Consultation Response from KC, Highways Development Management
2023/91838 New Hall Farm, New Hall Lane, Overton, WF4 4RP
Installation of renewable energy generating station comprising ground-mounted photovoltaic solar arrays together with substation, transformer stations, site accesses, internal access tracks, security measures, access gates, other ancillary infrastructure and landscaping and biodiversity enhancements
Date Responded: 10-1-2024. Responding Officer: Mark Berry Responding Ref: 16-16-3.

Most of this site lies within the boundaries of Wakefield Council. Only a small section of the application site boundary to the west of the Mining Museum is within the boundaries of Kirklees Council. No works appear to be proposed for this part of the site.

Part of the route for construction traffic identified within the Construction Traffic Management Plan prepared by Pegasus Group is within the boundaries of Kirklees Council

The Highway Safety Section has been consulted and their Principal Highway Safety Engineer has raised concerns regarding the proposed construction traffic route and the A637/Hardcastle Lane junction as follows:

"The main road is restricted width through here and on a bend with DWLs and gets very busy during peak periods (AADT 12,000+, with significant peak flow bias). There are often vehicles waiting to emerge from the side road, held up by platoons of traffic on the A637. The junction angle is acute, the inner radius is very tight. Visibility to the left is very restricted. I don't see how a large eastbound HGV is going to be able to turn right and clear the main road without taking the whole junction mouth up, if at all… HGVS turning left out will also need to swing out into the westbound lane of A637. Blockage of the A637 and/or side road and associated safety concerns with manoeuvring seem highly likely. Also, sometimes there are cars parked on the side road quite close to the A637 – these would stop HGVs turning in or out.

Firstly, we need to see swept paths for the A637 junction, for construction vehicles. It may not even be physically possible to get 16.5m Artics / 12m Rigids in and out of this junction, due to the angle and width restrictions.

Also, we need to see visibility splays.

Finally, if safe movements are possible, permitted hours of operation during the construction phase may need to be reviewed with current traffic flow data to hand. Even if only an average of "eight two-way vehicle movements per day by the largest vehicles" as stated, this is an estimate, and we need to ensure they are restricted to safe periods. I would advise that the Developer commissions a 24-hour weekday classified turning count at the A637/Hardcastle Lane junction (Monday or Friday). We can then look at that data (along with the swept paths) and establish what restrictions on operational hours for construction traffic are likely to be acceptably safe.

Finally, I would also consider a temporary TRO to prevent parking/loading close to the junction for the duration of the construction period, during any agreed hours of operation".

Highways Development Management (HDM)comments as follows:

1, HDM share the concerns regarding the A637/Hardcastle Lane junction and would ask that the information requested above by the Highway Safety Section is required including swept paths, details of visibility splays and turning counts.

2, Can the applicants confirm their proposals for the area of the application site to the west of the Mining Museum which is within the boundaries of Kirklees Council.

Kirklees COUNCIL