

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

2025/92598 Co Op Academy Smithies Moor, Leeds Old Road, Heckmondwike, WF16 9BB

Redevelopment of school, including demolition of existing buildings and erection of replacement single storey school building with external works including provision of a forest school, hard and soft PE and play spaces, car and cycle parking, bin store, sub-station, pedestrian, vehicle access, and landscaping

Date Responded: 29-10-2025

Responding Officer: Mark Berry.

Responding Ref: 13-1NW-12.

This application seeks approval to the redevelopment of school, including demolition of existing buildings and erection of replacement single storey school building with external works including provision of a forest school, hard and soft PE and play spaces, car and cycle parking, bin store, sub-station, pedestrian, vehicle access, and landscaping at Co Op Academy Smithies Moor, Leeds Old Road, Heckmondwike.

The existing Coop Academy Smithies Moor provides a 1 form entry and has a capacity of 236 pupils, and a total of 34 FTE staff are employed at the school. The new school will have the same capacity as the existing school

This application is supported by a Transport Statement prepared by Eddison's. This is summarised as follows.

Vehicular access into the school is currently provided for via access off Leeds Old Road on the north-west boundary of the site. A total of 14 marked car parking spaces are provided on the site, these spaces are used by staff and visitors only.

Surveys show that 63% of pupils travel to school as passengers in cars and 80% of staff travel by car.

Speed surveys indicate that the average 85th percentile speed along this section of Leeds Old Road is that of 33.3 mph for southbound vehicles and 32.3mph for vehicles travelling northbound

A total of 20 car parking spaces incorporating 2 mobility impaired space and 4 Active EV Charging Bay are proposed within the site layout. Therefore, the proposed car parking is an improvement to what is provided on the site at present.

Within the pre-application response from Kirklees Council Highways department, comments were raised regarding the use of the existing access junction into the site and that drop-off and pick-up provision should be provided on the site.

Regarding the use of the existing access junction, the required visibility splays in each direction can be achieved and the existing junction does not have a poor highway safety record. Given the proposals will not result in any material increases in traffic at the access, it is concluded that the existing access junction will provide a safe and efficient access arrangement.

In terms of the provision of on-site pupil drop-off and pick-up, this is not being provided on the site, sufficient on-street parking is provided in the vicinity of the site with limited or no illegal car parking. The proposals will not give rise to any increase in parking demand and therefore there is no requirement to provide on-site provision.

Service vehicles will access and egress the site via Leeds Old Road, as they do at present. To demonstrate that the proposed development can be serviced in a safe and efficient manner, swept path analysis has been undertaken using a 11.3 metre refuge vehicle and 10 rigid vehicle which are the largest vehicles that will visit the site.

Highways Development Managements (HDM) comments

1, The proposed 47 metre sight line from the access onto Leeds Old Road requires vegetation be cut down on land which is outside the red line boundary which is unacceptable. In any case the vegetation will grow back, and it not considered a permanent solution on the access to a school.

2, Based on 34 FTE staff with 80% of staff traveling by car a total of 27 off-street parking spaces should be provided for staff plus additional visitor parking spaces.

3, The swept paths provided for service vehicles are tight to the proposed kerb lines within the site and tight to kerb lines at the access and to the Old Leeds Road carriageway centre line. The swept path movements presumably also include stationary steering which is unacceptable. All schemes should 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.

HDM consider that the swept paths show that the access needs to be widened to allow comfortable turning and manoeuvre and access into and out of the site without crossing the Old Leeds Road centre line.

In conclusion HDM would recommend that the access is moved to the southwest (left when exiting) to achieve better sight lines and widened to properly accommodate service vehicles and that the number of off-street parking spaces is increased to accommodate the anticipated staff and visitors say 30 spaces.

Comments on Construction Environmental Management Plan.

The proposed Construction management plan shows vehicle swept paths which are tight to kerb lines. The access needs to be widened to allow comfortable turning and manoeuvre.

The internal HGV turning shown on this plan is not shown on the construction phase of the works plan. No internal HGV turning is shown for the construction phase of the works.

Can the proposed construction of proposed haul road be confirmed – this should be hard surfaced - loose materials should not be allowed to be dragged out onto the highway.

Only off-site parking for 10 to 12 vehicles is proposed. This is unlikely to be enough for construction staff or school staff dependent upon the phase of works.

The Transport Statement refers to the school times as follows.

The current school day starts at 0850 hours and ends at 1520 hours, whilst a wraparound care in the form of the 'Breakfast Club' out of school club runs from 0730 to 0845 hours

The CEMP refers to restricting deliveries to be out-side the School Start and finish times 8 – 9 am and

3 – 4 pm. These times need to be amended to reflect the actual start and finish times. The start and finish times for the adjacent Fairfield School also need to be considered.

Pre- and post-development road condition surveys should be included together with a requirement for a schedule of remedial works to rectify any defects in the surrounding highway network because of these proposals.