AS)
PRIVATE DRIVE



Where there is not a footway adjacent to the carriageway a minimum 5.5 metre wide shared surface (Type C) block paved carriageway with a minimum 600mm block paved margin on either side is required as per Table 1 and paragraph 3.14 of the Design Guide. Shared surface carriageway must not be steeper than 1:21 or 5% otherwise a Local Residential Street (Type B) with footways on both sides will be required. Please amend the Materials Layout drawings appropriately.

3.14 Street Type C (Shared Surface Streets):

This street type has shared surfaces (for pedestrians and motor vehicles) and is designed to accommodate slower speeds, which should be self-enforcing through good design. Pedestrians can safely share the whole street with vehicles; however, designated pedestrian routes may still be required for more vulnerable users within the context and nature of the development, for example older people, people with disabilities and those with children. It is more appropriate if shared surfaces have different surfacing to Type A and B streets (e.g. block paving) and incorporate different surface materials to delineate the different functions of the highway at different points. Street tree planting can also be incorporated within shared surfaces to break up large swathes of hard surfacing. Care should be taken to coordinate street lighting and street tree planting locations to ensure

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010 where necessary. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. Shared surface carriageways will need to be Equalities Act 2010 (DDA) and Kirklees Design Guide compliant and be no steeper than a maximum of 1:21 or 5%. If the carriageway is steeper than 5% then a Local Residential Street (Type B) with footways both sides would be required as per Table 1.

Kirklees require a swept path analysis for an 11.85m in length refuse vehicle indicating how it can pass an on-coming or parked family car throughout the

layout. The carriageway will require widening on the bends to enable this manoeuvre.

Bin collection points will be required where dwellings are located further than 25 metres from the adopted highway.

6.6 Waste collection points need careful consideration and planning so that they are accessible to a Refuse Collection Vehicle (RCV). Bin presentation points need to be hardstanding (preferably porous) and easily cleanable. The design of private land around each property should provide sufficient space to accommodate the secure storage of up to three 240l wheeled bins (one grey bin for residual waste, one green bin for recycling and one brown bin for garden waste). As a general rule, bin storage areas should be no further than 25m away from where an RCV can gain access. Special consideration

Cycling facilities must accord with LTN1/20.

One visitor parking bay is required for every four dwellings.

5.4

20 KEY DESIGN DRIVER

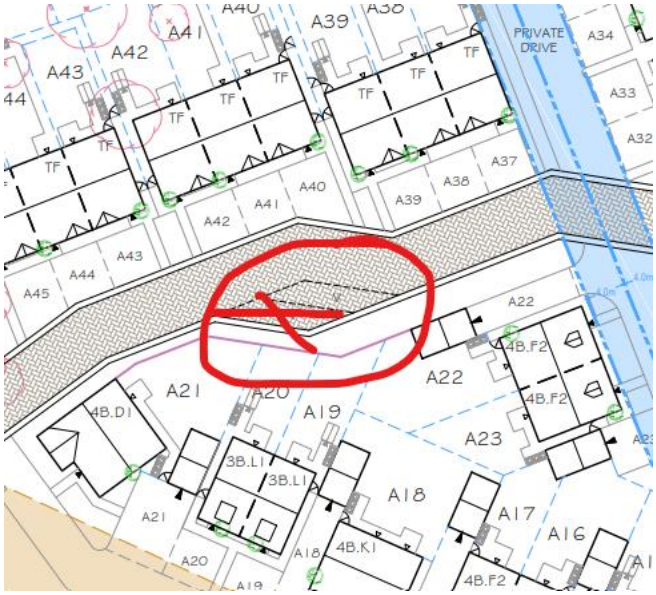
Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new:

- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces
- 4+ bedroom dwellings provide three off-street spaces.
- 1-2 bedroom apartments provide one space (3+ bed two spaces)

In most circumstances, one visitor space per 4 dwellings is considered appropriate. One cycle space per unit is recommended. The council can advise on provision for other uses. Further guidance can be found here:

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. 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.

The location below indicates echelon parking and so the outside visitor bay will need to be relocated. However both parking bays are obstructing the forward visibility splay around the bend adjacent and will need to be relocated.



The parking bays are obstructing the forward visibility splay around the bend adjacent.

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.

Provide a Stage 1 Road Safety Audit in accordance with GG119 (5.46.1). This will be required in advance of planning permission being granted as the findings may result in the red line boundary having to change due to road safety remedial measures being required.

NOTE *The highway scheme can be designed by an organisation working for the third-party organisation rather than an organisation working for the Overseeing Organisation.*

5.46.1 A stage 1 RSA report should be undertaken before planning consent is applied for as this demonstrates that the potential for road user safety issues has been addressed.

NOTE *The third party organisation-led scheme is submitted for planning approval to the local planning authority and, where there are highway implications, the highway or Overseeing Organisation is consulted.*

No Highway materials, construction methods, and technical details have been approved at this stage. The detailed design and highway adoption approval will be subject to a full technical audit on application.