
Sent: 06 November 2025 10:25

Subject: RE: REF 2025/62/91542/E : 39134 - Highmoor Lane, Cleckheaton - Section 38 and 278 Application

The revised proposals don't seem to address many of the points raised by Steve, but Ill ask him to review the revised proposals and await his comments.

They have also not considered the points raised by Highway Safety and HDM in the previous consultation response dated 1st October as follows.

1, There are no footways to the site frontage along Highmoor Lane. 2.0m wide footways should be shown to the site frontage.

2, 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.

3, 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 (note I have reported to issues with the existing 'footway' immediately east of the proposed access to Planning enforcement. The required 2.0m footway to the frontage of the 5 new dwellings as not been correctly provided).

4, A TRO to protect the junction, should be required (recommended by both Highway Safety and UTMC below).

5, Swept paths should be provided which demonstrate that an 11.85m refuse vehicle can enter and exit the site from Highmoor Lane and turn within the site. All schemes must incorporate reasonable tolerances and safety margins. A good starting point is to allow 0.5m clearance to kerbing or vertical obstructions on

each side of the swept path. Designs should therefore, where possible, aim to cater for vehicles larger than the above minimum standards.

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

7, UTMC have reviewed these proposals and recommended a TRO to protect the junction and improvements to promote active travel .

TRO

Problems with parking on approaches to the traffic signal junction, to overcome detector loops becoming permanently called can be managed with parking restrictions in the form of double yellow lines and supporting TRO.

Active travel

Providing a new crossing for A649 Halifax Road will assist pedestrians crossings the main road.

Regards

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