

Consultation Response from KC Highways Development Management		
2026/90211 West House, Oxford Road, Gomersal, Cleckheaton, BD19 4AU		
Erection of residential development for 9 dwellings with associated works		
Date Responded: 30/03/26	Responding Officer: M Zenner	Responding Ref: K8-9NW/7

RECOMMENDATION: Some amendments and further information is required to assess the highways implications of the proposals.

Further information is required regarding the following issues, which are detailed in the main body of the report:

- Swept paths required for the Oxford Road site access.
- The gates on the Oxford Road frontage should be set back to beyond the turning area.
- Visitor Parking should be provided within the site.
- Bin presentation points should be reviewed, the LHA is concerned there may not be sufficient capacity in the proposed facilities. Stores should be accessible and not located behind gates.
- A 2m wide footway should be provided along the site frontage on Latham Lane.

Development Overview:

The proposed development is described as the erection of 9 residential dwellings with associated works.

The proposals are separated into two parcels, a northern parcel of four dwellings proposed to be accessed via an upgraded private access onto Oxford Road. The southern parcel is proposed to be for five dwellings to be served by a new private access onto Latham Lane. It is not proposed for there to be a link between the two sites.

Reference to Plans/Documents:

- Plots 2 & 8 Proposed Elevations – Dwg 3427-DEN-XX-ZZ_DR-A-41-4
- Plot 7 Elevations – Dwg 3427-DEN-XX-ZZ-DR-A-4101
- Plot 1,3 and 9 Elevations - Dwg 3427-DEN-XX-ZZ-DR-A-4100
- Plot 4,5 and 6 Elevations – Dwg 3427-DEN-XX-ZZ-DR-A-4103
- Floorplans plot 7 – Dwg 3427-DEN-XX-ZZ-DR-A-2101
- Floorplans plots 4,5 and 6 – Dwg 3427-DEN-XX-ZZ-DR-A-2103
- Floorplans plots 1, 3 and 9 – Dwg 3427-DEN-XX-ZZ-DR-A-2100
- Floorplans plots 2 & 8 – Dwg 3427-DEN-XX-ZZ-DR-A-2104
- Highway Statement dated 16/01/26
- Proposed Site Plan – Dwg 3427-DEN-X-ZZ-DR-A-1100 Revision B
- Site Location – Dwg 3427-DEN-ZZ-DR-A-1000

Policy:

Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24, Kirklees Highway Design Guide SPD.

Traffic Impact/Network Assessment:

The proposals are for nine no 4 bedroom residential dwellinghouses. The units are proposed to be delivered on two separate sites accessed by two separate access points. The submitted Highway

Statement states that TRICS has been extrapolated for trip rates but that insufficient relevant data was found and therefore the transport consultant has applied 0.80 two way trip rates in the AM and PM peak periods and has stated that they've used the peak hours 8-9am and 4-5pm (the highest trip rates in each of the network peak hours).

As a result the following trip rates and trip generation have been indicated:

Trip Rates and Traffic Generations

	AM Peak			PM Peak		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rate	0.2	0.6	0.8	0.5	0.3	0.8
Trip Generation	2	5	7	5	3	8

On the basis of these trip rates the Highway Statement indicates there would potentially be one additional trip every 7 minutes during peak hours. The Highway Statement states that it is anticipated that there would be 2-3 movements in the AM and PM peak from the Oxford Road access point and there would be 4 movements on the Latham Lane access.

It is the LHA's view that these trips are likely to be imperceptible on the local highway network surrounding the site.

Access Points:

Oxford Road:

The A651 Oxford Road is a classified single carriageway, two-way highway with a 30mph speed limit in place. The road is characterised with central hatching and there is a pedestrian refuge island located just south of the site entrance and there is a footway in excess of 3m width along the site frontage.

The access is an existing access and is located immediately to the south of an existing private drive servicing a single dwelling. In the Highway Statement it is stated that the conflict between the two access points is considered negligible.

The proposal includes amendments to the existing site access to widen the access point to allow simultaneous access and egress. The proposed access appears to be approximately 5.5m wide and whilst this is acceptable in principle, it is noted that there is an immediate bend to the access road which may impede access, therefore the LHA would recommend a swept path is undertaken to demonstrate two large cars can pass acceptably at the proposed access to ensure that blocking back onto Oxford Road would not result from the proposals. Furthermore, the LHA would recommend that the gates proposed at the entrance are set back beyond the turning point to aid vehicles servicing the site to exit the site in forward gear. Such an amendment would also ensure the bin collection point is accessible.

Pedestrian visibility splays of 2.4m x 2.4m have been demonstrated at the site access acceptably and the vehicle visibility splays proposed comply with Manual For Streets requirements for a 30mph road of 2.4m x 43m in either direction.

It is the LHA's understanding that the road is proposed to remain private and as such the LHA would recommend a continuous footway rather than engineered vehicular access.

Latham Lane:

The proposals include a new access point from Latham Lane in close proximity to the junction with Drub Lane. Latham Lane is a cul-de-sac at its northern end and therefore traffic will need to exit the site via

the Drub Lane junction. At the point of the proposed site access Latham Lane is approximately 5.5m wide and does not have footways and therefore pedestrians walk on carriageway.

The proposed junction is proposed to be created whilst rebuilding the existing stone boundary wall which is proposed to be set back to allow the delivery of visibility splays to comply with Manual for Streets for a 30mph road of 2.4m x 43m. It is the LHA's view that as the boundary wall is proposed to be amended to form this access, that the provision of a 2m wide footway should be provided along the site frontage to improve pedestrian access in the vicinity of the site access and to improve access for pedestrians to the closest PROW no SPE/48/10 which is located just south of the site boundary. A continuous footway should be provided at the site access with a simple dropped kerb for vehicle access and egress to the site.

It is noted that the boundary walls are also proposed to be shaped to enable pedestrian visibility at the site entrance, whilst this is acceptable in principle, the LHA would request that any gates should be set back approximately 5m from the back of footway and that the location of the bin presentation point is reconsidered to ensure that it is accessible on collection days and not contained behind gates.

A Stage 1 Road Safety Audit (RSA1) of the junction arrangements should be carried out by an independent team, when there is an agreed layout, before planning permission is granted. The audit brief and auditor qualifications should be agreed with the LPA/LHA in advance.

Internal Layout:

The Kirklees Highway Design Guide states that the Council does not normally adopt developments of five dwellings or fewer. To ensure that residents can access their properties, a private drive serving five dwellings or fewer should be a minimum of 4.5m wide for the first 5m of its length (5m if there are structures along its initial length). This will allow vehicles to turn in and turn out. Carriageway widths after that point should be designed to respond to built form and operational requirements. The proposed private drives appear to be 4.5m wide with service strips located on either side.

Turning heads are proposed within each of the parcels proposed. They do not appear to comply with the dimensions set out within the West Yorkshire Fire & Rescue Service Access Advice document, however, the Highway Statement has demonstrated swept paths for a Dennis Sabre Fire Tender 7.7m x 2.430m acceptably.

It should be noted that all bin presentation points are required to be located close to, but not on, an adopted highway at the boundary of the curtilage and be located so that collection crews do not have to wheel bins more than 8m to reach the rear of the collection vehicle. In addition, a fire tender needs to be able to get within 45m of all rear dwelling entrances.

Parking:

The Kirklees Highway Design Guide states that 'it is considered that new:

- 4+ bedroom dwellings provide three off-street spaces;
- 1-2 bedroom apartments provide one space (3+ bed two spaces);
- One visitor space per 4 dwellings is considered appropriate; and
- One cycle space per unit is recommended.'

Therefore, on this basis the provision of three off-street car parking spaces are required per dwelling in addition to 2 visitor car parking spaces. 9 cycle parking spaces are also required, one per dwelling.

It is considered that each of the properties have an adequate sized garage to support the parking of one vehicle and the required cycle parking space. There is adequate space on the proposed drives to park two vehicles and therefore there are three car parking spaces provided.

No visitor parking spaces are proposed within the site. Parking places for visitors to residential developments are unlikely to remain available unless suitable arrangements are made to ensure that they would be managed and maintained. Further clarification should be provided and one visitor parking space designated within each part of the proposed development.

Applicants are required to provide electric charging points to encourage the use of electric and low emission vehicles.

Pedestrian Access:

The submitted Highway Statement indicates that it is intended for the proposed roads to remain private and the design appears to be of a shared surface arrangement, therefore pedestrians will be on the carriageway within the site until the access roads connect with the public highway. At the Oxford Road frontage there is a generous footway located along the frontage. On the Latham Lane frontage there is currently no footway and therefore pedestrians are currently found on-street. The provision of a footway on this frontage (as recommended by the LHA) would offer betterment to this frontage and provide safe access to the PROW SPE/48/10 that is located just south of the site that connects Oxford Road to Drub Lane.

PROW:

There are two public rights of way in close proximity to the site: SPE/48/10 and SPE/49/10 form links between Oxford Road and Drub Lane.

Public Transport - Buses: There are four bus stops located on Oxford Road within a 400m walking catchment of the site.

Servicing/Bins:

The Kirklees Waste Management Design Guide for New Developments (Oct 2020) provides guidance on the required waste collection service to domestic properties.

The LHA is concerned that the proposed bin presentation points may not be able to accommodate the required level of bins for collection day and may not be accessible if they are located behind gates, further consideration should be given to this.

Conclusion: Some amendments and further information is required to assess the highways implications of the proposals.