

GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Plough Barn, Birds Edge Lane, Birds Edge, Huddersfield, HD8 8XR
Project Team:	Heneghan Architecture Ltd
RSA Report Stage	Stage 1
RSA Organisation:	Road Safety Audits Limited
RSA Report Reference:	RSA/ENG/170926
RSA Report Issue Date:	17.09.2026
Report Title:	Formation of temporary construction access track, A629 Penistone Road, Birds Edge, Plough Barn, Birds Edge Lane, Huddersfield.
Reference:	2026-91284_RSA_Design_Response_Report-HDM-Final_14-10-26

Authorisation

Prepared by:	Matthew Carter
Position:	Chartered Architectural Technologist
Team:	Heneghan Architecture Ltd
Signed:	
Date:	
Approved by:	Dan Heneghan
Position:	Director
Signed:	
Date:	

Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit carried out on a the A629 Penistone Road, Plough Barn, Birds Edge Lane, Huddersfield (Planning Application Reference 2026/62/91284/E). The scheme is for the formation of temporary construction access track, associated site compound, parking, materials storage and turning area to facilitate construction works approved under planning permission 2025/62/92481/E

Key Personnel

Overseeing Organisation

Kirklees Council Highways Service – Phillip Waddington (Group Engineer – Road Safety)

Kirklees Council Scheme Manager – Adam Darwin (Group Engineer – HDM, Planning)

Road Safety Audit Organisation

Road Safety Audits Limited – Tim Robinson (Team Leader), Gillian Kidd (Team Member)

Design Organisation

Heneghan Architecture Ltd – Dan Heneghan (Director), Matthew Carter (Chartered Architectural Technologist)

Road Safety Audit Decision Log

Road Safety Audit Problem and Recommendation

General

Location: Proposed temporary construction access track, site junction with the A629 Penistone Road.

Summary: Visibility Splay.

Detail: Visibility to the southeast of the proposed temporary access junction appears to be restricted due to sight-line obstruction caused by the existing hedge and trees, as illustrated in Photo 1. Such reduced visibility may increase the risk of drivers emerging from the construction access failing to adequately observe approaching north-westbound traffic, and vice versa, potentially resulting in give-way-type conflicts. Photo 2 shows the existing visibility splay to the northwest of the site entrance. Furthermore, the visibility splay shown on the submitted plan has been measured from within the footway, which is incorrect, as the correct 2.4 metre x-distance would place the driver's eye position inside the site access. The width of the footway varies on either side of the entrance—approximately 2.0 metres on the north-western side and 1.7 metres on the south-eastern side—meaning that measuring the splay from within the footway does not represent the appropriate driver position. The visibility splay should instead be taken from an x-distance of 2.4 metres set back from the front of the kerb line to the inside of the entrance, in accordance with standard practice, as this represents a reasonable maximum distance between the front of a vehicle and the driver's eye position.

Recommendation: Vegetation within the visibility splay should be cut back and maintained to ensure adequate sight lines are provided at the junction. The visibility splay should be re-drawn and assessed from a set-back position of 2.4 metres from the back of the kerb line, to avoid any encroachment into the running carriageway

Design Team Response

Recommendation accepted. See drawing 2562-0503-P04 for reference.

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted and the Design Team response is accepted. Drawing 2562-0503-P04 includes a note confirming that vegetation will be maintained clear of the corrected visibility splays.

Post-RSA Action

A compliance planning condition is required to confirm that 2.4x120m visibility splay are to be maintained clear of all vertical obstructions, including vegetation, walls, fences and other features above 900mm in height for the duration of use of the temporary construction access.

Road Safety Audit Problem and Recommendation

Road Signs and Markings

Location: Development site junction with Penistone Road

Summary: Temporary warning signage – new access

Detail: The submitted plans do not indicate the provision of any warning signage to alert drivers to the presence of a temporary construction access at this location. The absence of such signage may increase the potential for vehicle conflict, including shunt-type collisions. The access lies within a 30mph speed limit, shown in photo 3 approximately 74 metres from the terminal signs. Observations made on site suggested that vehicle speeds remained higher until further towards the junction with Birds Edge Lane, which may further elevate the risk of conflict at the new access.

Recommendation: Appropriate temporary warning signage should be provided to highlight the presence of the new access and reduce the likelihood of vehicle conflict.
<u>Design Team Response</u> Recommendation accepted. Signage to be agreed with Highways Authority. See drawing 2562-0503-P04 for reference.
<u>Overseeing Organisation Response</u> The RSA Problem and Recommendation are accepted and the Design Team response is accepted. Drawing 2562-0503-P04 confirms that temporary warning signage will be provided, and that the details will be agreed with the Highway Authority prior to installation.
<u>Post-RSA Action</u> The details of the temporary warning sign (sign type and location) will need to be agreed separately with the Highway Authority Design Engineer as part of the S184 approval process, and an informative note will be required on any decision notice to this effect.
<u>Road Safety Audit Problem and Recommendation</u> Landscaping Location: Development site junction with Penistone Road Summary: Insufficient visibility due to levels of land at the access Detail: A difference in gradient between the existing footway and the land on which the access track is proposed to be formed appears to create visibility issues, as illustrated in Photo 4. The fall in land levels on the approach to the entrance, combined with wall heights of approximately 1.1metres to the southeast and 0.74 metres to the northwest, with a 1.3m gate post pillar on the southern side of the access may restrict drivers' ability to adequately observe approaching traffic. This may increase the potential for emerging vehicle conflicts. Recommendation: A review of the proposed internal track levels should be undertaken and reprofiled if necessary to ensure that suitable visibility splays can be achieved. It may also be beneficial to increase the gradient level to provide improved stability for HGVs accessing and egressing the site.
<u>Design Team Response</u> Recommendation accepted. See drawing 2562-0503-P04 for reference.
<u>Overseeing Organisation Response</u> The RSA Problem and Recommendation are accepted and the Design Team response is accepted. Drawing 2562-0503-P04 confirms that the initial 15m length of the construction access will have a maximum gradient of 1:25, and notes have been added to confirm that the boundary walls will be temporarily reduced in height to 900mm to accommodate the visibility splays.
<u>Post-RSA Action</u> A compliance planning condition is required to confirm that 2.4x120m visibility splays are to be maintained clear of all vertical obstructions, including vegetation, walls, fences and other features above 900mm in height for the duration of use of the temporary construction access. A further compliance condition is required relating to the construction access design (e.g. to be in accordance with the preliminary details shown on drawing 2562-0503-P04, or as otherwise agreed in writing with the LPA). The detailed design of the widened dropped footway crossing will also need to be agreed separately with the Highway Authority Design Engineer as part of the S184 approval process, and an informative note will be required on any decision notice to this affect.

Road Safety Audit Problem and Recommendation

Surface Characteristics and Drainage

Location: Development site access junction

Summary: Gully location could cause loss of control / damage to gully

Detail: A cast iron gully is present on the highway as shown in photo 5 below. Due to the proposed widening of the access the gully will be within the mouth of the junction and is likely to be overrun by construction site traffic. This may increase the risk of structural failure of the gully if not suitably constructed to withstand the loading associated with heavy vehicle overrun.

Recommendation: The gully should be repositioned outside the mouth of the junction as part of the works or reinstalled using a construction and cover that provides skid-resistance performance complementary to the adjacent carriageway surface.

Design Team Response

Recommendation accepted. See drawing 2562-0503-P04 for reference.

Overseeing Organisation Response

The RSA Problem is accepted, but the RSA Recommendation and Design Team Response is not fully accepted.

Following further discussions with the Design Team, it has been agreed that the temporary construction access should be formed by a widened dropped footway crossover, rather than a kerbed bellmouth. The widening of the crossover should take place on the northwest side of the existing dropped crossing, which will mean that the existing gully should be unaffected. This is confirmed on drawing 2562-0503-P04, which indicates the approximate length of dropped kerb that is required (dashed green line) to allow HGV's to utilise the construction access without overrunning the gully and full height (or dropper) kerbs.

Post-RSA Action

A compliance condition is required relating to the construction access design (e.g. to be in accordance with the preliminary details shown on drawing 2562-0503-P04, or as otherwise agreed in writing with the LPA).

The detailed design of the widened dropped footway crossing will also need to be agreed separately with the Highway Authority Design Engineer as part of the S184 approval process, and an informative note will be required on any decision notice to this effect.

*****End of RSA Stage 1 Decision Log *****

5. Road Safety Audit Response Report Statements

On behalf of the Design Organisation, I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Dan Heneghan
Signed:	
Position:	Director
Organisation:	Heneghan Architecture Ltd
Date:	
On behalf of the Overseeing Organisation, I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation; and, 2) The agreed RSA actions will be progressed.	
Name:	Adam Darwin
Signed:	
Position:	Kirklees Council Scheme Manager (Group Engineer – HDM, Planning)
Organisation:	Kirklees Council
Date:	

End of Stage 1 RSA Response Report