

Consultation Response from KC Highways Development Management		
2025/91531 Land off Leeds Road, Heckmondwike, WF16 9DB		
Demolition of existing semi-detached houses and associated buildings, and construction of 49 dwellings, including associated access and other associated works		
Date Responded: 19/05/26	Responding Officer: M Zenner	Responding Ref: K9-11NW/9

RECOMMENDATION: Whilst there are no objections in principle to residential development on the site, amendments and further information are required.

Further information and amendments are required regarding the following issues:

- Clarification in regards to the proposed site access junction visibility splays;
- A scaleable site access junction drawing is required and double lining needs to be amended on the drawing shown within the Transport Statement;
- Site access ghost island doesn't comply with DMRB standards which needs addressing either with amendments or within an RSA and Designers Response addressing the departures;
- Revised swept paths required for the site access, incorporating Swept paths for Stubley Farm Road and for vehicles accessing the proposed ghost island and Alma Lane turning pocket;
- A Stage 1 Road Safety Audit;
- The site layout does not meet adoptable standards;
- Visibility splays are required at junctions and turning heads within the site;
- Cycle stores / parking are required for all dwellings;
- Garages that are undersized should be addressed;
- Parking for properties with integral garages need clarification;
- Turning heads and swept paths need to be addressed within the site including for the Yorkshire Water tanker;
- Pedestrian access needs addressing across the site;
- Long sections are required;
- Waste management / bin collection points need amendment;
- An adopted pedestrian connection through to the PROW on Stubley Farm Road needs to be provided.
- A Highway Area Plan is required detailing the proposed highway adoption extents

Development Overview:

HDM understands that the proposals are for the demolition of an existing pair of semi-detached houses at 197 and 199 Leeds Road in Heckmondwike to create an access road to provide access to 49 residential dwellings.

At present Leeds Road has a single carriageway in either direction with central hatching in excess of 2m wide that forms a turning pocket onto Alma Lane just east of the proposed site access. Leeds Road is subject to a 30mph speed limit at the proposed site access but increases to 40mph just east of the site.

Stubley Farm Road is located just east of the proposed site access and whilst it isn't adopted it forms part of the PROW network as HEC/6/10.

There is an existing street lighting column on the site frontage that will need to be relocated should the LPA be minded to approve the proposals.

The submitted information details the provision of 15 number 2 bedroom dwellings, 26 number 3 bedroom dwellings and 8 number 4+ bedroom dwellings; a total of 49 dwellings.

Reference to Plans/Documents:

- Application Form;
- Planning Statement;
- Boundary Treatment Plan – Dwg 2403-02-002 Revision C;
- Typical Cycle Store Detail – Dwg 2403-002-006;
- Location Plan;
- Site Location Plan – Dwg 2403-01-001;
- Demolition Plan – Dwg 2403-01-002;
- Detailed Landscape Proposals – Dwg H2 2504 01 Revision B;
- Double Garage – Dwg DBL-GAR-801;
- Engineering Layout – Dwg 100 Revision A;
- Site Plan – Dwg 2403-02-001 Revision G;
- Site Plan – Dwg 2403-02-001 Revision G;
- Indicative Streetscenes – Dwg 2403-02-005;
- Topographical Survey – P24-00903 Revision 01;
- Transport Statement;
- Travel Plan;
- Arundel Floorplan – Dwg 2403-04-12 1 of 2 Revision B;
- The Bamburgh (semi) – Dwg 2403-04-01;
- The Bamford (3 block) elevation plots 30-32 – Dwg 2403-04-10 sheet 2 of 2;
- The Bamford (3 block) floorplan plots 30-32 – Dwg 2403-04-10 sheet 1 of 2;
- The Castleton (semi) elevation plots 33-34 – Dwg 2403-04011 sheet 2 of 2;
- The Castleton (semi) floorplan plots 33-34 – Dwg 2403-04011 sheet 1 of 2;
- The Cranwell (3 Block) elevation plots 43-35 – Dwg 2403-04-03 Sheet 2 of 2;
- The Cranwell (3 Block) floorplan plots 43-35 – Dwg 2403-04-03 Sheet 1 of 2;
- The Cranwell (semi) plots 13-14,21-22,28-29 – Dwg 2403-04-02;
- The Edinburgh (3 Block) elevation Plots 24-27) – Dwg 2403-04-04 Sheet 2 of 2;
- The Edinburgh (3 Block) floorplan Plots 24-27) – Dwg 2403-04-04 Sheet 1 of 2;
- The Leadbury (semi) plots 1-2, 19-20, 37-38 elevation – Dwg 2403-04-05 Sheet 2 of 2;
- The Leadbury (semi) plots 1-2, 19-20, 37-38 elevation – Dwg 2403-04-05 Sheet 1 of 2;
- The Linton (4 block) plots 15-18, 39-42 elevation – Dwg 2403-04-06 Sheet 2 of 2;
- The Linton (4 block) plots 15-18, 39-42 floorplan – Dwg 2403-04-06 Sheet 1 of 2;
- The Paignton (3 Block) plots 5-7, 8-10 elevation – Dwg 2403-04-07 Sheet 2 of 2;
- The Paignton (3 Block) plots 5-7, 8-10 floorplan – Dwg 2403-04-07 Sheet 1 of 2;
- The Wharfedale (semi) plots 46-47 floorplan – Dwg 2403-04-08 Sheet 1 of 2;
- The Wharfedale (semi) plots 35-36 floorplan – Dwg 2403-04-09 Sheet 1 of 2;

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

HDM understands the site is allocated in Kirklees Local Plan Allocations and designations adopted the 27th February 2019 with a site reference of H5115 Stubley Farm, Leeds Road, Heckmondwike with indicative capacity for 46 dwellings.

Traffic Impact/Network Assessment:

It is HDM's understanding that the site is currently set to grass and used for grazing / horses. With two houses on the south and west of the site with Stubley Farm to the north of the site.

HDM is aware that an ATC was carried out between the 10th and the 16th of November 2025 at two sites in close proximity to the site location, the first (site 1) outside 185 Leeds Road and the second (site 2) located just before the change of speed limit north of the proposed site entrance.

The 85th percentile speeds were as follows:

Site 1: 34.9mph North, 35.5mph South.

Site 2: 35.8mph North, 33.7mph South.

As a result of the 85th percentile speeds exceeding the 30mph speed limit, the visibility splay requirements have increased. The submitted transport statement makes reference to access visibility exceeding 43m in both directions (the plan supplied in Appendix D shows 53.9m in a southerly direction and 50.72m in a northerly direction) but does not provide justification for the proposed measurements in relation to speed surveys previously undertaken.

Trip Rates and Traffic Generations

The submitted Transport Statement provides details of a DfT Traffic survey data of AADT across a number of years, the last manual count was in 2021 and estimations have been created, the most recent for 2023 which shows a total of 13,256 motor vehicles using the road daily incorporating 10,858 cars and taxis, 489 HGV's and 1814 LGV's.

A multi-modal TRICS assessment has also been undertaken utilising parameters including:

- 2-3 parking spaces per dwelling;
- Houses privately owned
- No of bedrooms 2-4;
- A range of 25-75 dwellings;
- Weekday surveys;
- Locations that include edge of town centre, suburban and edge of town;
- Surveys in Greater London and Ireland have been excepted from the results.

The following survey results were gleaned:

	85 th Percentile Vehicular Trip Rates			Traffic Generations		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM peak 8-9am	0.173	0.399	0.572	8	20	28
PM peak 5-6pm	0.406	0.204	0.61	20	10	30
12 Hour 7am-7pm	2.570	2.631	5.201	126	129	255

Trip Distribution:

An assessment for the site access junction has been undertaken in the Picady function of Junctions 10. The 2021 DfT peak hour traffic data for the A62 has been growthed to the 2025 application year and to the 5-year design horizon at 2030 using the latest version of TEMPro (v8.1) adjusted against NRTP 2022 Core scenario from the DfT's NTMD using the Kirklees 009 MSOA.

The development peak hour traffic generations have been assigned onto the A62 based on the existing directional flow proportions which are approximately 60% northbound and 40% southbound in the AM peak hour and approximately 50% northbound and 50% southbound in the PM peak hour.

Junction Assessment:

The site access junction is proposed to work well inside capacity in all runs for 2025 and for the future year of 2030 with the maximum RFC shown as 0.06 which is well below the 0.85 RFC threshold.

Vehicular Access:

The proposals include the demolition of two existing semi-detached residential dwellings to create a new access the site.

The transport statement has an access arrangements drawing within it labelled Drawing Number 164003-001 Revision D In Appendix D. The drawing appears to show the proposed site access junction as a priority T-junction with a ghost island, located adjacent to 193 Leeds Road flanked by two pedestrian refuge islands either side of the ghost island that are provided with dropped kerbs and tactile paving.

The proposed access road provides 2m wide footways on either side and a general carriageway width of 8.9m with 6m radius kerbs, which tapers down to approximately 5.5m wide further within the site. The site access is shown with dropped kerbs and tactile paving across it for pedestrian access.

The applicant should make reference to The Design Manual For Roads And Bridges CD123 Geometric Design at at-grade priority and signal-controlled junctions. Section 6.10 which relates to ***'Islands and right turning lane widths on all roads except WS2+1'***

"The minimum widths of right turning lanes (excluding those on WS2+1 roads), shall satisfy one of the following:

- 1) 3.5 metres; or,
- 2) **3.0 metres for new junctions;** or
- 3) 2.5 metres for improvements to existing junctions."

Furthermore, in relation to ***through lanes***, section 6.8 states

"At ghost island junctions on roads other than WS2+1 roads, the through lane widths in each direction shall be a minimum of 3.0 metres and a maximum of 3.65 metres wide, exclusive of hard strips."

HDM is unable to scale the access drawing, however notes that the through lanes are proposed at 3.2m wide which is acceptable but the ghost island falls short of the 3m required standard. The site layout plan shows the lane between 2.75m and 2.85m and therefore HDM requests that the proposed site access is reviewed and amended to either comply with the standard detailed in DMRB above or that an RSA (Stage 1) is undertaken and a designers response provided to be reviewed by Kirklees Highway Safety team that considers the departure from standards; prior to a planning decision being made.

HDM also notes that the site access drawing appears to have double linework which should be clarified. A scaleable version of this plan should be provided.

Swept paths should be undertaken to show that large vehicles (RCV/Fire Tender/ Pumping Station service vehicle) can negotiate the layout into the site and internally and through the lane widths proposed

including into the Alma Lane turning lane. The swept paths should also consider egress by vehicles from Stubley Farm Road in case tractors and trailers need to turn right out of the road.

New developments and their access roads should be designed to accommodate the manoeuvring of our standard Refuse Collection Vehicle (RCV). Where practicable, highways should be designed to accommodate a refuse vehicle with the following dimensions: Length = 11.85m Width = 2.50m Width when Loading = 4.10m Height = 6.00m (including toploader arms) Turning circle (wall to wall) = 22.07m Turning circle (between kerbs) = 17.88m Gross Vehicle Weight = 32 tonnes.

Computer aided swept path analysis is a critical submission requirement on any domestic development proposing new roads or access. It must be demonstrated that our standard RCV can enter the site safely and efficiently, and manoeuvre around the site to collect from all the proposed presentation points, in a forward gear. Provision to turn the vehicle within the site must also be provided to allow safe exit in a forward gear.

All swept path analysis should account for the likely locations of on-street parking, the passing of other vehicles and the need to ensure a 0.5m buffer between the vehicle wheels and the kerb edge. The locations of street furniture must also be factored into this analysis in relation to the overhang of the vehicle.

HDM notes that in Appendix E of the Transport Statement swept paths are provided for a large refuse vehicle turning left into the site from Leeds Road and turning left out of the site onto Leeds Road. HDM is concerned that the 0.5m buffer is not provided and the left turn in seems to swing across the ghost island and encroaches into the exit lane from the proposed site access. HDM would recommend that the kerbline / carriageway alignment on the south side of the junction is amended and widened to address these issues.

A Stage 1 Road Safety Audit (RSA) of the new access layout (in accordance with GG119 (5.46.1) should be carried out by an independent team before planning permission is granted and any departures from standards should be detailed and a designers response provided. Resolution on the access layout should be achieved with the LPA/HDM firstly before undertaking any RSA so as to avoid abortive work. The brief of the RSA and auditor qualifications should be agreed with the LPA/HDM in advance.

HDM notes that Traffic Regulation Orders (double yellow lines) are shown at the proposed site access and agrees that these would be advisable to keep the proposed access arrangements clear of parked vehicles. Whilst it is noted that the delivery of a Traffic Regulation Order cannot be guaranteed due to the legal processes involved, HDM advises that the applicant should pay for the required processes, the legal costs and the delivery of the associated lining that would be required should the TRO implementation be successful. The funds should be secured via a Section 106 agreement, costs will be confirmed by HDM.

At present there is an existing street lighting column on the site frontage will need relocating. The removal of existing vehicular accesses will be required as part of any approval and the highway access arrangements would need to be delivered via a Section 278 agreement.

Parking:

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

- 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces;
- 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'.

Kirklees Council will usually adopt designated visitor parking places in new residential developments as long as they are provided on the main carriageway (via localised carriageway widening) or within laybys; and are obviously part of the publicly maintainable highway.

The proposals include 49 dwellings and therefore the provision of 12 visitor parking spaces should be provided, the proposals indicate the provision of 14 visitor parking spaces across the site which exceeds this standard, however, not all would appear to be adoptable. Only visitor parking laybys parallel to the carriageway will be adopted. These must be a minimum of 2.4m x 6m. Any other bays (echelon or perpendicular) or private bays will not be considered for adoption. Parallel parking bays adjacent to Public Open Space, walls/ boundaries or shared surface carriageway must be surrounded by a minimum 1-metre-wide hardstanding to enable safe entry and exit of the occupants.

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

The proposals detail 72 car parking space dedicated for individual dwellings, and an additional 14 visitor car parking spaces. The submission states 121 parking spaces are proposed, but no details are provided in relation to the parking arrangements for the dwellings with integral garages which should be clarified further.

Internal Layout:

New development serving more than five dwellings should be laid out to an adoptable standard and be able to be offered for adoption. Full details of the Highway Adoption guidance and standards can be found on the Councils website [here](#). Kirklees Council will only adopt new roads and paths as publicly maintainable highway if they have been suitably designed and constructed in accordance with standards and guidance issued by the Council.

A minimum carriageway width of 5.5m is required and due to the gradients on the site (for a type B local residential street) the provision of a 2m wide footways will be required on both sides of the road in accordance with Table 1 of the Kirklees Highway Design Guide.

Long sections should also be provided to demonstrate compliance with the Equalities Act 2010 and must include details of the vertical alignment to determine appropriate carriageway and footway gradients. Gradients in excess of 8% will not be adopted. The first ten metres of the vertical alignment must be no steeper than 1:40 from the Give Way line of the existing highway to which it ties into.

HDM is concerned that the three shared surface (Type C) streets proposed are longer than 20m and do not provide adequate turning facilities for a Kirklees RCV. Swept paths are shown within the Transport Statement but scaleable plans are requested.

Whilst the first cul-de-sac is provided with a turning head, the swept path for a RCV is exceptionally tight and isn't provided with the tolerances required. Furthermore, the visitor parking spaces proposed do not appear to have the required footway width alongside them.

The other two cul-de-sacs only provide turning areas suitable for a 4.6t light van which is not acceptable as they both exceed 20m in length. HDM is also concerned that the proposed 1.8m high wall with fence panels around the garden of Plot 24 will impede visibility from the turning area provided.

There is a requirement for designers to show the intended use and dimensions of all off-street and on-street parking spaces (including garages) on their layout drawings. For dwellings with Internal garages

such as The Arundel, The Bamford & The Castleton it is not clear how much parking is provided for each unit which should be clarified further.

Where the driveway to the garage forms the second parking space, *this should be at least 5.6m from the back edge of the footway or hard margin kerb line (5.0m for a retractable garage door)*. For a garage to be treated as a parking space, the minimum internal dimensions for a single garage should be 6.0m long x 3.0m wide. The garages for the Arundel don't appear to comply with this standard and should be amended.

Some of the dwellings with internal garages do not appear to be supplied with cycle stores, however, the internal garage dimensions do not appear to provide adequate space to park a vehicle and bicycles which should be addressed.

Many pedestrian paths to properties are accessed via parking spaces which would not be available should a vehicle be parked in the space, therefore an alternate arrangement should be provided. Clear unimpeded access to gardens for access to bins and for cycle access should be provided.

The applicant should ensure that there is rear garden access for all of properties, especially the centre properties within a block of three dwellings. Ramped access with an acceptable gradient should be provided.

Bin collection points should be reviewed across the site along with visibility splays to ensure that adequate visibility is provided from turning heads and junctions within the site and to ensure pedestrian visibility is maintained.

The Engineering Layout plan submitted does not appear to align with the other site layout plans submitted.

Servicing:

As noted above the Transport Statement has provided some swept paths, however, HDM require a swept path analysis for an 11.85m in length refuse vehicle indicating how it can pass an on-coming or parked family car throughout the site layout. The carriageway will require widening on the bends to enable this manoeuvre. There appears to be insufficient turning areas in the cul-de-sacs for refuse vehicles to turn around at the end of the cul-de-sacs.

The Kirklees Highway Design Guide states 'For a Type C Shared Surface Street which are less than 20m long, it may be possible for the refuse vehicle to reverse, under supervision, from a Type A or B street into the shared area. Where such arrangements are considered acceptable, the turning space at the end of a Type C street may be reduced to that required by a private car only. Consideration should also be given to providing a communal collection point at the access to the street.'

However, the three shared surface streets proposed within the site all exceed 20m length and therefore do not comply and should be provided with the required turning head to allow a Kirklees RCV to access. Furthermore, the shared surface street proposed that also houses a pumping station also requires access by a pumping appliance. Yorkshire Water have confirmed that they would expect the pump station to accommodate a 10.5m long by 2.5m wide tanker (4000 gallon). Therefore, swept paths should be provided to ensure this vehicle can access and egress the site safely.

Access arrangements for fire tenders should be considered and compliance with the West Yorkshire Fire & Rescue Service Access advice which states that appliance access should be to within 45m of all parts of a dwelling. Appropriate access and turning / sweep circles should be provided within the site for

cul-de-sac roads exceeding 20m in length. The minimum turning circle between walls is 19.2m for a pump appliance.

Waste Management:

Bin collection points are required where dwellings are located further than 25 metres from the adopted highway.

The proposals show a high number of bin collection points which impede highway and pedestrian visibility. Bin collection points are only needed on private roads and therefore proposals should be reviewed.

Adoption Issues:

HDM advises that a 'Highway Area Plan' should be provided detailing proposed adoption extents.

There are limited internal visibility splays indicated. Junction Visibility Splays must be in accordance with the Kirklees Design Guide (Table 1) and dedicated to Kirklees if they fall out of the existing highway boundary i.e. junction visibility 2.4m x 25m. Obstructions in these areas should be removed i.e. street furniture, parking bays, landscaping etc. Junction visibility splays should be added to the turning heads as well to the extents of the carriageway if these are less than 25 metres.

A minimum carriageway width of 5.5m will be required and dimensions should be provided on plans.

The carriageways that have a straight alignment will require vertical or horizontal deflection traffic calming at regular intervals in accordance with Table 1 of the Kirklees Highway Design Guide. Where horizontal traffic calming is proposed please ensure build outs are provided on either side of the carriageway to create a chicane; as due to low traffic volumes single build outs or ones spaced some distance apart are not effective in slowing vehicles. Where vertical traffic calming is provided please use a flat top road hump 4m wide at the top using Kirklees ramp from the standard details to ensure the vehicles do not ground out. Please note rumble strips are not accepted as they generate noise complaints.

HDM will require a ramp between the Residential Street (Type B) and the Shared Surface Carriageway (Type C) roads.

Footways will be required on both sides of the Local Residential Street (Type B) carriageway to a minimum width of 2.0m as per Table 1. Please add the dimensions.

Where there is not a footway adjacent to the carriageway a minimum 5.5 metre wide shared surface (Type C) block paved carriageway with a minimum 600mm block paved margin on either side is required as per Table 1 and paragraph 3.14 of the Design Guide should be provided.

Shared surface carriageway must not be steeper than 1:21 or 5% otherwise a Local Residential Street (Type B) with footways on both sides will be required. Please remove footways adjacent to shared surface carriageways if the gradients permit shared surface carriageway.

A long section has not been provided and will be required to ensure compliance with the Equalities Act 2010 where necessary. This must include details of the vertical alignment to determine appropriate carriageway and footway gradients. Shared surface carriageways will need to be Equalities Act 2010 and Kirklees Design Guide compliant and be no steeper than a maximum of 1:21 or 5%. If the carriageway is steeper than 5% then a Local Residential Street (Type B) with footways both sides would be required as per Table 1. Gradients in excess of 8% will not be adopted.

The applicant must ensure each gully drains a maximum of 180 sqm and gullies are located immediately upstream of all dropped kerb crossing points. Please ensure gully positions are located so that they avoid the tyre tracks of vehicles entering and exiting private driveways. Double gullies will be required at all low points and have separate gully connections to the carrier drain. Gully connections must be a maximum of 12 metres in length.

Public Transport:

The closest bus routes are located on Oxford Road and Leeds Old Road and are within 400m of the site. There are over 4 buses per hour from Leeds Old Road. The bus stops are provided with a simple pole and one is located within a parking layby. The routes to the bus stops are not all provided with dropped kerbs and tactile paving.

Pedestrian Access:

Pedestrian access through the site should be considered further. Dropped kerbs and tactile paving should be provided where shared surfaces are not in place to ensure accessible access is provided throughout the site. Routes should be direct and high quality to ensure compliance with the Kirklees Highway Design Guide.

Drivers need to be able to see obstructions from 2m high down to a point 600mm above the carriageway as set out in Manual for Streets. The latter dimension is used to ensure small children can be seen. Pedestrian Visibility splays of 2m x 2m should be provided across the site.

PROW:

Stubley Farm Road is located just east of the proposed site access and whilst it isn't adopted it forms part of the PROW network as HEC/6/10 and connects to or is in close proximity to HEC/5/30, HEC/5/20, HEC/5/10, SPE/63/10 and SPE/60/10.

A pedestrian link should be provided from the site to Stubley Farm Road that forms part of the adopted highway network.

Cycling:

Cycle parking should be provided at a rate of one space per bedroom to comply with the standards set out in LTN 1/20 and access to rear gardens should be provided for cycle access. A 'Typical cycle store' drawing has been provided which indicates a shed with one anchored Sheffield stand to provide cycle parking for two cycles where provided. Not all gardens shown are provided with a cycle store in the rear garden which should be clarified, and where they are not provided an adequately sized garage or internal store must be provided. Provision for plots 37, 38, 39, 36, 35, 34, 33, 32, 28, 26, 25, 14, 7, 8, 9 and 10 should be clarified and impeded paths provided to rear gardens to ensure bins and bikes can access and egress independently.

The closest greenway to the site is the Wilton Park cycle path which is east of Bradford Road.

Travel Plan:

A travel plan has been submitted as part of the submission which has been reviewed and aims to reduce resident single occupancy vehicle trips by 10% over a five year period with a corresponding 10% increase in active / sustainable travel. The methodology detailed seems standard and detailed that in local census data in 2011 travel to work for Kirklees 009 MSOA there were 67.4% of residents driving

a van or car and a total of 22.6% of residents travelling by bus/coach (7.7%) or on foot (12.5%). The Travel Plan states that a Travel Plan Co-ordinator will be funded by the developer for five years and will be responsible for undertaking surveys, providing information and travel planning.

Conclusion:

Whilst there are no objections in principle to residential development on the site, amendments and further information are required. See recommendation for further information.