

Consultation Response from KC Highways Development Management		
2026/91494 Land off Penistone Road, Birdsedge, Huddersfield, HD8 8XP		
Outline application for erection of residential development, including associated infrastructure works. All matters reserved except means of access into (but not within) the site from Penistone Road		
Date Responded: 10/08/26	Responding Officer: M Zenner	Responding Ref: K12-44/7

RECOMMENDATION: There are highway safety concerns in regards to the proposed access arrangements and insufficient information to ascertain the highways implications of the proposals.

Further information is required in relation to the following issues:

- An amended junction/ access design is required to comply with DMRB CD123;
- Speed surveys should be undertaken along Penistone Road to inform the required visibility splays for the site;
- A Transportation Assessment is required – scope to be agreed;
- Updated Swept paths at the proposed site access are required;
- Pedestrian crossing facilities within the vicinity of the site should be amended;
- The applicant should demonstrate they have followed a vision-led approach;
- Trip rates should be refined to cover multi-modal and should consider local car ownership and public transport service levels;
- Committed developments should be considered and added onto existing traffic flows;
- Trip Distribution and Junction Assessments should be undertaken and supplied;
- A Stage 1 RSA should be carried out in accordance with GG119 of DMRB.

Development Overview:

It is HDM's understanding that the proposals are an outline application for the erection of residential development, including associated infrastructure works. All matters are reserved except means of access into (but not within) the site from Penistone Road.

The application form submitted with the application indicates 45 market houses and 25 social, affordable or intermediate rent properties; a total of 70 properties. The form also lists 158 car parking spaces and 70 cycle parking spaces as being provided.

HDM notes that the Planning Statement states that the applicant is not seeking to fix a quantum of development, however, the technical reports provided have assessed the impacts of delivering upto 70 number residential dwellings. The existing site use is stated to be agricultural.

The site is proposed to have one vehicular access along the site frontage connecting to the A629 Penistone Road, which is a classified distributor single carriageway two-way road subject to a 30mph speed limit along the site frontage which changes to 40mph in close proximity to both the southern approach and northern approach to the site.

The existing carriageway on Penistone Road along the site frontage has a 2.9m north-westbound lane, a 2.3m wide centre hatching area, a 3.3m south-easternbound lane and a 1.8m wide footway on the eastern side of the carriageway.

There are a number of traffic calming features on Penistone Road such as rumble strips, dragons teeth markings, SLOW markings, areas of red coloured surfacing, School markings and associated warning signs in close proximity of the site to help manage vehicle speeds and raise awareness to the location of the local school.

Reference to Plans/Documents:

- Application Form;
- Design & Access Statement Including Crime Prevention Statement;
- Designations and Constraints Plan – Dwg 041-54-01;
- Indicative Landscape Masterplan – Dwg 041-54-10 Revision 01;
- Location Plan – Dwg 7072-SSA-00-XX-DR-A-01 Revision P02;
- Parameters Plan – Dwg 7072-SSA-00-XX-DR-A-03 Revision P07;
- Planning Statement;
- Proposed Site Access and Pedestrian Crossing – Dwg AMA-300655-SK-001 1.1 Revision P02;
- Various topographical survey plans;
- Topography plan – Dwg 041-54-03;
- Transport Assessment Dated May 2026;
- Residential Travel Plan Dated May 2026.

Local Policy: Local Plan Policies – LP5, LP19, LP20, LP21, LP22, LP23, LP24; Kirklees Highway Design Guide SPD

Traffic Impact/Network Assessment:

It is HDM's view that the proposals should follow a vision led approach as set out in the NPPF and provide high quality routes and connections for active travel. Consideration should be made to the existing highway arrangements within the vicinity of the site and how the proposals will tie into those arrangements and any necessary amendments that will be required.

It must be noted that the applicant did not engage with HDM for pre-application scoping and therefore the TS submission is not in accordance with what Kirklees would recommend for a development of this type in this location. HDM would have requested the provision of a Transport Assessment with multi-modal trip generation, trip distribution and junction assessments. Furthermore an 85th percentile speed survey would have been requested alongside an assessment of the most recent five-year Personal Injury Collision (PIC) data available from Key Accidents with further details of the collisions including dates, times, road conditions, types of road user and consideration of causation factors and detailed narrative data.

Committed developments should be considered and included in the transport assessment process. Relevant sites that have gained planning approval or have submitted for planning approval should be included within the existing traffic flows on the network. Details can be accessed via the following link: <https://mapping.kirklees.gov.uk/connect/analyst/mobile/#/main> in accordance with Planning Practice Guidance.

A Transport Statement (TS) has been submitted as part of the application where the TRICS system has been interrogated to extract trip rates to inform the likely trip generation from the site. The surveys selected do not appear to be multi-modal and do not appear to have been refined to reflect local car ownership data and sites with a comparable frequency of public transport services, which should be considered further. Consideration should also be given to obtaining survey data of similar local sites to validate the trip rate assumptions.

No speed survey data from Penistone Road has been provided as part of the TS submission, the proposals simply illustrate 2.4m x 43m visibility splays in accordance with Manual for Streets for a 30mph

road. HDM is aware that there is ATC data captured in April 2025 at the approximate location of the proposed pedestrian refuge island that recorded speeds over a one-week period that revealed an average 85th %ile speed of 40.4mph. Within this survey 77% of vehicles exceeded the 30mph speed limit, 16% exceeded 40mph and around 150 vehicles a day exceeded 50mph.

Furthermore, up to date sample speed data from Kirklees system confirms that a 24 hour average 85th %ile speed of 41.6 mph has been recorded over the past month, increasing to over 45mph between 10pm and 7am. A speed survey should be undertaken to ascertain up to date 85th %ile speeds.

Kirklees Highway Design Guide SPD states in 3.34 'for routes that carry over 10,000 vehicles per day and/or have vehicle speeds greater than 37 mph, visibility guidelines within the Design Manual for Roads & Bridges (DMRB) should be followed'. Therefore, the proposed visibility splays demonstrated are not appropriate and the standards set out in DMRB should be used.

Noting the gradients on the site, a review of vertical and horizontal visibility from the minor arm of the site access should be provided and long sections should be provided.

Trip Rates and Traffic Generations

The TRICS has been interrogated as part of the TS submission and the following trip rates and trip generation data have been provided:

	85 th Percentile Vehicular Trip Rates			Traffic Generations		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (8-9am)	0.153	0.383	0.536	11	27	38
PM Peak (5-6pm)	0.337	0.191	0.528	24	13	37

The selection of peak hour times appears to be based on the peak hours within the TRICS survey rather than the peak hours on the local highway network.

HDM notes that the inputs into TRICS appear to be residential, houses privately owned, 20-100 dwellings, all dates (excluding weekends), Free Standing and Neighbourhood Centre locations with sub categories of High Street, No sub category, Out of Town, Residential Zone and Village.

In HDM's view these trip rates appear lower than what we would expect to see for a site of this nature in a location such as this.

No trip distribution or junction assessments have been undertaken and therefore HDM is unable to assess the likely impacts of the development on the local highway network.

Vehicular Access:

HDM notes that the proposed site access appears to be from Penistone Road south of the junction with Birds Edge Lane. The 'proposed site access and pedestrian crossing' drawing submitted with the application details a simple access junction with a 5.5m carriageway and 2 x 2m wide footways. The footway along the site frontage on Penistone Road is 1.8m wide as existing.

Whilst the submitted TS states that the site would be accessed from a new priority-controlled T-junction with a right turn ghost island to the south of the site boundary onto the A629 Penistone Road; neither the submitted 'Proposed Site Access And Pedestrian Crossing' drawing or the drawings in the appendices of the TS show any ghost island / turning pocket within the vicinity of the access.

The applicant should make reference to 'DMRB CD123 Geometric Design at at-grade priority and signal-controlled junctions'. On the basis of the likely trips from the site which are detailed in the TS as 6.609 per dwelling; 462.63 trips per day would be generated from 70 dwellings for the minor road and the average weekday 2-way Annual Average Daily Traffic (AADT) on the major road (Penistone Road) is 7850. Figure 2.3.1 in CD123 confirms that the provision of a ghost-island junction should be provided. HDM notes that Section 6.10 of CD123 details that for 'Islands and right turning lane widths on all roads except WS2+1' that the minimum width of right turning lanes for new junctions are required to be 3.0 metres.

Therefore, HDM would request that the proposed site access is amended to provide a 3m wide ghost island / right turn lane. Swept paths should be undertaken to show that large vehicles can negotiate the layout and through lane widths should be determined from the review of the swept paths.

New developments and their access roads should be designed to accommodate the manoeuvring of our standard Refuse Collection Vehicle (RCV). Where practicable, highways should be designed to accommodate a refuse vehicle with the following dimensions: Length = 11.85m Width = 2.50m Width when Loading = 4.10m Height = 6.00m (including toploader arms) Turning circle (wall to wall) = 22.07m Turning circle (between kerbs) = 17.88m Gross Vehicle Weight = 32 tonnes.

All swept path analysis should account for the likely locations of on-street parking, the passing of other vehicles and the need to ensure a 0.5m buffer between the vehicle wheels and the kerb edge. The locations of street furniture must also be factored into this analysis in relation to the overhang of the vehicle.

HDM notes that the site appears to have a pumping station located within it. Yorkshire Water require the pump station to accommodate a 10.5m long by 2.5m wide tanker (4000 gallon) and therefore appropriate access routes should be provided and swept paths should be demonstrated to ensure access and egress in forward gear is deliverable.

HDM refers the applicant to Kirklees Highway Design Guide SPD which recommends that for junction radii connecting to a Major Road that a minimum radius of 10m is provided. The geometry of the proposed junction should be eased to reflect the 85th %ile speeds on Penistone Road, with tapers, consideration of deceleration/acceleration lanes and a wider initial minor road within the proposed junction extents. The proposed junction design should also carefully consider access for active travel users such as those on foot and may require the installation of a pedestrian refuge island on the minor road arm.

Swept paths of larger vehicles overlapping other traffic lanes or the ghost island is not acceptable on highway safety grounds.

A Stage 1 Road Safety Audit (RSA) of the new access layout should be carried out by an independent team before planning permission is granted. Resolution on the access layout should be achieved with the LPA/HDM firstly before undertaking any RSA so as to avoid abortive work. The brief of the RSA and auditor qualifications should be agreed with the LPA/HDM in advance.

HDM notes the existing stone wall inset within the site frontage within the supplied topographical survey data and requests further clarification as to the future proposals for this retaining feature to ensure that the proposals do not compromise the stability of the highway.

Parking:

HDM notes that the application is outline in relation to site access only and therefore parking is not a matter for consideration. Therefore, HDM refers the applicant to the Kirklees Highway Design Guide in relation to residential and visitor parking spaces in addition to garage dimension standards.

Public Transport:

HDM notes that Shepley Railway station is located approximately 3.1m north of the site on Station Road which is served by regular Northern services on the Penistone Line providing connections between Huddersfield and Sheffield. Services generally operate on an hourly basis in each direction throughout the day.

HDM notes that there are two bus stops located within 400m walking distance of the site lying just north of the junction with Birds Edge Lane. The northbound stop is provided with a pole and timetable information and the southbound stop is provided with the same as well as a bus shelter.

The bus services stopping at the bus stops are infrequent, with the D3 service running between Huddersfield and Denby Dale every 120 minutes between approximately 7am and 7pm Monday to Saturday with no services on Sundays.

The 77 Meadowhall-Holmfirth service also operates once a week on a Monday.

The stops also provide access to School services 421 (Shelley High School – Birdsedge) and 424 (Scissett Middle School – Birdsedge) also.

The TS states that ‘the frequency of services is consistent with the site’s semi-rural location and provides reasonable public transport connectivity to surrounding settlements.’ However, HDM is concerned that the proposed location is unlikely to be considered accessible by public transport due to the infrequent bus services and the development is likely to be heavily car dependent.

Pedestrian Access:

The ‘proposed site access and pedestrian crossing’ plan details that two number 2m wide footways are proposed along the site frontage which are proposed to tie into the existing 1.8m footway along the Penistone Road frontage. Dropped kerbs and tactile paving appear to be proposed across the proposed site access, although appear set back from the desire line.

Furthermore, two indicative pedestrian connections are provided at the north-western corner of the site; one is detailed as providing a connection to the existing bus stop location to the north of the site. The other is shown as connecting to a proposed pedestrian refuge island and dropped kerbs and tactile paving located approximately 10m south of the junction with Birds Edge Lane.

HDM does not consider a pedestrian refuge island an acceptable type of crossing for installation at this point on Penistone Road due to the 85th %ile speeds recorded and also considering the likely demand on-foot between the development and Birdsedge First School. It is HDM’s view that a PUFFIN crossing should be provided.

The TS refers to the Government’s ‘National Design Guide’ which defines walkable well-designed places as having local facilities within 800m distance. The TS also refers to CIHT’s Planning for Walking which concurs that “walkable neighbourhoods” are typically within a catchment of around 800m or a 10 minutes walk. HDM notes that Birdsedge First School, Birdsedge Village Hall and Birdsedge Wesleyan Reform Church are the only facilities within an 800m distance of the site. The closest local shop and public house are located at the Sovereign Crossroads at the junction of Penistone Road / Holmfirth Road / Barnsley Road; approximately 1.2km north of the site. There is a well documented collision history at this junction

and limited facilities to aid pedestrian accessing the site. The route for pedestrians from the proposed site to these facilities is subject to a steep gradient, does not have continuous footways on one side of the road and is subject to a 40mph speed limit for much of its length and is therefore not accessible to all. HDM is aware that there is a Road Safety Scheme design that has been progressed for the Sovereign Crossroads junction. Therefore, should the LPA be minded to grant planning permission HDM would request a financial contribution to the safety scheme.

Cycling:

The submitted TS refers to cycling having the potential to substitute for short car trips, particularly those under 5 kilometres and shows that the National Cycle Network Route 627 is located west of the site running along Dearn Dike Lane and runs between Kirkburton and Millhouse Green.

The information and drawings supplied do not appear to provide any specific priority or direct routes for cyclists instead stating that the roads within the site will be designed and calmed to allow safe use by cyclists, but this does not appear to consider the difficulties cyclists may experience accessing /egressing onto Penistone Road through the proposed site access junction.

PROW:

There are a number of PROW routes within the vicinity of the site, although none appear to be directly affected by the proposals. DEN/76/70 is located south of Birdsedge Farm and intends north-east and connects to DEN/76/80 and DEN/78/10. DEN/78/20 also appears to connect from the bus stop on the east side of Penistone Road and connects to DEN/78/30 and onwards to DEN/78/10.

Waste Management:

The Kirklees Waste Management Design Guide for New Developments (Oct 2020) provides guidance on the required waste collection service to domestic properties.

CEMP:

A Construction Management Plan would be required as part of any planning approval on the site.

Travel Plan:

HDM notes that a travel plan has been supplied with the proposals which outlines targets of a 5% reduction in vehicle trips and single occupancy journeys. HDM would advise that more challenging targets should be secured., how these will be achieved and monitored and further measures proposed should targets not be achieved.

HDM would require a Travel Plan Monitoring Fee to be secured as part of the S106 agreement. For a development of this scale (classed as a 'small major' residential development) the fee is £10,000 (£2,000 per year for 5 years).

The provision of a Sustainable Transport Fund is also expected, which can be used to provide sustainable transport measures, including Residential MCards. For budget purposes, it is expected that the fund value would equate to the same cost as the Residential MCards scheme, which is currently £511.50 per dwelling.

Conclusion: There are highway safety concerns in regards to the proposed access arrangements which, as submitted are not acceptable. Further information is required, as set out in the

recommendations and main body of the report, to enable proper assessment of the proposals to ascertain the highways implications and any potential mitigation measures required.