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Sent: 09 April 2025 15:49
To: Danielle Cooper <Danielle.Cooper@kirklees.gov.uk>
Cc: Highways DevelopmentControl <Highways.DevelopmentControl@kirklees.gov.uk>
Subject: FW: 24/93594 Hollinghurst Farm, Honley

I've consulted Kirklees Highway Safety about this site and they have requested an independent Stage 1 Road Safety Audit (RSA) is completed for this site prior to determination (this is just on case the results of the RSA indicate the red-line boundary may need amending to allow for highway safety mitigation or visibility splays).

The RSA should be done in accordance with GG119 and initially a brief and the CVs of the audit team should be sent to us for checking and approval. The brief should be submitted on the form contained in appendix C of GG119.

Can you please ask the applicant to submit this information.

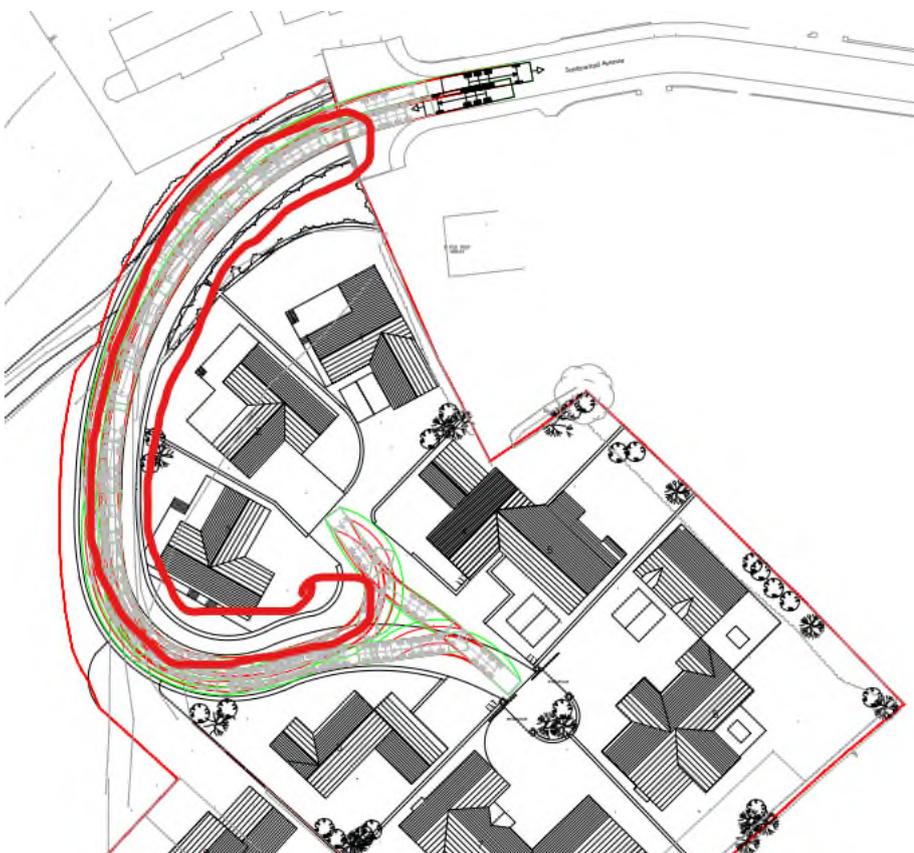
The s38 team have also provided comments, included below, and the applicant would need to resolve any issues the s38 team have before they would consider adoption of the site. If the applicant decides against adoption we would initially only support 5 dwellings off an unadopted private driveway.

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

Table 1: Summary of Residential Street Types

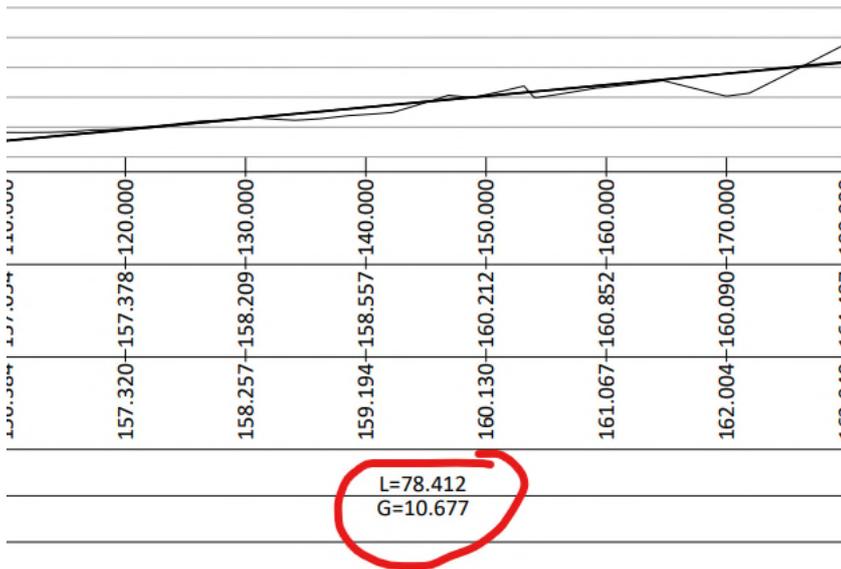
Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 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. Please provide the forward visibility splay around the bend.



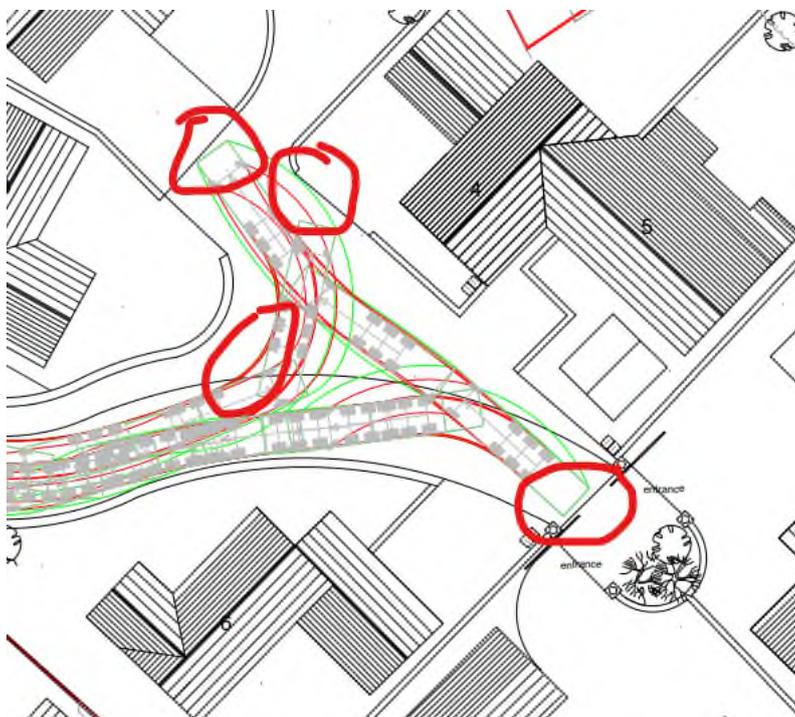
A minimum carriageway width of 5.5m will be required.

The Long Section indicates a gradient in excess of 10% which is too steep and above our criteria of a maximum of an 8% gradient and therefore this will need to be amended.



Given the vertical alignment is going to be steeper than the maximum 5% footways will be required on both sides of the carriageway.

Kirklees require a swept path drawing does not indicate how a refuge vehicle can pass an on-coming car and therefore this will needed to be widened around the bend to enable this manoeuvre. The turning manoeuvre at the end is also too tight and we will expect a minimum 0.5m clearance within the limits of the highway.



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.

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.

Cheers

Chris