Consultation Response from KC, Highways Development Management
2024/92776 Land off, Crossley Lane, Cold Royd Lane & Albany Road, Dalton, Huddersfield, HD5 9JA
REVISED AND ADDITIONAL INFORMATION RECEIVED: Variation conditions 2 (plans), 3 (materials), 4 (planting), 11 (floor levels), 12 (landscape), 16 (noise), 17 (traffic calming) on previous permission 2011/91152 for erection of 131 dwellings, formation of new accesses, laying out of internal access roads, and creation of play areas
Date Responded: 17-11-2025. Responding Officer: Mark Berry. Responding Ref: 11-8SW-5.

The applicants have provided revised and additional information including the following.

Road Safety Audit
Road Safety Audit Decision Log
Highways Plans 0002D, 0003E, 0004D, 0005E and 0006E show details of the various phases of the proposed 278 works.
Site Layout 23.5666.10C phase 1
Site Layout 23.5666.11B phase 3

HDM comments

Road Safety Audit
Road Safety Audit Decision Log

The RSA decision log doesn't accept a couple of the recommendation A02 and A05 as below which HDM cannot agreed to as follows.

Problem A-02

Summery

The proposals introduce a pedestrian refuge and crossing points on an established residential frontage as well as a second pedestrian refuge and new junctions on what will become a new residential frontage. On-street parking along these roads is likely to increase and may, in some locations, obscure the crossing or junction visibility. This may increase the risk of collisions involving pedestrians and other active mode users or junction related collisions.

RSA recommendation

It is recommended that the scope for waiting restrictions near key junctions and pedestrian refuges is established and, where necessary, provided.

Design Team Response

Not accepted - proposals include enough visitor parking and residents parking within site.

HDM response

HDM would concur with the Auditors and advise that as Overseeing Organisation this response is not accepted. The agreed action should be "Kirklees TRO Team to assess the extents of new waiting restrictions and progress their introduction" or similar (at cost to the Developer).

Problem A-05

Summery

Details of kerb-to-kerb widths have been provided at the proposed refuges. At these locations, cyclists are at risk on the main carriageway from vehicles passing too close due to a potential ambiguity of width as they overtake the slower moving cyclist. Incompatible width provision for cyclists may increase the risk of shunt or side swipe type collisions involving this user group.

RSA recommendation

Road Safety Audit Recommendation

It is recommended, as per advice in LTN 1/20 Chapter 7, that widths between 3.1m and 3.9m may encourage close overtaking by motor vehicles at pinch points and should be avoided.

Design Team Response

Not accepted - proposed widths are to allow vehicle tracking as agreed with HDC.

HDM response

HDM would concur with the Auditors and advise that as Overseeing Organisation this response is not accepted. HDM would recommend 3 metre lanes with 150mm off set between the island kerb and the 100mm white line to meet the recommendation of LTN 1/20.

Site Layout 23.5666.10C phase 1

Plot A 51 still as just 2 off-street parking spaces, 3 are required for a 4 bedroomed dwelling.

No turning is shown to the private driveways serving plots A5 to A9 and A 32 to A 36.

Site Layout 23.5666.11B phase 3

No further HDM comments.

Highways Plans 0002D, 0003E, 0004D, 0005E and 0006E **show details of the various phases of the proposed 278 works.**

These plans need to be amended to reflect the RSA including problems A-02 and A-05 above.

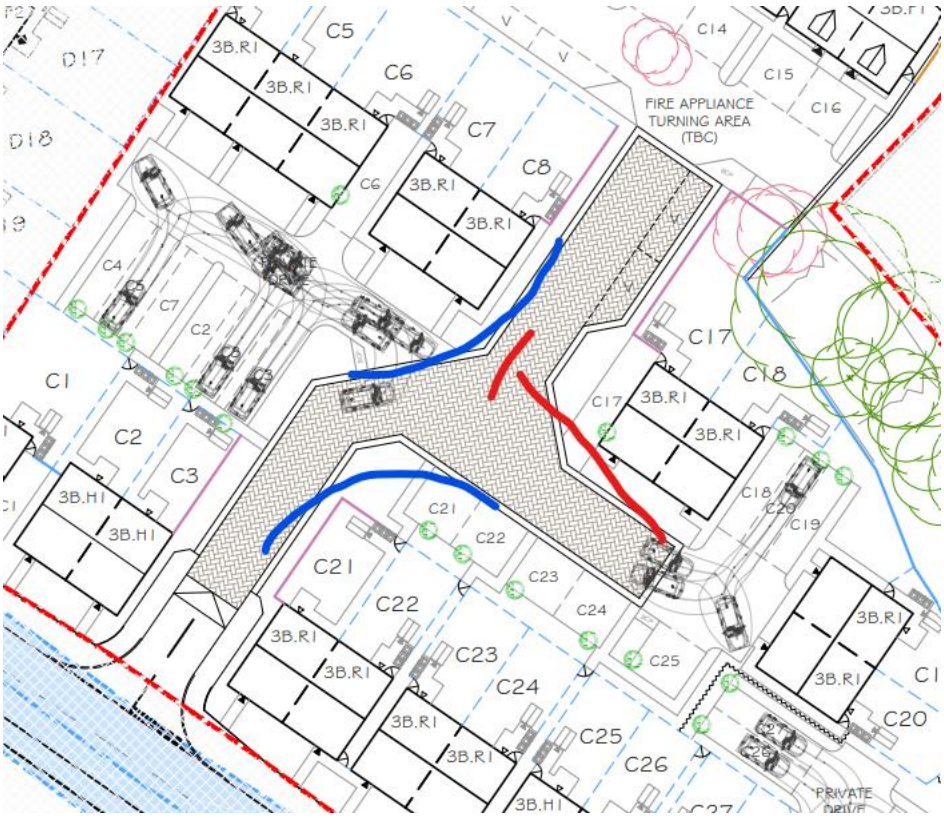
No detailed plans are provided for the second island to be provided shown on plan 0005D. This is also reference in the RSA as problem A-05

All the 5 plans provided shown numerous areas of carriageway to be resurfaced to the frontage of junctions and driveway crossings. This will create a patchwork of new and old surfacing along the length of Crossley Lane which is not acceptable. HDM would recommend that the whole of Crossley Lane is shown to be resurfaced.

Plan 0002D doesn't show the existing bus stop markings on the northern side of Crossley Lane or the tie into to the giveaway marking at the junction which are to be set back. This detail needs to be agreed.

Section 38 comments in addition to the HDM comments.

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 (blue) and junction (red) visibility splays for Parcel 3. These visibility splays will need to be dedicated to the Highway Authority if you wish to have this infrastructure adopted.



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.

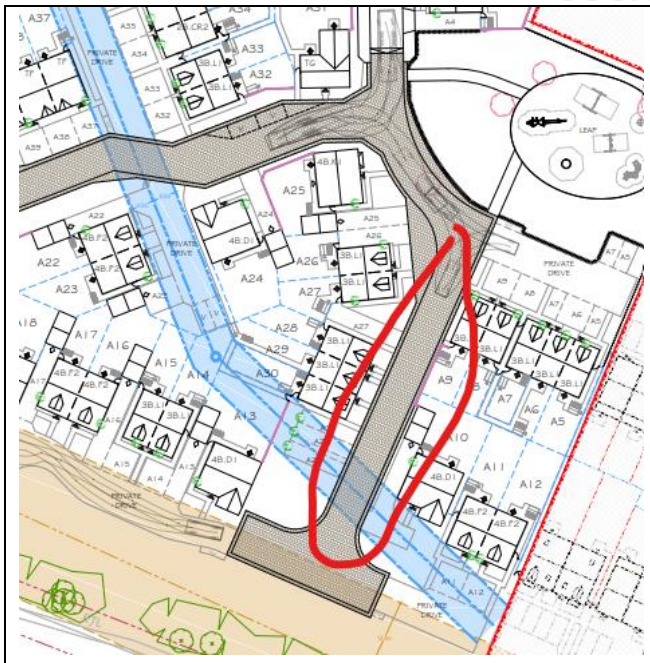


Table 1: Summary of Residential Street Types

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

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.

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.

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.

GG 119 Revision 2 — 5. Undertaking the road safety audit

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.