

## Highway Queries/Rebuttal

As part of the early design stage of the development, a plethora of layout and configurations were considered, in particular concerning access for vehicles. An access onto Highmoor Lane was strongly supposed by Kirklees Highway Officers, as this offered the best solution in terms of traffic distribution and the general flows of vehicles into the wider highway network.

As part of those considerations, other options were considered, including utilising the former school access from Halifax Road (both as a main access and as a secondary access), as well as another access point altogether onto Halifax Road. Of the other options, an alternative access point from Halifax Road was not favourable, this was due to potential vehicle conflicts with other access points from the northside of the carriageway, as well as the potential for any new access to conflict with the access that would be required to facilitate development on site allocation HS104 (Warren Cottage, 916, Halifax Road), thus stymieing development. Furthermore, there was limited scope to deliver a new access from Halifax Road due to levels, with the Halifax Road gradually rising from east to west, thus meaning a greater level difference between the site and adjacent carriageway. Therefore, it was not possible to deliver a sufficient access arrangement that would meet accessibility standards, whilst delivering a suitable configuration.

Alternatively, the project team turned to considering utilisation of the former school entrance onto Halifax Road. Upon review there were a number of constraints identified, albeit such matters had to be considered in the context that the development would significantly intensify the use of the access point, compared to its historical use. Firstly, the necessary visibility distances could not be achieved, particularly to the east, which would be exacerbated in instances of when a bus is stopped at the adjacent bus stop, thus leading to highway safety concerns. Secondly, the junction would be too close to the cross roads to the east, especially when considering the lighting timings, road marking (keep clear zone), inter alia. This would therefore, lead to congestion, especially for vehicles egressing and turning right. Likewise, the existing carriageway does not lend itself to space to provide a ghost junction to facilitate a designated space for vehicles turning right into the site. Therefore, the use of the former school access would not be feasible due to the highway safety concerns that would be perpetuated from its use as part of the proposed development.

Nevertheless, some comments have been received about whether there is scope to still use the former school access but only for left in and left out. It is worth noting that the concerns regarding sufficient visibility not being achieved, as mentioned, above would still be applicable, thus resulting in highway safety concerns. Nonetheless, the utilisation of the access point would still create conflicts with vehicles egressing from the access points on the northern side of Halifax Road too. Moreover, the major concern with a left in left out scenario is that there is a strong likelihood of road users breaching the restrictions, as well as leading to rat running through the site. These two matters are critical as whilst some may feel that the creation of a left in left out scenario would possibly solve concerns elsewhere (such as using Highmoor Lane as the primary and only vehicular access), this would lead to major highway safety concerns, particularly for future residents of the development.

It is also not feasible for the former school access to only be the main vehicular access on a left in left out basis, as the other concerns as aforementioned would remain relevant, but that would also lead to unnecessary vehicles movements and increased environmental impacts because drivers would have to egress westwards along Halifax Road to then find a suitable place to turnaround (resulting in illegal U turns and awkward turns on adjoining side streets) in order to the travel eastwards and on to their desired destination.

Therefore, in light of the above the proposed access arrangements are deemed to be wholly acceptable and deliver safe means of access for vehicles.