

**Consultation Response from KC,
Highways Development Management**
2026/91628 land off, Boshaw View, Hade Edge, Holmfirth, HD9 2TZ
Erection of 17 dwellings (Use Class C3) together with associated development including access, landscaping, ancillary infrastructure, and parking
Date Responded: 06/08/2026
Responding Officer: Ryan Kinder
Responding Ref: K3-43/6

2026/91628 Land at Dunford Road, Hade Edge.

Highway Development Management's (HDM) comments for the above application as follows:

RECOMMENDATION: Objection – further information required.

Development Overview:

This application seeks permission Erection of 17 dwellings with associated access, parking and landscaping. The site takes access off Greave Road. The access is to be formed via priority giveway arrangement.

Reference plans/documents:

- Proposed materials plan – ref 0005-026-NIE-XX-XX-DR-A-PL_100 Rev P1 dated 24.03.26
- Transport Statement – ref 165069- issue 04 dated 17/30/2026.
- Highways Area Plan (contained within TS).

Proposed site access.

The site access is proposed to be taken via new opening onto Greave Road with a priority giveway arrangement. Suitable visibility has been demonstrated and considered acceptable. Swept paths for an 11.85m refuse collection vehicle have been provided, however there are concerns regarding this arrangement, given the width of Greave Road this manoeuvre is not possible without utilising the full width of the carriageway. In addition, if parked vehicles were opposite the site access then this would not be possible at all. HDM consider that access to the site should be taken via the existing development know as Boshaw View as per the application (2026/91628). Concerns are raised regarding the proposed access arrangement in its current form.

Internal Layout.

The internal road layout should be designed to adoptable standards and in line with the Councils SPD highway design guide. The current proposal indicates a 'traditional estate road for the access and bell mouth then onto a shared surface and private driveways. There are no long sections or finished gradients indicated on the submissions, for a shared surface arrangement the gradient must not be steeper than 1:20 otherwise a footway down both sides is required. Further clarification on this matter is therefore requested.

The internal layout should also provide an adopted road up to the boundary of the remaining parcel of safeguarded land to the east of the site to ensure this area is suitable for development in the future.

Forward visibility envelopes and junction sightlines should be indicated and achievable within the Highway boundary, it appears these are not indicated at the shared surface area of the site.

A stage 1 Road Safety Audit in accordance with GG119 covering all aspects of the design will be

required and submitted once the internal layout is finalised with the brief agreed prior to any undertaking.

Parking.

The proposed parking provision design for some properties appears to fall short of the design requirements. Where no segregated pedestrian access is provided for each property the width of the parking bays should be increased from the standard 2.5m to allow an additional 0.9m width to accommodate pedestrians exiting vehicles and for wheelie bin access.

Visitor parking spaces are indicated, however a minimum of a 1.0m hard margin to the rear of these is required for exiting vehicles.

Refuse storage and collection arrangements have been demonstrated and be in accordance with Local Plan Policy LP24 part d(vi). Swept paths for an 11.85m refuse collection vehicle has also been demonstrated and considered acceptable. It should be noted that further clarification on the refuse collection arrangements from the Councils waste strategy team may be provided and should be addressed if required.

Off site Highway Works.

Section 3.2 of the submitted Transport Statement acknowledges reference the implemented Phase 1 Casualty reduction scheme secured via a section 106 agreement tied into the Boshaw View Development. Following consultation with the Councils Safety Team, section 106 funding to implement phase 2 (details of which can be provided on request) is required. This scheme is to improve safety and cycle accessibility in accordance with LTN 1/20 at the junction of Greave Road/Penistone Road. The funding towards this project has been determined on a dwelling ratio of the previous development known as Boshaw View. Based on a development of 17 dwellings it considered the financial proportionate contribution towards this scheme be calculated at £84,269 and will be requested via a section 106 agreement.

Concerns are raised from a highways perspective with the proposal as outlined above, therefore Highways raise an objection with the application in its current form.