

**Consultation Response from KC,
Highways Development Management**

2025/91542 Land at, Highmoor Lane, Hartshead Moor, Cleckheaton, BD19 6LW

**Erection of 40 dwellings and associated works, including formation of new vehicular access
and erection of cricket netting**

Date Responded: 1-10-2025.

Responding Officer: Mark Berry.

Responding Ref: 7-9NW-20.

This application seeks approval to the erection of 40 dwellings and associated works, including formation of new vehicular access and erection of cricket netting at land at, Highmoor Lane, Hartshead Moor, Cleckheaton.

The application site is located at the junction of Highmoor Lane/A649 Halifax Road. The Highmoor Lane/A649 Halifax Road signalised junction is located approximately 60m from the proposed site access.

Highmoor Lane is access to residential properties, Hartshead Moor Cricket Club and Hartshead Moor/M62 Services.

There are no footways to the site frontage along Highmoor Lane. There is a footway between the site boundary and Halifax Road.

The proposals show a traditional estate road leading to a proposed turning head and several private shared driveways.

Highway Safety

Highway Safety have been consulted and their comments are summarised as follow.

Complaints about speeding traffic along Highmoor Lane accessing M62 / Services are long-standing. Highway Safety would recommend a week-long ATC survey is carried out somewhere close to the midpoint of Highmoor Lane, to get a clear picture of what the risks are, especially off peak / overnight. Highway Safety wouldn't want to encourage further development here if there are issues, without mitigation. If the speed survey results evidenced a speeding problem, there would be a strong argument for traffic calming.

The visibility splay at the site access is incorrect. It seems to extend out to the southern side of the road, rather than to a 0.5m offset from the northern side. They are proposing to link into the existing 'footway' immediately east of the proposed access as the pedestrian route. This route is not viable or safe for pedestrians under existing conditions. Cars Park along here all the time up close to the wall; Mobility impaired pedestrians would struggle to get past. Pedestrians would be highly likely to walk along the carriageway around the outside of the cars, at risk of being struck. This should be resolved before further development is supported.

The road scales at around 6.5m wide so options are limited within the existing cross section. However, there is a wide verge along the southern side, so there is scope to widen along this side and 'move' the eastern section of the road southwards to free up width. If this was done, the Developer could provide a 1.5m wide kerbed footway along the northern side along the frontage of the existing houses, alongside a 2m parking bay, a 6.5m wide carriageway, and physical buildouts at either side of their own junction (with a taper leading into the western side), to resolve both the visibility and pedestrian route issues.

A TRO to protect the junction, and the southern side opposite it should also be considered.

Highways Section 38 Team

Highways Section 38 Team have been consulted and their comments are as follows.

The application will need to comply with Kirklees Design Guide including some of the key issues below.

Table 1: Summary of Residential Street Types

Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 mph
Speed restraint feature separation (Maximum)	100m	60m	40m
Forward visibilities	33m	25m	23m
Centreline radius (Minimum)	35m	20m	Based on vehicle tracking
Typical Cross-section	2m footway - verge - carriageway - verge - 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin
Carriageway width	6.75 metres	5.5m	5.5m



A minimum carriageway width of 5.5m will be required.

The carriageways that have a straight alignment will require vertical or horizontal deflection traffic calming at regular intervals in accordance with Table 1 above. 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 our 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 from residents. We 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. It is noted that there is only a footway on one side of the road and so this will be rejected if a S38 adoption application is made. Given the gradient of this road is not steeper than 5% the applicant may want to consider amending parts of this road to a shared surface (Type C) where only 600mm margins are required but the carriageway must be block paved.



Highways Development Management comments.

The short stub road serving plots 9 to 12 is laid out as an adoptable road. This can be private driveway given it just serves 4 dwellings.

Turn heads for a delivery van should be shown to be provided to all shared private driveways.

Swept paths for an 11.85m refuse vehicle should be used and not the 11.2m vehicle shown on the Transport Statement.

Comments from UTC are waited regarding impact of these proposals on the Highmoor Lane/Halifax Road signalised junction.