

Consultation Response from KC, Highways Development Management
2025/90026 Moor Top Farm, Moor Top Road, Kirkheaton, Huddersfield, HD5 0PJ
Prior notification for change of use from agricultural buildings to 5 dwellings
Date Responded: 12-3-2025. Responding Officer: Mark Berry. Responding Ref: 11-5NW-6.
Prior notification for change of use from agricultural buildings to 5 dwellings at Moor Top Farm, Moor Top Road, Kirkheaton, Huddersfield. The group of agricultural buildings are proposed to be converted into five single storey dwellings. One 4 bedroomed dwelling and four 3 bedroomed dwellings are proposed. The 3 bed dwellings are shown to have 2 off-street parking spaces and the 4-bed dwelling as 3 off-street parking spaces. A shared turning area is shown to be provided within the application site adjacent to the parking spaces for units 2 to 5. One additional parking space for visitors is also proposed. Information within the Class Q Compliance Statement prepared by Robert Halstead Chartered Surveyors & Town Planners regarding transport and highways impacts of the development is as follows. “The proposed dwellings would be accessed via an existing surfaced driveway from Moor Top Road. The Location Plan shows the addition of one new passing place, which will allow the shared access road to be used safely by all vehicles. At present a bin lorry drives up to the existing dwellings and turns around. It is considered that this arrangement could continue for the proposed development or alternatively a bin collection point and storage area closer to the road could be included if the Council considered this to be a more favourable option. It is also considered that the additional 5 dwellings would not result in a material increase in traffic volumes in the vicinity of the site, particularly given that the site has been a working farm generating vehicle movements including heavy goods traffic”. Highways Development Management comments. 1, The speed limit along this section of Moor Top Road is 40mph and sight lines from the access are likely to be poor in both direction because of the narrow footway along Moor Top Road and adjacent boundary walls. Sight lines relevant to the 85 percentile speeds along Moor Top Road should be shown to be provided (speed surveys will therefore need to be provided). 2, The new passing place is not clear on the location plan. Generally passing places should be provided at 40m interval and good inter-visibility should be demonstrated between the spaces. Given the length of the existing driveway at approximately 100m at least 2 spaces should be shown to be provided.

3, The width of the access at its junction with Moor Top Road should be shown to be a minimum of 4.5m to potentially allow 2 vehicles to pass at the access.