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**Subject:** Objection - Land at, Highmoor Lane, Hartshead Moor, Cleckheaton, BD19 6LW - 2025/62/91542/E

Dear Sirs,

I am writing in reference to the above mentioned planning application.

It has long been proposed that there would be development on the former school site and that this would be in the form of residential housing. Whilst this may not be welcomed alongside the other housing developments currently in progress in Cleckheaton, after reading the supporting documentation for this application, it appears that this has been considered. However, this objection is in response to the proposed egress to the site on Highmoor Lane, rather than Halifax Road and the impact this will have on the infrastructure of the local area coupled with the environmental and social impact.

Over recent years, there has been development at the top of the lane, which has brought with it an increase in the number of vehicles parking on the road side. These, in addition to the vehicles parked on the roadside for the other semi-detached properties already provide additional obstruction. Please see attached photographs illustrating the roadside parking. Also, as people shared at the Consultation meeting at Hartshead Moor Cricket Club, Highmoor Lane is an Emergency services access route to the Motorway and provides an alternative exit off the M62 if it is blocked heading West. Additional traffic for the proposed site, in the form of construction vehicles initially, and then residential traffic will further risk access constraints to critical vehicles.

Following review of the Planning Statement and section 3.1.4. In response to this point, has there been consideration for when parking is at its maximum on site and visitors require alternative/additional parking. Highmoor Lane access is already compromised due to its nature as a single-track road by the very nature of the Lane's definition. This would therefore increase the risk of obstruction of emergency service vehicle access using Highmoor Lane to attend incidents on and via the motorway network.

Within the Design and Access Statement, in point 2.8 it mentions that there is an opportunity to "Enhance pedestrian and cycle links into the local area". In addition, in section 3.2 there is an aim to aid permeability around the site. Moreover, in section 3.1.5 of the Planning Statement, it mentions the aim to integrate appropriately with its immediate context". If this is one of the objectives of the build, the integration into the surrounding landscapes should support pedestrian access from the Lane and vehicular access from the main Halifax Road.

Furthermore, in reference to section 5.4.19 of the Planning Statement, the design is said to "enable different users to move harmoniously without causing conflicts and integrating with existing connections to further enhance movement capabilities for future users." "walking and cycling are encouraged".

It is essential to highlight at this point that Highmoor Lane demonstrates by its very dictionary definition, "a narrow road, especially in a rural area". Created over 100 years ago, it is long established as a popular walking route for all ages for walking, running, cycling and

dog walking. Therefore, if the Highmoor Lane access was pedestrian only, it would fully support the objectives of the integration of the new development, whilst maintaining the integrity of the lane, coupled with minimal impact on the planned development in terms of overall access.

Please find attached an amended version of the drawing in 3.1.1 to illustrate potential amendments to the plan, to accommodate vehicle access from Halifax Road as an alternative to Highmoor Lane. If the amendments are considered, the development which is proposed to retain all but two trees protected by TPOs, one of these to be removed to facilitate the proposed vehicle access point from Highmoor Lane. If the vehicular access route is relocated, this removes the requirement to remove one of these trees, further maintaining the ecology of the site.

In order to facilitate the proposed options in the amended drawing of 3.1.1, it should be noted that with regards to the bus stop on Halifax Road, this could be relocated to the lay-by which is already in existence. If this change was implemented, this would reduce the current traffic impact at the traffic lights of the buses stopping at the roadside. In addition, there is also a layby on the opposite side of Halifax Road to allow the flow of other traffic on Halifax Road.

Moreover, if the amendments to vehicle access in the 3.3.1 amendment are considered, and there is a specific requirement for a cul-de-sac road layout on the new development, with minor adjustments, this could still be achieved. The access point off Highmoor Lane would accommodate pedestrians only, and not a route for vehicular traffic.

In response to 5.4.7 of the Planning statement, in reference to 'utilising the historical access points off Halifax Road not being feasible due to the proximity to the crossroad junction to the east and potential conflicts/safety', I believe this should be re-viewed. If the first access point following the bus stop is not deemed suitable there is at least one other access point, captured in the attached photo of access point 2. These are clearly marked currently by a dropped curb and access gates, wide enough for vehicles. It should also be noted that when these access points were previously in use that the speed limit on this part of Halifax Road was greater than the current 30mph, and there was only one traffic enforcement camera on the side of the road towards Dewsbury rather than the two currently in situ. Therefore, it could be suggested that a vehicle access point off Halifax Road would be safer than when there was a school on the site.

In reference to the statement later in section 5.4.7 referring to, 'lack of suitable visibility particularly with the existing bus stop to the east and the prospect of a bus stopping which created highway concerns.' It could be suggested that the position of the current bus stop should be reviewed, as this is very close to the traffic lights and causes traffic to back up at the traffic lights. As there are lay-by's on both sides of Halifax Road, could the lay-by in the direction of Brighouse be used as alternative to the position of the current bus stop?

Following review of section 5.4.8 of the Planning Statement, referring to the decision of vehicle access to this application for the land off Highmoor Lane, and the impact of the access point for the site on opposite side of Halifax Road. Should the proposed developments on either side of Halifax Road not be considered independently, and the future proposed development could consider access opportunities at that point. If there are concerns by the council on access to the two sites, perhaps there should be further consideration taken on whether the current road infrastructure is able to accommodate both the developments, and carry out further risk assessments based on the increased number of residents in the postcode.

In addition, as mentioned previously this objection to the Highmoor Lane vehicle access proposes is based on the road infrastructure and traffic management impact this will have on all immediate residents of Hartshead Moor and Halifax Road but also all commuters from in and the surrounding area.

In section 5.5.12 of the Planning Statement, it states that, 'the accompanying TA and TP confirm that the proposals will not have a detrimental impact upon the local highway network' however, I would like to question the method of calculation and that this statement may not hold true.

The proposals confirm that the development will consist of 40 new dwellings.

Section 3.3 of the Accommodation Schedule in the Design and Access Statement details the types of properties in terms of the number of bedrooms. Consisting of: 13, 2-bedroom properties; 19, 3-bedroom properties and 9 4-bedroom properties.

Taking into consideration the above, alongside section 5.4 of the Transport Statement detailing Guidance for car parking at new developments, set out within the 'Kirklees Council Highways Design Guide SPD. This consists of the below:

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) In most circumstances, one visitor space per 4 dwellings is considered appropriate". Car parking at the development is to be provided in line with the above guidelines. Therefore, 10 visitor parking spaces are to be provided.

Therefore, the estimated number of potential vehicles is 98 additional vehicles requiring vehicle access.

The current infrastructure of Highmoor Lane and the traffic management at the cross-roads with Halifax Road does not support this increase in traffic.

In reference to section 6.2 of the Transport Statement, referencing Vehicle Trip Generation, the table suggests that there will only be 15 vehicle departures between 08:00 and 09:00, and 7 departures between 17:00 and 18:00. I assume this data is based on data around vehicle movement only and not taking into consideration the recent shift to return to site/office-based working rather than home working. Is there an assumption that children living on the new development will all travel on foot to school?

In addition, this section states that the data equates to only one new vehicle trip approximately every three minutes during the highest generating peak hours. Therefore, I believe the calculation used assumes that each vehicle will leave at a different time within the hour and not at the same time. In addition, further on in this section, it states, "given the above, and that the proposed development will add only one additional trip at the junction approximately every **20 minutes** during the Weekday AM and PM peak hours, it is considered that this level of additional traffic will not have any material impact on the operation of the junction.

Please would it be possible to provide clarification on this point above as it does not appear to hold true. In real terms it is likely that out of 98 vehicles within a development, significantly higher numbers than those captures within the Vehicle Trip Calculator will require use of the vehicle access point to the development and converge at the traffic lights at the top of Highmoor Lane. Therefore, I urge further assessment of the traffic generation of the proposed development when considering the location of the vehicle access point for the development.

As I mentioned in the introduction of the objection. The development of the site is an accepted part of the development of the local area, the real basis for this objection is the

proposed vehicle access point to be located on Highmoor Lane and not Halifax Road. Therefore, I urge the Thirteen Group, along with their Architects and the Kirklees Council Planning Authority to review the points above and re-locate the vehicle access point to Halifax Road and use Highmoor Lane for pedestrian access only, thus maintaining the integrity of the lane for future generations and existing residents and the new ones on the development.

I would be happy to discuss any of the above in further detail.



Alternative Vehicular access

Alternative Pedestrian access

Alternative Vehicular access

5 PHOTOS FOLLOW:



Photo 1: Dropped Curb & Access Gate 1 Potential Vehicular Access point to the New Development



Photo 2 : Dropped Curb & Access Gate 2 Potential Access



Photo 3: Highmoor Lane Parked Vehicles towards the Junction



Photo 4 : Layby After the Highmoor Lane Junction heading towards Brighouse



Photo 5: Layby Towards Lights at the Highmoor Lane Junction towards Dewsbury