

## About the application

Application number: 2023/92079	
What is the application for?:	Outline application for erection of residential development of 10 dwellings, dem
Address of the site or building:	Rear of 23 to 43 Moor Lane, Gomersal, Cleckheaton, BD19 4LF
Postcode:	

## User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
Objection to Planning Application 2023/60/92079/E	
<p>I would like to object to the above planning application:</p> <p>Plan [id 998717] 17/07/2023 – HIGHWAYS PLAN VISIBILITY SPLAYS</p> <p>This application should be refused for the following reasons:</p> <p>The angle of the left-hand visibility splay is not using the same angle as the right hand visibility splay.</p> <p>These plans are using the alternative left-hand visibility splay that can only be used if vehicles approaching from the left are unable to cross the centre line.</p> <p>As per Kirklees Highway Design Guide SPD November 2019 Page 36, 3.35 Diagram (a), "Alternative left-hand visibility splay if vehicles approaching from the left are unable to cross the centre line"</p> <p>The diagram also shows "Possible features preventing vehicles from crossing centre line."</p> <p>The Department for Transport, Manual for Streets, also shows the same rules that have to be adhered to, to enable this left-hand alternative visibility splay to be used.</p> <p>Moor Lane does not include any features (traffic bollard/island etc.) in the road that would prevent a vehicle from crossing the centre line, so the alternative left-hand visibility splay should not be allowed to be used in this planning application. Vehicles travelling up Moor Lane have no alternative but to cross the centre line of the road because of the parked cars. Therefore this alternative left-hand visibility splay should not be used in this planning application.</p> <p>The developer and Kirklees Planning department have paid particular attention to the visibility splay up Moor Lane to the west of this proposed access road but little attention to the visibility splay to the east down Moor Lane. Visibility splay and line of sight in</p>	

to the visibility splay to the east down Moor Lane. visibility splays and line of sight in both directions should be considered with equal importance. This has not been done in this planning application. The western visibility splay has been the subject of many comments by Kirklees planning officers but the eastern visibility splay has hardly been mentioned.

Even though this incorrect alternative left hand visibility splay has been used a 2.4m x 33m line of sight still cannot be achieved to the east. It is blocked by the boundary between No 27 and No. 29 Moor Lane. Please see Plan (id 998717) Highways Plan Visibility Splays by Bryan G Hall which clearly shows the drawn visibility line to the east going through No 29 Moor Lane's boundary.

The eastern footway on the proposed access road is taken straight out into Moor Lane ending in live traffic. Any pedestrian stood in this small refuge, waiting to cross Moor Lane, will be a visibility obstruction for vehicles exiting this proposed access road and will block the line of sight down Moor Lane.

Any legally parked vehicles outside the properties on the north side of Moor Lane, especially outside No 27 and No. 29 Moor Lane will also block any line of sight, to the east, on this part of Moor Lane.

This visibility splay is substandard.

There is also shown on this plan, on the south side of Moor Lane, a red line 2 metres from the kerb edge. This shows the indicative extent of parking on that side of Moor Lane. Vehicles also park on the north side of Moor Lane but this same 2 metres red line indicating this parking, has not been shown on these plans. As parking exists on both sides of Moor Lane, the actual useable road width of Moor Lane is reduced by approximately 4 metres. This means that Moor Lane is effectively reduced to a single-track road. Therefore two vehicles travelling in opposite directions on Moor Lane are unable to safely pass each other without one vehicle having to give way.

This proposed access will be a very dangerous highway safety hazard.

This application should be refused due the above reasons.