

**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: 31st March 2026

Responding Officer: C Dows

Responding Ref: K7-9NW/20

RECOMMENDATION: Further Information Required

Reference to Plans/Documents:

- Proposed Access Arrangement Plan, Drawing No. BC0942-STA-XX-XX-D-C-5000 Rev. P04
- Vehicle Tracking Kirklees Council Refuge, Drawing No. BC0942-STA-XX-XX-D-C-7000 Rev. P01
- Proposed Site Layout, Drawing No. 1002 Rev. P7
- Section 38, Drawing No. BC0942-STA-XX-XX-D-C-6100 Rev. P04
- Proposed Build Ups and Kerb Types, Drawing No. BC0942-STA-XX-XX-D-C-4000 Rev. P05
- Speed Survey, Project No. 17682 - Highmoor Lane Friday 16 Jan 26 to Thurs 22 Jan 2026
- Stage 1 RSA Brief Prepared 04/02/2026.

Review/Comments:

A speed survey was undertaken on Highmoor Lane, review of which conforms 85thile vehicle speeds as 28.1mph northbound and 28.2mph southbound, the survey indicates speeding on Highmoor Lane is not a significant issue and that access visibility splays of 2.4m x 43 would be appropriate. The proposed visibility splays are considered acceptable.

A revised vehicle tracking plan has been provided for an 11.85m long waste collection vehicle, this demonstrates that turning manoeuvres into and out of the site from Highmoor Lane are very tight requiring virtually the full width of the access with the vehicle body touching/overhanging the footway. The access provides no tolerance or safety margin for driver variation and is considered too tight. Access radii and/or width should be increased to enable safer turning manoeuvres. The Kirklees Highway Design Guide recommends minimum junction radii of 6m for junctions of this type.

It is noted that a plan has been provided which demonstrates junction and forward visibility splays within the internal layout, it is observed that some of the splays extend over what appears to be private curtilage of dwellings. Amend layout to ensure all visibility splays are contained within the adopted highway.

It was requested and accepted by the Applicant that a TRO would be required to protect the site access and approaches to the signal-controlled junction with Halifax Road, where parking can result in the signal detector loops being permanently called, impacting on the efficient operation of then junction. The indicative extents of the proposed TRO should be shown on a plan. The cost of processing and implementing the TRO can be covered by a S106 contribution.

It was requested and acknowledged by the Applicant that provision should be made to assist pedestrians crossing A629 Halifax Road to access southbound bus stops on Halifax Road and bus stops on A643 Moorside. Following discussions with UTMC it was considered that this could be best achieved by providing a pedestrian phase across the Halifax Road arm of the signalised junction. A similar facility is already provided across the Moorside arm of the junction. The submitted plans show tactile paving at the Halifax Road north arm of the junction, this provides insufficient information and a

preliminary design, confirming that the installation of a pedestrian phase is feasible and safe is required. These works together with details of the TRO should be included in the Stage 1 RSA.

The RSA Brief and audit team member CV been reviewed, a revised copy of the brief with amendments is attached to these comments. The brief has been submitted in PDF format, which makes editing awkward can any future versions of the brief be submitted initially in Word format to enable easier editing prior to approval. Only one CV has been provided, presumably the audit team lead, this has been reviewed and is acceptable. CVs for any other audit team members will be required.



20260323 CD
Amendments Stage