

**Consultation Response from KC,  
Highways Development Management****2024/92779 land at Providence Street, Earlsheaton, Dewsbury, WF12 8HZ****Outline application for residential development****Date Responded: 8-4-2025.****Responding Officer: Mark Berry,****Responding Ref: 15-6SE-13.**

The highways consultation response dated 14<sup>th</sup> January raised several concerns 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.

The applicants have provided revised plans including a proposed Site Access Arrangements Plan, Illustrative Master Plan and a Refuse Vehicle Tracking Plan.

**Site Access Arrangements Plan** shows 6m junction radii on to Providence Street, a footway only link onto Town Street with the Town Street vehicle dropped crossing reinstated and bollards provided, footways extended into the site and a 2.0m wide footway to the site frontage.

**Illustrative Master Plan.** This is indicative only and shows how the site could be developed.

**Refuse Vehicle Tracking Plan.** This shows the turning movements of an 11.85m refuse vehicle at the site entrance.

Whilst the revised plans address most of the points raised in the highways consultation response the refuse vehicle swept paths are far too tight to kerb lines and are not considered acceptable.

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 aim to cater for vehicles larger than the above minimum standards.

Vehicle speeds when manoeuvring RCVs, pantechincons, and other LGVs 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.