

**Consultation Response from KC,
Highways Development Management**

2024/92779 land at Providence Street, Earlsheaton, Dewsbury, WF12 8HZ

Outline application for residential development

Date Responded: 14-1-2025.

Responding Officer: Mark Berry.

Responding Ref: 15-6SE-13.

This is an outline application for residential development with access to only matter to be considered at land at Providence Street, Earlsheaton, Dewsbury.

The development proposals are for the erection of up to 30 residential dwellings on land to the south of Providence Street.

The application is supported by a Transport Statement (TA) prepared by Optima. Key points are summarised as follows:

Due to the site's elevation change, vehicular access is sought to be provided via two access points from Providence Street. These accesses will serve up to 15 dwellings each and will therefore be a Type C Street (shared surface).

The proposed site access junctions have been designed in accordance with the Kirklees Highways Design Guide and comprise of the following:

5.5m carriageway on Site access road.

2.0m footway carried past ramp and splayed into shared surface hard margin 0.6m hard margin.

4.0m radii.

0.8m wide ramp

2.4m x 30m visibility to the north and south.

A new 2.0m wide footway is shown to the Providence Street site frontage.

Speed surveys have been undertaken which show the 85-percentile speed along Providence Street to be 22.5mph eastbound and 23.2mph westbound. These speeds require a stopping sight distance of between 28m and 30m. 2.4m x 30m are proposed.

Considerations have been given to the use of TRICs 7.10.1 database with the aim being to ascertain trip generation however, a bespoke trip rate has also been established based on the typical arrival and departure patterns from the existing residential estate adjacent to the east of the proposed development. As such, this approach has been adopted based on data derived from manual turning count surveys which were carried

out by an independent survey company at the Providence Street/Town Street/Syke Lane junction.

Based on these surveys the proposed development is predicted to generate 12 and 11 two-way vehicle movements during the peak AM and PM periods.

Using the TRICs 7.10.1 database the proposed development is predicted to generate 16 two-way vehicle movements during the morning and evening peak hour periods respectively based on the TRICs trip rate.

Junction capacity assessments which have been undertaken using the Junctions 9 PICADY software at Providence Street/Town Street/Syke Lane priority T-junction. The modelling exercise demonstrates that the existing local highway network can safely and satisfactorily accommodate the traffic generated by the proposed development.

The TA concludes that there are no reasons on highways or transport grounds why the proposed residential development should not be granted planning permission.

Highway Development Management (HDM) would generally agree with the findings of the Optima TA.

HDM do however have comments regarding these proposals as follows.

- 1, The 4m junction radii is too tight and needs to be increased to at least 6m. Swept paths should be provided to demonstrate that a 11.85m refuse vehicle can turn into and out of the site accesses.
- 2, The existing access from Homestead Mills from Town Street is narrow (not wide enough for two vehicles to pass) and sight lines onto Town Street are poor in both directions due to the width of the footway and on-street parking. HDM would therefore recommend that this access is closed, and access is taken from Providence Street.
- 3, The Highways Adoptions Team have been consulted and their comments are as follows:

Regarding the footways, we will require the footways to be extended into the site as a minimum as per our typical standard junction layout standard detail attached. The ramp will need to be at least 6 metres in from the Give Way line to ensure vehicles turning in have cleared the existing road before traversing the ramp to ensure rear end

shunts area avoided.

If the internal roads are steeper than 1:21 then footways will be required throughout the internal layout as per our standard criteria.