Consultation Response from KC,
Highways Development Management

2025/92968 29, Huddersfield Road, Mirfield, WF14 8AE

Outline application for erection of residential development

Date Responded: 11/02/2026
Responding Officer: D. Stainsby
Responding Ref: K10-9NE/7

RECOMMENDATION:

As submitted the proposal cannot be supported by Highways D.M.

Clarification is required as follows.

- Confirmation that the minimum visibility can be provided for vehicles leaving the site.
- A Road Safety Audit is required prior to Planning Approval to ensure the junction can operate safely.

VEHICULAR ACCESS:

A new access is proposed from Huddersfield Road (A644).

For a 30mph speed limit sight lines of 2.4m x 43m should be achievable and demonstrated on a suitable plan, any shortfall of this requirement should be in accordance with 85%ile wet weather speed readings (if below 30 mph).

Speed surveys have been undertaken which revealed speeds of 29.3 mph and 27.5 mph eastbound and westbound respectively.

This requires 2.4m x 38m visibility splays to the east and 2.4m x 41m visibility splays to the west in accordance with Manual for Streets.

To achieve the required visibility splays it will require the removal of some of the trees along the frontage.

The Transport statement states that Drawing 2510001 shows the visibility as required by the speed survey can be achieved in both directions from the proposed site access. However, the Design and Access statement states that the visibility splays cannot be guaranteed across third-party land.

Confirmation that the required visibility splays can be met needs to be properly demonstrated.

The site is currently accessed to the northwest of the development plot via the existing dropped crossing access. This access will be made redundant as part of these proposals and, as a result, will need to be permanently closed and the footway along this frontage reinstated.

The proposed site layout drawing shows the access relocated to the centre of the northern site boundary, with a 2m proposed footway along the site frontage. The proposed access is shown at 5.5m wide with 6m radii.

The footways along the site frontage continue around the proposed access radii and c.10m into site before transitioning into a shared surface arrangement with a 5.5m carriageway and 0.6m margins at both sides.

This meets the requirements recommended in the Highway Design Guide. However, at this location A644 Huddersfield Road has a cycle lane and parking bays on the opposite side of the road to the proposed access.

To ensure that turning movements do not encroach over the centre line of the main road the junction radii may need to be increased to 10m

The swept path provided in the attached documents appears satisfactory. However, in order to check this point a Stage 1 Road Safety Audit is required prior to planning approval and in accordance with GG119 to help determine if these proposals are safe.

This information should be submitted to the Councils RSA Team for approval.

The internal road and turning areas will need to be designed in full accordance with the Highways SPD at Reserved Matters.

Although I recognise that the internal layout will be dealt with at a later stage, I note they are proposing a shared surface street with no footways either side. It should be noted that shared surface carriageways are not permitted where the gradient exceeds 5% and will need to be block paved if they wish for this infrastructure to be adopted.

We have received numerous complaints regarding all day parking on Hurst Road and access issues due to parking there. This is because it is the first unrestricted road away from the town centre and is likely used by staff of local businesses.

If the proposals do go ahead, then I believe the parking would also encroach on this development and it should be noted that the Council would not consider permit parking for a new development.